



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, September 14, 2017

7:00pm

**3040 Williams Drive, Suite 200
Fairfax, VA 22031**

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the July 13, 2017 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Action

- IV. Approval of Comments on Proposed Modifications to the Smart Scale Process**
Ms. Backmon, Executive Director
Recommended action: Approval of Comments

Discussion/Information

- V. Planning and Programming Committee Report** Chairman Nohe
- VI. Five-Year Strategic Plan Development Update**
Ms. Backmon, Executive Director
- VII. Executive Director's Report** Ms. Backmon, Executive Director
- VIII. Chairman's Comments**

Closed Session

- IX. Adjournment**

Next Meeting: October 12, 2017

**Northern Virginia Transportation Authority
3040 Williams Drive (Suite 200)
Fairfax, VA 22031
www.TheNovaAuthority.org**



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, July 13, 2017

Start Time: Immediately After the End of the Public Hearing
3040 Williams Drive, Suite 200
Fairfax, VA 22031

MEETING MINUTES

I. Call to Order

Chairman Nohe

- Chairman Nohe called the meeting to order at 9:12pm.

II. Roll Call

Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Mayor Silberberg; Chair Fisette; Mayor Parrish; Mayor Meyer (arrived 9:21pm); Mayor Rishell; Delegate Minchew; Senator Black (arrived 9:15pm); Ms. Hynes; Mr. Kolb.
- Non-Voting Members: Ms. Hamilton; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Sarah Camille Hipp (Communications & Public Affairs Manager); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the June 8, 2017 Meeting

- Chair Randall moved approval of the June 8, 2017 minutes; seconded by Chairman Bulova.
- Mayor Parrish stated that the June meeting minutes were informative and that the Authority had accomplished much at the June meeting. He thanked Mayor Rishell for assuming the Finance Committee responsibilities in his absence.
- Motion carried with nine (9) yeas and one (1) abstention [with Mayor Parrish abstaining as he was not at the June 8, 2017 meeting].

Action

IV. Approval of Projects for Recommendation to the Commonwealth Transportation Board for Funding with Transform 66 Outside the Beltway Concessionaire Payment Ms. Backmon, Executive Director

(Senator Black arrived.)

- Ms. Backmon stated that at the public meeting for the Commonwealth's Six Year Improvement Program, Secretary Layne stated he wanted to coordinate with the NVTa regarding project recommendations for the approximately \$500 million expected from Express Mobility Partners (EMP) as part of the Transform 66 Outside the Beltway (OTB) concessionaire payment. She reviewed the coordination efforts in this process:
 - ✓ The decision on the project funding lies with the Commonwealth Transportation Board (CTB).
 - ✓ The law requires that the projects selected for funding must benefit the users of the corridor.
- Ms. Backmon outlined the process undertaken in the development of the NVTa staff project recommendations:
 - ✓ At the June 8, 2017 Authority meeting, the Authority issued a Call for Projects seeking consideration for this funding.
 - ✓ Projects were due to NVTa staff by midnight, June 28, 2017.
 - ✓ The initial eligibility criteria for projects included inclusion in a regional plan, with some level of public vetting having been undertaken.
 - ✓ Discussions with the Secretary's office yielded agreement on how projects would be evaluated and prioritized.
 - Projects that require operations or maintenance funds must identify those funds in the application. She noted there was no desire by the Commonwealth to fund operations or maintenance with these funds.
 - Projects must show a congestion reduction benefit.
 - Projects must show they can utilize the funding by toll day-one, estimated to be mid-2022. She added that the Secretary's office would like to see not only utilization by 2022, but near completion of the project by 2022.
- Ms. Backmon stated that 26 projects had been submitted for consideration, adding that basic project information was included in the Authority meeting packet and that the complete project applications were available for further review. She noted that the Planning and Programming Committee (PPC) met on July 7, 2017 to review the NVTa staff recommendations for projects to receive this funding. She added that of the 26 projects submitted, NVTa staff recommended funding for 14 of those projects at their full funding request.
- Chairman Nohe stated that the recommended projects were included in the report if members wanted additional information.

(Mayor Meyer arrived.)

- Ms. Backmon noted that as part of its recommendation, the PPC had requested additional information on the Potomac and Rappahannock Transportation Commission (PRTC) bus funding request. She stated that PRTC initially requested funding for 31 buses, at a total cost of \$5.8 million. She added that PRTC had subsequently reduced that request to five (5) buses at approximately \$500,000. Ms. Backmon stated that the five buses would be replacement buses, therefore, would not offer any additional congestion reduction or added capacity.
- Chair Randall asked for clarification regarding the replacement buses. Ms. Backmon responded that these would be new buses, but would not provide new or expanded service. Chairman Nohe stated that the PPC had requested the additional information regarding the PRTC buses so that the Authority could make the recommendation as to whether to include the buses in the projects for recommendation. He asked for clarification that NVTA staff does not recommend the PRTC buses for funding. Ms. Backmon responded that NVTA staff does not recommend this project for funding, based on the criteria presented by the Commonwealth.
- Chairman Nohe stated that this NVTA recommendation is not a funding decision, it is a recommendation to Secretary Layne. He added that we anticipate Secretary Layne will turn this recommendation into a recommendation to the CTB, which will make the final funding decision. Chairman Nohe noted that it had been agreed that there was no point in requesting funding for projects that the Secretary does not support.
- Senator Black suggested it would be unlawful to expend funds for replacement buses. Ms. Backmon responded that it may not be unlawful, but that the Secretary's office wants to ensure that if there is a legal challenge to the project selection recommendation made by the CTB, the projects can meet the definition of the law regarding the concessionaire payment. Chairman Nohe added that it may not be unlawful, but it seems unadvised. He explained that these funds are governed by federal code, not HB 599.
- Chairman Bulova stated that this recommendation was developed fairly quickly and explained that this source of funding is different from the usual NVTA funding sources. She added that this is the concessionaire payment funding as a result of the I-66 OTB Project.
- Chairman Bulova moved approval of the project recommendations to the Commonwealth Transportation Board for funding with the Transform 66 Outside the Beltway concessionaire payment; seconded by Chair Fiset.
- Chairman Nohe observed that seven (7) jurisdictions and agencies made funding requests and every project sponsor received a recommendation for funding for at least one project that was submitted for consideration. He added that each project sponsor also got their top priority project recommended for funding. Ms. Backmon confirmed this.

- Chairman Nohe stated that this is a one-time funding source. He noted that in previous NVTAF funding programs, project sponsors have found that their initial cost estimates were lower than the ultimate project bids, therefore requiring additional funding requests even after initially acquiring full project funding. He stated that once these funds are allocated, there will not be additional funds for cost overruns. Chairman Nohe added that if any project sponsors are not 100% sure of their funding requests, they need to confirm costs as soon as possible; noting that if any tweaks need to be made to the funding requests, they need to be done very quickly. He stated that the Secretary's recommendation will be presented to the CTB at its retreat in August, with a vote anticipated at its September meeting. Ms. Hynes confirmed this.
- Chair Randall asked for clarification that while not every project was recommended for funding, every project being recommended is being done so at the full extent of the funding request. Ms. Backmon responded affirmatively.
- Ms. Hamilton stated part of the urgency of this recommendation is that some of these projects will need to be coordinated with EMP, if the State wants EMP to construct the projects that directly connect to the Transform 66 Project. She added that the timing, project scope and funding request are necessary for this coordination. Chairman Nohe clarified that EMP will be asked to construct some of these recommended projects to improve the current Transform 66 OTB Project, but this may require some redesign and additional project coordination.
- Delegate Minchew stated he will be voting against this, but not because of the recommended projects. He stated that his concern is more global, that he is concerned with the organic nature of this \$500 million concessionaire payment. He added this seems to be a bit of baksheesh, noting that EMP has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA). Delegate Minchew suggested that some of the \$500 million might be able to be traced back to the TIFIA loan, however, he did acknowledge he could be wrong. He expressed concern about the use of the concessionaire's payment, acknowledging that this is a large chunk of money and that if we do not provide a recommendation on projects it will default to the CTB. Delegate Minchew concluded that the project analysis and the projects are all good, but he is concerned at a more global level. He added that his discomfort is not knowing the potential source of funds comprising \$500 million concessionaire payment being used to fund these projects.
- Motion carried with nine (9) yeas, two (2) nays [Delegate Minchew and Senator Black] and one (1) abstention [Ms. Hynes].

~~V. Approval of Memorandum of Agreement for the Transform 66 Outside the Beltway Concessionaire Payment~~ ————— Mr. Longhi, Chief Financial Officer

- This item was removed from the agenda prior to the meeting.

VI. Approval of the CMAQ/RSTP Reallocation Request for Fairfax County

Ms. Backmon, Executive Director

- Mayor Parrish moved approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County; seconded by Mayor Rishell. Motion carried unanimously.

Discussion/Information

VII. Executive Director's Report

Ms. Backmon, Executive Director

- No verbal report.

VIII. Chairman's Comments

IX. Adjournment

- Meeting adjourned at 9:28pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

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

DATE: September 8, 2017

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of comments on the proposed modifications to the Smart Scale Transportation Funding Prioritization Process.
2. **Suggested Motion:** *I move approval of the attached comments on the proposed modifications to the Smart Scale Transportation Funding Prioritization Process as outlined in the Draft Updated Smart Scale Technical Guide (Attachment I), and direct the Executive Director to submit comments to the Virginia Secretary of Transportation on behalf of the Authority.*
3. **Background:** During the 2014 Session, the General Assembly passed HB 2 which provides for the development of a prioritization process for projects funded by the CTB. The HB 2 process, renamed Smart Scale, must be used for the development of the Six-Year Improvement Program (SYIP). To date, two rounds of funding allocations have been determined using this process.

The CTB and Secretary of Transportation's office have been working on an effort to modify the Smart Scale process. On June 21, 2017, and July 18, 2017, the CTB received presentations from Deputy Secretary of Transportation Nick Donohue on proposed modifications to the process, and discussed the proposals. A Draft Updated Smart Scale Policy and Technical Guide, based on these presentations and discussions, was released on August 21, 2017, and can be found here:

http://vasmartyscale.org/documents/dr1_ss_technical_guide_aug2017_compared_to_sept2016.pdf. A summary of the proposed changes is attached.

The CTB scheduled public meetings across the Commonwealth to provide information on the Smart Scale process and various transportation initiatives. The public meeting in Northern Virginia will be held on Monday, September 18, 2017, at 4:00pm, at the Virginia Department of Transportation (VDOT) Northern Virginia District Office. Comments will be accepted informally at the meeting and may also be submitted via letter, email or online. The CTB is tentatively scheduled to adopt the revised Smart Scale Policy, as well as its Policy

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

A summary of the initial recommended modifications to the Policy Guide and proposed comments are below. If approved, the comments will be transmitted by letter to the Secretary of Transportation:

Project Eligibility

- The current proposal clarifies eligibility language to state that if a significant portion of the project costs are related to the repair or replacement of existing traffic control devices, structures, bridges, or other assets, the project be excluded from consideration in scoring and rating for Smart Scale.
 - *Proposed Comment*
The Authority supports this proposal.

Application Limits

- Currently, there are no limits on the number of projects a jurisdiction or agency can submit. The proposal recommends limiting localities with a population greater than 200,000 and regional entities with a population greater than 500,000 to eight applications per Smart Scale cycle. Localities and agencies with populations less than the thresholds noted would be limited to four applications per cycle.
 - *Proposed Comment*
The Authority does not support a limit on the number of applications. The number of applications submitted by Northern Virginian jurisdictions is an indication of the high level of transportation needs. Additionally, there are few other options to apply for state funding, and the Smart Scale process is the process developed by the Commonwealth to secure funding. If a governing body believes it is in the best interest of its jurisdiction/agency to submit more than four or eight applications (as applicable), it should be allowed to do so. Further, limiting the number of applications entities can submit could adversely impact the region's ability to receive its fair share of statewide transportation funds, as is required by HB 2313 (2013).

As there are various sources utilized for population estimates (such as US Census, Weldon Cooper estimates or projections, etc.) it would be useful to know which is being utilized to categorize applicants.

The Authority would also appreciate clarity in regards to applicants that traverse more than one metropolitan planning area or planning district, such as the Virginia Railway Express (VRE). In the previous Smart Scale rounds, the project applicant for VRE was the Northern Virginia Transportation Commission, one of the two transportation district commissions that co-own VRE. Will Transportation District

Commissions be allowed to submit applications? In the case of VRE, would each of its transit districts be limited, or would the limit count for both entities?

Project Readiness

- The current proposal recommends formalizing and strengthening the policy on required level of project planning, by requiring specific supporting documentation needed for projects. It also recommends that localities provide a resolution supporting the project as part of the application process.

- *Proposed Comment*

The Authority supports efforts to ensure that projects are feasible and that initial planning efforts have been completed prior to the application for Smart Scale funding. However, these requirements seem excessive. Applicants will be submitting requests of funding six years ahead of the anticipated time that funds will be available. The amount of information and documents necessary to submit an application seems highly detailed for this far in advance. Requiring Interchange Justification Reports (IJR) with preferred alternatives, approved signal warrant justifications, and locally preferred alternatives to be identified prior to submitting the application for funding is a heavy burden. Some of these are federally reviewed documents that have limited time spans prior to their expiration. The processes and policies for some of these requirements may change between the time the application is submitted and the project receives funding.

They are also expensive to undertake. It is unlikely an applicant would spend the time and money to develop an IJR without knowing that the project would be funded, especially as the funding will likely not be available for five or six years. Rather than a completed IJR or requiring planning to be at an advanced stage, it may be appropriate to outline the plan for conducting the review and what alternatives are anticipated to be evaluated.

Further, a lot can happen in project development between the time a project application is submitted and the time it receives funding. Applicants receive significant input from stakeholders, and the Commonwealth must understand that these can lead to slight modifications of project scopes.

The guide notes that major widenings would require a demonstration that alternatives have been evaluated and that the alternatives analysis results were used in making a decision on a preferred alternative. The Authority believes a definition is needed to determine what constitutes a “major” widening.

The Authority also believes requiring a resolution of support for all applications from both the applicant and a relevant regional agency is overly cumbersome, as inclusion in a region’s constrained or unconstrained long range plan may not be necessary for every project being submitted for Smart Scale consideration. As such, the Authority may not have evaluated every project for Smart Scale funding

consideration and does not believe that this lack of evaluation should lead to an ineligibility for Smart Scale funding consideration.

Funding Policy

- The current proposal recommends clarifying in the policy that Smart Scale funding is not intended to replace other committed funding sources such as local funding, proffers, and/or other committed state or federal funding sources. Commonwealth staff has stated this would not include mega projects that cost more than \$1 billion.
 - *Proposed Comment*
The Authority believes that “committed” funds must be defined. Some of the requirements being proposed that relate to project readiness include requirements that a funding plan be in place for the project. There is a concern that having this plan in place could adversely impact the ability to apply for funding to complete the project. Further, while this policy may not affect projects costing greater than \$1 billion, there are other large projects that may not rise to that level. The Authority is concerned that this will impact the ability to leverage different types of funds (local and regional).

Congestion

- The current proposal recommends modifying the measure to account for an increase in person miles traveled allowed by the project within the capacity of the facility. The draft guide also notes that the Smart Scale team is currently evaluating options to revise the congestion mitigation measure.
 - *Proposed Comment*
The technical guide notes that proposed changes to this measure are still being evaluated. As this measure accounts for a large percentage of the Smart Scale score for applicants in Northern Virginia, the Authority believes more information is necessary to understand this proposal. Understanding the importance of multimodal transportation options in our region, the Authority also believes it is important to know how transit projects will be assessed and accommodated.

Economic Development – Site Development

- The current proposal recommends several changes to the Economic Development Measures, including:
 - Providing up to 0.5 points for a project within economically distressed areas.
 - Considering the establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s).
- *Proposed Comment*
Regarding economically distressed areas, the Authority has concerns about providing points to economically distressed areas, based on zip codes. Projects in an economically distressed part of a locality/zip code should also be eligible for such credit, whether or not the area around it, as a whole, is distressed, as such projects are often part of revitalization/redevelopment efforts.

The Authority also believes that the project support for economic development may only account for new development, rather than also including redevelopment. The Authority would appreciate clarification on how redevelopment will be considered under this measure.

The Authority believes more information is necessary to understand and comment on the proposal related to the percentage of total current square footage in jurisdiction(s).

Land Use

- The current proposal notes that Commonwealth staff has developed new methodology which examines accessibility to key non-work destinations, such as grocery stores, healthcare, education, etc. The proposal also includes specific definitions of mixed-use development.
 - *Proposed Comment*
The Authority believes more information is necessary to understand and comment on this proposal.

Accessibility

- The current proposal recommends the elimination of the 45 and 60 minute cap for auto and transit job access, respectively. Instead, the jobs are weighted based on a travel time decay function, where jobs within a shorter travel time are weighted more than jobs farther away.
 - *Proposed Comment*
The Authority believes additional information is necessary to understand the impact of the new methodology being proposed to evaluate access to jobs. Please share the decay curve(s) proposed for each mode.

Freight Rail

- The current proposal identifies several factors where benefits to freight rail are to be taken into account. The methodology being used to evaluate benefits of rail capacity expansion is not identified.
 - *Proposed Comment*
The Authority believes that additional information is necessary to understand how rail capacity and related commuter rail services are evaluated. If a project includes track and signal work, the project benefits could include increased capacity for freight rail, as well as commuter rail services.

Schedule

- The current proposal recommends updating the schedule for Smart Scale to provide sufficient time for application intake and project evaluation.
 - *Proposed Comment*

The Authority has concerns over the length of the application process and the amount of information required. As noted in our comments in regard to project readiness, applicants will be submitting requests of funding six years ahead of the anticipated time that funds will be available. The amount of information and documents necessary to submit an application seems highly detailed for this far in advance.

Attachment(s): Summary of Proposed Process/Policy Changes to Smart Scale

Coordination: Regional Jurisdiction and Agency Coordinating Committee



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

Process/Policy Changes
Staff Recommendations to CTB

8/31/17

SMART SCALE Update Policy/Process - Proposed Changes

- **Biennial Schedule**
 - Begin application intake March 1st 2018
 - June 1st deadline for creation of an application
 - August 1st submission deadline
 - Early Screening and Eligibility Decisions
- **Application Limits**
 - Two-Tiered Population-based approach

Localities	MPOs/PDCs/Transit Agencies	Maximum Number of Applications
Less than 200K	Less than 500K	4
Greater than 200K	Greater than 500K	8

SMART SCALE Update

Policy/Process - Proposed Changes

- **Project Readiness**

- Formalize and strengthen policy on required level of project planning
 - ***New interchange on limited access facility***
 - IJR with preferred alternative
 - ***Grade separation of at-grade intersection***
 - At-grade improvement options have been assessed
 - ***New signal***
 - Signal warrants have been met and signal justified
 - ***Major widening***
 - Corridor optimization and alternatives to new lanes have been evaluated
- ***Demonstrate*** that a project has ***public support***, requiring resolution of support from governing body

SMART SCALE Update

Policy/Process - Proposed Changes

- **Project Eligibility**
 - Clarify the ineligibility of maintenance and State of Good Repair (SGR) projects
 - If project scope is mostly the repair or replacement of existing assets then it is not eligible for SMART SCALE. Examples include:
 - Signal system replacement (mast arms, signal heads)
 - Bridge replacement with wider lane widths and/or ped accommodations
- **Full Funding Policy**
 - Program not intended to replace committed local/regional funding sources, proffers, and/or other committed state/federal funding sources
 - If \$ request is to add components to existing fully funded project then requested components will be analyzed independently
- **Relationship of Major Project Elements**
 - Add guidance that project elements must be associated (contiguous or same improvement type)

SMART SCALE Update

Scoring/Technical - Proposed Changes

- **Congestion**
 - Person throughput – scale based on length
- **Safety**
 - Remove DUI crashes and use blended rate for fatal and severe injury crashes
- **Accessibility – A.1 and A.2 - Access to Jobs**
 - Eliminate the 45 and 60 minute cap for auto and transit job access respectively
- **Land Use**
 - More specific definitions of mixed-use development
 - New methodology - Accessibility to key non-work destinations such as grocery, healthcare, education, etc.

SMART SCALE Update

Scoring/Technical - Proposed Changes

- **Economic Development - ED.1 - Site Development**
 - Zoned properties must get primary access from project
 - Remove 0.5 points for consistent with local and regional plans - project specifically referenced in local comp plan or regional economic development strategy = 0.5 points
 - Project within economically distressed area up to 0.5 points
 - Reduce buffer to max of 3 miles
 - Conceptual (0.5, 1) vs detailed site plans (2, 4 points) – points based on whether submitted or approved
 - Considering establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s)
- **Economic Development - ED.2 - Intermodal Access**
 - Scale freight tonnage-based measure by the length of the improvement

SMART SCALE Update

Scoring/Technical - Proposed Changes

- **Additional Resources and comments**

- Link to draft technical guide
- http://vasmartscale.org/documents/dr1_ss_technical_guide_aug2017_final.pdf
- Link to CTB Presentations
- http://www.ctb.virginia.gov/resources/2017/june/ctb_retreat_recommendations_for_improving_smart_scale2.pdf
- http://www.ctb.virginia.gov/resources/2017/july/pres/5_smart_scale.pdf
- Comments on proposed changes can also be entered on the SMART SCALE website at http://smartscale.org/provide_feedback/default.asp or via email at SMARTPORTAL@CTB.Virginia.gov.

- **Next Steps**

- Special training session on the SMART SCALE application process and Smart Portal on **Wednesday, September 20th from 1:00PM to 3:30PM** in the Potomac Conference Room at the VDOT NoVA District office building.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

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

DATE: September 8, 2017

SUBJECT: Report from the Planning and Programming Committee

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

2. Background. The PPC met on Friday, September 8, 2017, at 10am.

The Committee received a briefing on the public comments received on the Draft TransAction Plan and the associated Project List.

3. Public Comments. The public comment period for the Draft TransAction Plan started on June 9, 2017 and closed on midnight, July 23, 2017. Comments were received from 663 individual or groups. The NVTA staff grouped these comments into 11 topics, and provided an overview of each topic and corresponding NVTA staff response (see attachment).

4. Discussion. The Committee discussed the potential need to use NVTA's regional revenues for roadway access improvements to VRE's Manassas Line stations. The urgency for such improvements has increased given the Authority's recent project recommendations to Secretary Layne regarding the I-66 Outside the Beltway Concessionaire Payment. NVTA staff was requested to consider options to address this in TransAction.

The Committee also requested NVTA staff review the project description associated with projects such as ID# 226 VA-234 Bypass North, I-66 to US-50 (also known as BiCounty Parkway).

5. Next steps. The PPC will continue to be engaged in the process to update TransAction, and the development of NVTA's FY2018-23 Six Year Program. Specifically, at its next meeting, the Committee will review the final draft version of TransAction and the associated project list. The Committee will also consider the Call for Regional Transportation Projects (CfRTP) for the Authority's FY2018-23 Six Year Program. PPC's recommendations associated with adoption of TransAction and approval of issuance of the CfRTP will be presented to the Authority at its meeting October 12, 2017.

The date for the next scheduled meeting of the PPC is Wednesday, October 4, 2017, at 10:00am.

Attachment: Draft TransAction Plan: Overview Comments

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

TransAction Plan Draft: Overview of Comments

I. Background

The Draft TransAction Plan and associated Project List were released for public comment at the Authority meeting on June 8, 2017. A Public Hearing was held on July 13, 2017, which was attended by 15 Authority members. Testimony was submitted for public record by 23 speakers. The Public Hearing was video-taped and can be viewed on the NVTa website.¹ The public comment period closed at midnight on July 23, 2017.

II. Comments Received

Comments could be submitted in multiple ways:

- Public Hearing testimony;
- NVTa's dedicated email account for the TransAction Plan Draft;
- TransAction project website;
- Jurisdictional Town Hall meetings;
- Regular mail; and
- Comment card.

Comments were received from 663 individuals or groups. Seven respondents sent comments twice, meaning the effective number of respondents is 656. All comments were combined into a single database – no differentiation is made in this summary between the various methods of submitting comments.

Comments will be posted on the TransAction project website.

III. Overview of Comments

Comments related to various elements of the Draft TransAction Plan and selected individual projects. In particular, numerous comments were submitted in opposition of, with limited support for, three candidate highway projects:

- Bi-County Parkway (ID# 226), between western Prince William County and eastern Loudoun County;
- Outer Potomac River Crossing (ID# 24) between eastern Loudoun County and Maryland;

¹ <https://www.youtube.com/watch?v=PHUk5yi9gFs>

- East Potomac River Crossing (ID# 87) between southern Prince William County and Maryland.

There was strong support for, and limited opposition to, the Hillsboro Traffic Calming project (ID# 323) in western Loudoun County. In addition, there was widespread support for bike and pedestrian projects with 225 comments expressing support for bike-pedestrian projects in the Draft Plan.

Comments on the two Potomac River Crossing projects were frequently combined, although the nature of the comments suggested they were mostly directed at the Northern Potomac River Crossing.

A summary of comments by topic is provided in Table 1, followed by a more detailed discussion on comments received for each of these eleven topics.

Table 1: Summary of Comments Received

	Topic	Number of comments
1	Plan process	16
2	Plan document	7
3	Roadways	387
a.	Bi-County Parkway	208 (Support: 12; Oppose: 196)
b.	Potomac River Crossings	160 (Support: 15; Oppose: 145)
c.	Hillsboro Traffic Calming	74 (Support: 70; Oppose: 4)
d.	Other project-specific	24
4	Transit	42
5	WMATA	22
6	VRE	13
7	Bike-Pedestrian	225
8	Travel Demand Management	9
9	Safety	3
10	Route 28 study	12
11	Other	17

1. Plan Process (16 comments)

Many comments appreciated the performance-based approach and the detailed planning process that were followed for the development of the Draft TransAction Plan. However, there were also reservations about the lack of detailed information on the analyses, project cost, project rank, and balance between number of roadway and transit projects.

Comments also suggested reducing the number of performance measures, focusing on small but highly effective projects as well as accessible projects (American Disabilities Act projects), and supporting activity centers and transit-oriented development. Comments showed concern over Plan details not reaching linguistic minorities such as Korean population.

Response: TransAction is a long range multi-modal regional transportation plan with a 2040 horizon year. Consequently, the majority of projects included are at a sketch level only. The analyses for the Draft Plan were conducted at corridor and corridor segment levels, using performance measures that support the TransAction Vision and Goals, and which were developed through a comprehensive and collaborative process including extensive public engagement. More analysis will be provided in the TransAction Technical Report. Staff is exploring options for translation of the Plan.

Detailed project level analyses will be conducted during the development of NVTAs FY2018-23 Six Year Program, which will also provide an opportunity for further public comment inclusive of a Public Hearing, prior to Program adoption. Adoption of the Six Year Program is currently scheduled for spring 2018.

2. Plan Document (7 comments)

Comments expressed appreciation that the Draft Plan presented many complex analytical materials in visual format. There were comments that suggested lack of clarity in describing the planning process in the Draft Plan.

Response: Consideration will be given to enhancing the visualization of NVTAs complex planning process and analytical details in the final version of the document.

3. Roadways (387 comments)

Most of these comments related to specific roadway projects, although some were more general. While many of the comments acknowledged that road projects may have multimodal components, concerns were expressed that the focus of the Draft Plan leans more towards road solutions. Three roadway projects received strong opposition while one project received strong support.

- a. ID# 226 Construct VA 234 Bypass North, I-66 to US50 (also known as Bi-County Parkway) received a total of 208 comments, 196 opposing it and 12 supporting it. Supporting comments related to the need for additional connections and congestion relief. Opposing comments, many which were similar, emphasized the following:
 - The project has been removed from Prince William County Comprehensive Plan;
 - The project will bring more traffic and development pressure to the less developed areas;
 - The project will close US 29 from Pageland Lane to the bridge over Bull Run and close VA 234 Sudley Road from the southern park boundary to the northern park boundary, which are pointed out as much needed connections.

Typical of the comments received is the following: “I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It’s time to focus on more effective solutions for residents and commuters.”

Response: See concluding statement.

- b. ID# 24 Outer Potomac Crossing (construct crossing of Potomac River between Route 28 in Virginia to I-270 in Maryland) received a total of 160 comments, 145 opposing it and 15 supporting it. Supporting comments related to the need for additional connections across the river, congestion relief on American Legion Bridge and approach corridors, and Homeland security concerns. It was also pointed out that the bridge could connect Route 15 instead of Route 28 and a direct connection to I-270 without any exits in between as a way to protect the agriculture preserve. Opposing comments, many which were similar, emphasized the following:
- The project will increase traffic congestion on Route 28 and surroundings;
 - The project will destroy neighborhoods in Loudoun County;
 - The project will destroy agriculture reserves in Montgomery County;
 - The project will increase sprawl;
 - The project is a costly solution;
 - Lack of support shown in previous studies.

Typical of the comments received is the following: “I am deeply concerned that your proposal for over 350 projects at a cost of \$44 billion or more is not only unaffordable but will negatively impact the quality of life in Northern Virginia for me and my family. When you surveyed Northern Virginians we allocated 68% of funds to non-road solutions. That makes sense. We need better land use, more telecommuting, and more transit, bike and pedestrian options that allow people to drive less if we are going to reduce traffic. Another round of massive highway expansion and an outer beltway would only fuel more spread out development, more traffic, and more pollution. Therefore, I oppose the outer beltway – northern and southern bridges and Bi-County Parkway. And I’d like to see more transit options and better land use to avoid having to keep widening every major road in Northern Virginia. So count me in on favoring walkable, transit-accessible communities, and Metro, light rail, bus rapid transit, commuter bus, bicycle and pedestrian investments.”

There were a number of comments that opposed both Potomac River Crossing and Bi-County Parkway. A typical comment was: “I would like to add my voice to the list of citizens opposed to an additional Potomac River bridge and the proposed Bi-County Parkway. It’s time to focus on more effective solutions for residents and commuters.”

There were three comments that specifically opposed the southern Potomac Crossing.

Response: See concluding statement.

- c. ID# 323 VA Route 9 Traffic Calming (Construct safety improvements, traffic calming, and lane widening on Route 9 including the Town of Hillsboro. Project may include roundabouts and other pedestrian safety improvements) received a total of 74 comments, 4 opposing it and 70 supporting it. Many of the supporting comments were

identical. The supporters point out that the current traffic control works well while the support was based on the following:

- The project will enable traffic calming within the Town;
- The project will make moving about in the Town safer for all users;
- Combining with other improvements will make it cost-effective and less disruptive.

Typical of the comments received is the following: “Please fund the Hillsboro community traffic congestion project so that construction may coincide with other projects and reduce overall costs. Increasingly worse congestion on Route 9 through Hillsboro dramatically impacts commutes for my family and friends daily and improving the safety of the downtown Hillsboro area would be a major improvement for our community.”

Response: See concluding statement.

- d. Other project-specific comments. A total of 24 comments mentioned about 70 other specific projects. While most showed support for one or more projects, there were a few comments that opposed specific projects. A summary is given below.

Support includes:

- Route 7 Corridor: Road and transit improvements, Park & ride lots in Loudoun County, Metro station access improvements, various road improvements in Loudoun County including Shellhorn Rd Widening;
- I-66/US 29/US 50 Corridor: Commuter/express buses on I-66 and US 50, Metro feeder bus and access improvements, Bikeshare, Trails, Road and bike-pedestrian projects in City of Fairfax;
- I-495 Corridor: I-495 HOT Lanes across American Legion Bridge, High capacity transit across American Legion Bridge;
- Loudoun County Pkwy/Belmont Ridge Rd Corridor: Various road/intersection improvements;
- Hot-spot Improvements on VA 7, VA 9, and US 15;
- Integrated Corridor Management: East-West and I-95 operations improvements.

Opposition includes:

- ID# 119 Construct Northstar Boulevard from Shreveport Drive to US 50
- ID# 165 Widen US50, Northstar Boulevard to Lenah Loop Rd
- ID# 185 Widen Belmont Ridge Rd from VA 2401 to VA 7
- ID# 186 Widen Belmont Ridge Rd from VA 645 to VA 659
- ID# 187 Widen Northstar Blvd from Belmont Ridge Rd to Braddock Rd
- ID# 212 Widen Dulles Airport Access Road from Dulles Airport to VA 123
- ID# 232 Widen Magarity Road from 2 to 4 lanes from VA 7 to Great Falls St.

Response: See concluding statement.

4. Transit (42 comments)

There were 42 comments specifically supporting transit projects. These include general transit projects, Metro bus and Metrorail projects, and VRE projects. Support was also expressed for transit options on Route 28/Route 29/I-66, BRT projects, Metrorail Blue Line realignment, Metrorail Orange Line extension to Gainesville, bike/ped/road connections to transit, multimodal projects, use of smaller buses on feeder routes, and connecting Northern Virginia to the Purple Line on the southern end. Need for affordable public transportation was also raised.

Response: Comments acknowledged.

5. WMATA (22 comments)

There was general support for WMATA projects. Out of a total of 22 comments mentioning Metro projects, one was opposed to the Metro extension south of Huntington. The supporting comments included metro improvements in general, Blue Line realignment, Metro extension to Centerville/Gainesville, circumferential rail connecting Metro lines and potentially connecting to Purple Line, access projects to Metro stations, and 8-car Metro trains.

Response: Comments acknowledged.

6. VRE (13 comments)

There was general support for VRE projects with 13 comments mentioning VRE and expressing support for general VRE capacity and service improvements, station improvements at Manassas Park, and replacing Long Bridge.

Response: Comments acknowledged.

7. Bike-Pedestrian (225 comments)

There was widespread support for bike and pedestrian projects with comments expressing support for bike-pedestrian projects in the Draft Plan, e.g., W&OD Trail, Custis Trail, US29 Trail, Gerry Connolly Cross County Trail, pedestrian connection between Crystal City and Reagan National Airport, transit/bike/ pedestrian connections to transit/metro stations, I-66 bike lanes outside the barrier, and bike improvements connecting Manassas Park, Manassas and Prince William County. Concern about pedestrian safety was also mentioned.

Typical of the comments received is the following: “As a resident of northern Virginia who uses a bicycle to travel through the region, I am pleased to see many projects listed in the TransAction draft that will improve or add new bicycle infrastructure. Bicycling should be a substantive and integral part of any effort to improve transportation and reduce traffic congestion in Northern Virginia. All transportation projects should provide residents options for bicycling that are well-designed, safe, and accessible to riders of all ages and abilities. Please ensure that the bicycle and pedestrian projects in the plan are fully funded, designed

to industry best practices, and built with the intention that they be viable transportation options, not an afterthought.”

Response: Comments acknowledged.

8. Travel Demand Management (9 comments)

There were nine commenters specifically supporting transportation demand management programs such as telecommuting and carpools. This is in addition to the support for all forms of transit.

Response: Comments acknowledged.

9. Safety (3 comments)

While three comments were directly related to safety improvements, many other comments mentioned safety in relation to specific project comments. The three general comments focused on need for more safety improvements; upgrading Telegraph Road (from Jeff Todd Parkway to I-495) with sidewalks, bike lanes, and left turn pockets; and the need for safety improvement on Route 1 corridor.

Response: Comments acknowledged.

10. Route 28 Study (12 comments)

There were 12 comments regarding projects related to the ongoing Route 28 Study in Prince William County, Fairfax County, the City of Manassas, and the City of Manassas Park. Most comments opposed the inclusion of Euclid Avenue Extension due to the potential impacts on the residential neighborhoods.

Response: These concerns will be addressed as part of the ongoing NVTA-funded Route 28 Corridor Feasibility Study, led by Prince William County.

11. Other (17 comments)

In addition to all the above comments, there were 17 general comments including transportation issues that are unrelated to the Draft Plan or NVTA. These comments relate to providing sound barriers to provide relief from the noise, coordinating signals, NVTA monitoring and acknowledging future trends in future programming of projects, NVTA ensuring not spending all available funds upfront, and advancing highest performing projects irrespective of location.

Response: Comments acknowledged.

IV. Project List

The Town of Herndon submitted comments requesting addition of two projects to the Plan – South Elden Street Reconstruction (Reconstruct South Elden Street between

Herndon Parkway and Sterling Road) and Sterling Road Reconstruction (Reconstruct Sterling Road between Elden Street and Rock Hill Road).

Some jurisdictions requested consideration be given to revised wording of selected project titles and/or project descriptions. Such changes seek to clarify, rather than modify, the information provided in the Draft Plan Project List.

In addition, the TransAction Subcommittee, comprising jurisdictional and agency staff, has made other revised wording suggestions with the intent to correct typos and to introduce greater consistency. In some cases, projects with overlapping functions can be combined to simplify the project list. This will necessitate a renumbering of projects in the final version of the Draft Project List.

None of the revisions have a meaningful impact on the technical analysis or impact of the Draft TransAction Plan Project List.

V. Concluding Statement

The context for inclusion of projects in TransAction is as follows:

- Satisfies a legal requirement for use of HB2313 (2013) regional revenues, which can only be used for projects in the current version of TransAction;
- TransAction does not commit the Authority to invest in any project.

It is important to retain all projects in the TransAction Project List for the following reasons:

- TransAction considers travel conditions for planning horizon year 2040;
- If only current fully funded and committed projects are built, travel conditions are forecast to considerably worsen by 2040 (tripling of traffic congestion);
- Northern Virginians consider the region's travel conditions to be the greatest factor influencing their quality of life;
- Inclusion of all projects in TransAction provides transportation options for the Authority until the next update of TransAction (typically every five years);
- As a long-range transportation plan with a 25-year horizon, TransAction (intentionally) includes more projects than can be funded.

NVTA's approach to funding regional projects:

- All projects considered for regional revenues are subject to a quantitative/qualitative regional evaluation process during each update cycle (typically every two years) of the Authority's Six Year Program;
- This process commences with a Call for Regional Transportation Projects – effectively a funding request from the region's jurisdictions and transportation agencies;

- Each funding request must be accompanied by a resolution of support from the governing body of the jurisdiction or agency;
- Projects that are located in multiple jurisdictions must demonstrate multi-jurisdictional support in order to advance, e.g. resolutions of support from the governing body of each affected jurisdiction;
- If jurisdictions and agencies do not submit funding requests to NVTa, or are not approved for NVTa regional revenues, projects will only advance if funding sources other than NVTa's regional revenues are secured.

Typical process for project implementation (regardless of funding source)

- Projects are subject to all applicable engineering and environmental review processes, including a comprehensive public engagement process, prior to implementation.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 8, 2017

SUBJECT: Five-Year Strategic Plan Development Update

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the status of the development of the Authority's first Strategic Plan.
2. **Background:** In the fall of 2014, Ms. Backmon met with each Authority member to discuss the Authority's roles and responsibilities to determine "what does the Authority want to be when it grows up." As a result of those meetings, Ms. Backmon sought to develop a five year Strategic Plan highlighting the vision, goals and objectives that the Authority would like to accomplish over the next five years under the provisions of its enabling legislation and other applicable laws.
3. **Strategic Plan Timeline:**
 - April 11, 2016, a work session was held with the Authority to develop the draft vision and goals for the Strategic Plan.
 - May 26, 2016, a work session was held with NVTA staff and Regional Jurisdiction and Agency Coordinating Committee (RJACC) members to review and provide feedback and input on the draft vision statement as developed from the work session with the Authority.
 - July 7, 2016, a follow up work session was held with NVTA staff and RJACC members to review and provide feedback and input on the draft goals as developed from the work session with the Authority.
 - September 8, 2016, the Authority adopted the Strategic Plan Vision & Goals.
 - November 30, 2016, a work session was held with NVTA staff and RJACC members to develop draft strategies, objectives and measures.
 - January – August 2017, NVTA staff refined draft strategies and objectives, based on RJACC member input from the November 30, 2016 work session, and developed the draft Strategic Plan.
 - August 31, 2017, draft Strategic Plan reviewed with the RJACC.

4. **Next steps:** The Draft Strategic Plan will be presented to the Authority for adoption on November 9, 2017.

Coordination. Northern Virginia Transportation Authority members
Regional Jurisdiction and Agency Coordinating Committee

Attachment: Draft Strategic Plan

Five-Year Strategic Plan



Monica Backmon, Executive Director
September 14, 2017

Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

Overview

Purpose: under the provisions of the Authority's enabling legislation and subsequent applicable laws, to set overall goals for the Authority over the next five years and develop a plan to achieve them.

- Progress to be reported on annual basis



Vision Statement

The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multi-modal transportation options for the community that advance the overall quality of life, environment, and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVRTA delivers effective long-term planning, transparent policy processes and decision making, as well as efficient allocation of critical transportation resources which advance projects to move Northern Virginia forward as a preeminent region in the country.



Goals

1. **Regional Prosperity** – Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.
2. **Mobility** – Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.
3. **Innovation** – Lead region in planning and advocating for emerging transportation technologies which address future transportation, work place and development trends.
4. **Funding** – Support transportation infrastructure development through excellent stewardship of tax payer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.



Regional Prosperity

Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life.

- Economic growth and transportation are integrally linked, as are traffic congestion and quality of life.
- The NVTa is focused on supporting continued regional prosperity and improving multimodal transportation options in Northern Virginia.
- There are ways in which the NVTa can make a bigger impact.
- To date, the NVTa has conducted research and a public survey to better understand how our regional transportation network impacts economic growth and quality of life.
- The NVTa can enhance communications with key audiences regarding the economic and quality of life impacts of its multimodal transportation investments.



Regional Prosperity

Strategy	Action
Regional Coordination <ul style="list-style-type: none"> Coordinate with the NoVA business community to better understand how the NoVA transportation system affects regional prosperity and identify how different types of multimodal regional transportation projects support economic growth and raise quality of life for Northern Virginians. Estimate the economic impact of transportation investments (funded by NVTa and others) in NoVA. 	Meet with the economic development groups in each of the nine member jurisdictions (individually or collectively).
	Meet with at least one Chamber of Commerce in each of the nine member jurisdictions (individually or collectively).
	Meet with the Greater Washington Board of Trade and a selection of other neighboring business community groups in the Washington D.C. metro region.
	Conduct and compile objective, independent research, including a periodic update of the GMU economic impact analysis and public opinion survey.
Advocacy/Education <ul style="list-style-type: none"> Increase awareness and understanding of the economic impact of NVTa's multimodal transportation investments. 	Develop appropriate messaging based on above findings to specific target audiences: <ul style="list-style-type: none"> NoVA residents and business community NoVA General Assembly members Local elected officials NoVA Congressional caucus NVTa stakeholders

Mobility

Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion.

- Multimodal regional transportation plans and programs are the foundation for making sound investments.
- The NVTa will develop and regularly update TransAction and the Six Year Program through public engagement and a data driven process.
- The Authority will also refine the principles of long term benefits into implementable practices.
- Collaboration with member jurisdictions and agencies will be necessary for planning and programming that increase connectivity and improve regional mobility.
- In addition, the NVTa can boost communications with target audiences to increase awareness of the Authority's impact on regional mobility.



Mobility

Strategy	Action
Multimodal Regional Transportation Planning and Programming <ul style="list-style-type: none"> • Develop and regularly update TransAction, NVTAs long range multimodal transportation plan for NoVA, utilizing regional corridors. • Develop and regularly update NVTAs Six Year Program, to fund projects that address regional transportation needs in NoVA. • Coordinate with VA/DC/MD/TPB to advance multimodal regional and extra-territorial projects that are important to NoVA. • Refine the principles of long term benefits. 	Develop a regional performance dashboard on congestion trends, travel demand patterns, incident impacts, etc., that can feed into regional transportation planning and project development.
	Develop ‘NoVA Transportation Trends’ supplement to NVTAs Annual Report, starting with 2017.
	Conduct ongoing peer reviews with similar regions elsewhere in the US to better understand the performance of transportation in NoVA.
	Expand analytical capabilities ranging from sketch planning to micro simulation and scenario analysis. <ul style="list-style-type: none"> • Travel demand forecasting • Model simulations
	Proactively engage with relevant jurisdictions regarding key multimodal and extra-territorial projects as identified in TransAction.
	Engage the member localities in the long-term benefits refinement process.
	Conduct studies of regional significance.
Advocacy/Education <ul style="list-style-type: none"> • Increase awareness and understanding of the transportation impact of the NVTAs regional transportation investments. 	Develop appropriate messaging based on above findings to specific target audiences, including NoVA residents and business community, General Assembly members and local elected officials.

Innovation

Lead region in planning and advocating for emerging transportation technologies which address future transportation, work place and development trends.

- 'Disruptive' technologies are creating uncertainty in the future of transportation.
- The NVTa's readiness to innovate in anticipation of emerging transportation technologies and related trends is crucial to investing in the best transportation solutions.
- The NVTa will analyze and identify emerging innovative technologies for robust solutions. Undertaking these initiatives will make the region a leader as transportation preferences, and living and working conditions transform.
- The NVTa will increase collaboration and communication with the state and key stakeholders to create an ongoing dialogue regarding emerging transportation technologies and the Authority's innovations to achieve its Vision.



Innovation

Strategy	Action
Regional Coordination <ul style="list-style-type: none"> Promote multimodal initiatives such as Integrated Corridor Management (ICM). 	Coordinate with VDOT and DRPT on implementation of ICM and associated regional components, including expanded regional Travel Demand Management.
Multimodal Regional Transportation Planning <ul style="list-style-type: none"> Plan for emerging transportation technologies and related trends. 	At the national and regional level, monitor emerging technology trends and associated changes in travel behaviors, e.g., vehicle ownership, mobility as a service, and shared vehicle use. Conduct and compile objective, independent research on the positive and negative impacts of emerging transportation technologies. Conduct studies of regional deployments of emerging transportation technologies. Develop policy guidance as needed to support regional deployments of emerging transportation technologies. Host regional discussions and events that identify/address the barriers to emerging transportation technologies and facilitate their deployment in a manner that is beneficial to the region.
Advocacy/Education <ul style="list-style-type: none"> Develop and implement an advocacy and education strategy for emerging transportation technologies and shared mobility opportunities. 	Work collaboratively with the region on public outreach regarding emerging technology and shared mobility. Increase advocacy and education of emerging transportation technologies.

Funding

Support transportation infrastructure development through excellent stewardship of tax payer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

- Transparency, stewardship and accountability are the NVTa's core values for funding, which exhibit the importance of regionalism leading to responsive transportation solutions.
- Funding is the foundation from which the NVTa has the ability to understand, coordinate, plan and deliver multimodal regional transportation solutions.
- In an effort to enhance the NVTa's fiscal strength and increase awareness of its role in funding multimodal regional projects, the NVTa will identify opportunities with key stakeholders and agencies to advance the recognition of the NVTa's role in funding transportation infrastructure.



Funding

Strategy	Action
Transparency/Stewardship/Accountability <ul style="list-style-type: none"> • Ensure NVTAs funding information is transparent and available. • Cement the NVTAs reputation as a predictable long-term funding partner. • Protect and enhance the NVTAs credit rating. • Protect the NVTAs regional transportation investments. • Streamline the SYP project application process. 	Disseminate accurate financial information amongst member jurisdictions and the public with clarity and transparency.
	Develop and implement multi-year funding strategies in support of NVTAs Programs.
	Work regionally in the development of conservative revenue estimates.
	Achieve clean audit opinions.
	Exercise prudent use of debt capacity, recognizing the impact on annual PayGo availability.
	Ensure compliance of all current and proposed activities with: <ul style="list-style-type: none"> • Investment Policy • Debt Policy • Post Issuance and Tax Compliance Policy • State, Federal and IRS Regulatory Requirements
	Build capacity to receive, administer and account for federal and state grants.
	Build capacity to ensure fulfilment of project scope of approved regional projects, including implementation of a monitoring system.
	Implement a cost-effective online project application system that reduces jurisdictional and NVTAs staff time expended on preparing and reviewing responses to NVTAs Calls for Regional Transportation Projects.

Funding

Strategy	Action
Regional Coordination <ul style="list-style-type: none"> Coordinate across the region to enhance funding of transportation infrastructure. 	<p>Identify and support opportunities for joint and solo applications to regional, state and federal sources for economy of scale, efficiency and competitiveness.</p> <p>Pursue grant opportunities on behalf of the region.</p>
Advocacy/Education <ul style="list-style-type: none"> Protect and increase the Authority's fiscal strength. 	<p>Enhance existing strong ties to the General Assembly to elevate/strengthen awareness of NVTa's role, and represent NVTa's interests to protect and enhance funding legislation for regional projects.</p> <p>Support regional efforts to identify funding for operating and capital costs to meet current and future travel demand and emerging transportation technologies.</p> <p>Work with the business community to protect and enhance funding legislation.</p>



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 8, 2017

SUBJECT: Executive Director's Report

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) of items of interest not addressed in other agenda items.
2. **NVTa 15th Anniversary Celebration.** The Authority will hold a 15th anniversary celebration on Thursday, November 9, 2017, immediately following the regular business meeting. The celebration will be held at the Sherwood Community Center located at 3740 Old Lee Hwy, Fairfax, VA 22030.
3. **Transportation Planning Board's Technical Committee Briefing.** On Friday, September 8, 2017, NVTa staff briefed the TPB's Technical Committee on the Authority's Project Prioritization Process. This presentation included a discussion of the NVTa's planning, programming and funding responsibilities, performance measures, the TransAction Update, and the development of the Authority's first Six Year Program. Please note Attachment A for the presentation.
4. **Route 28 Corridor Ribbon Cutting.** Wednesday, October 4, 2017 at 1:00pm, the Authority, in coordination with VDOT, Fairfax and Loudoun Counties, will host a ribbon cutting for the Route 28 Corridor Improvements. This significant milestone marks the completion of these notable congestion relieving investments to thousands of commuters daily. Drivers will now have four lanes on southbound Route 28 from Waxpool Road to Route 50 and on northbound Route 28 from McLearen Road to the Dulles Toll Road. In May of 2015, the Authority held a groundbreaking ceremony for this regionally significant transportation corridor. This ribbon cutting brings the project full circle.
5. **Loudoun County Parkway Ribbon Cutting.** Wednesday, September 6, 2017, the Authority along with VDOT, Loudoun County and MWAA, celebrated a ribbon cutting for the completion of the final mile of the Loudoun County Parkway and the new intersection at Loudoun County Parkway and Old Ox Road. This major improvement will reduce congestion by completing the four-lane road's connection from Route 50 to Route 7. The Authority is

funding additional improvements for the Loudoun County Parkway corridor that are expected to be complete in 2018.

6. NVTA Standing Committee Meetings

- **Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Wednesday, October 4, 2017 at 10:00am.
- **Finance Committee:** The NVTA Finance Committee will meet on Thursday, September 21, 2017 at 1:00pm.
- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee will meet on Thursday, September 14, 2017 at 6:00pm.

7. NVTA Statutory Committee Meetings:

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

8. CMAQ-RSTP Transfers:

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

9. FY2014-2017 NVTA Regional Projects Status Report:

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

Attachments:

- A. NVTA's Presentation to TPB's Technical Committee
- B. CMAQ-RSTP Transfers
- C. Regional Projects Status Report

NVTA's Project Prioritization Process



TPB Technical Committee
Sree Nampoothiri, Transportation Planner
September 8, 2017

Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

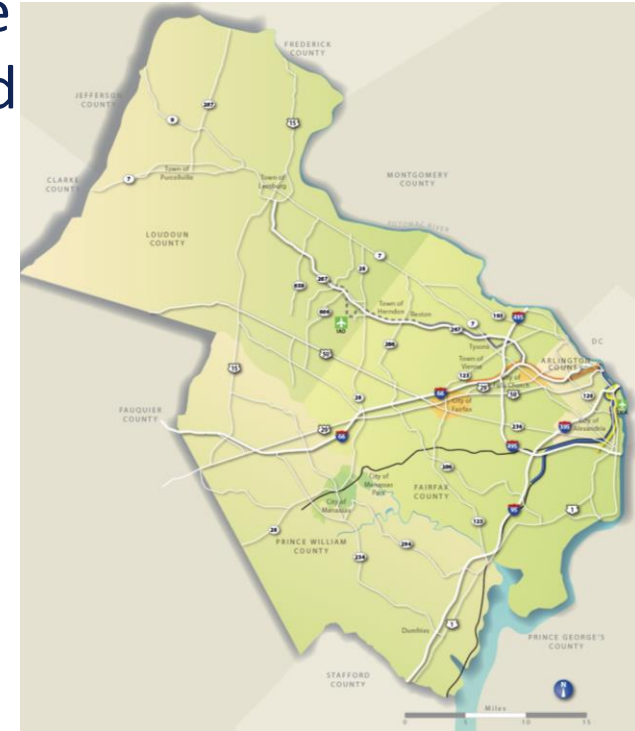
Overview

- NVTa 101
- Revenues
- TransAction – NOVA's Long Range Transportation Plan
- Six Year Program

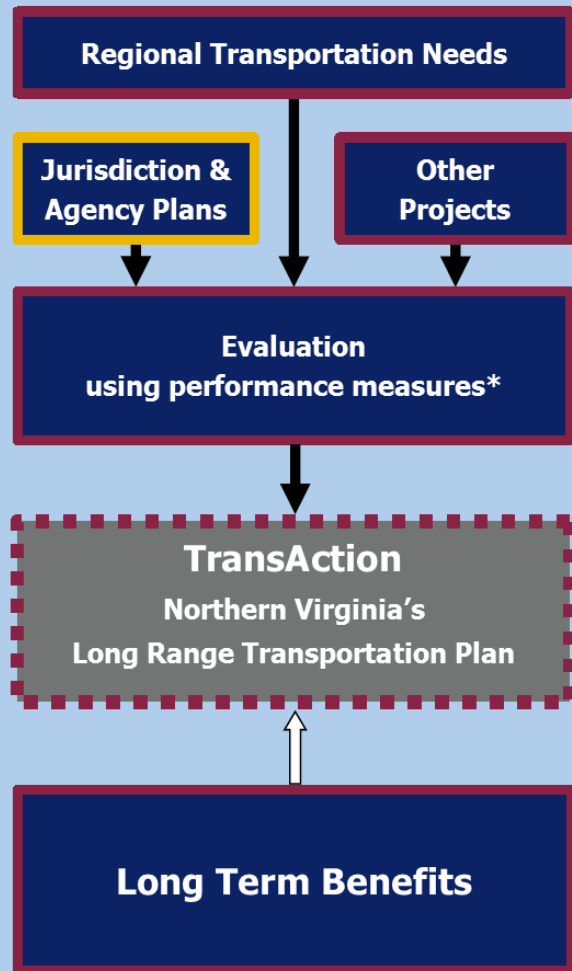


Northern Virginia Transportation Authority (NVTA)

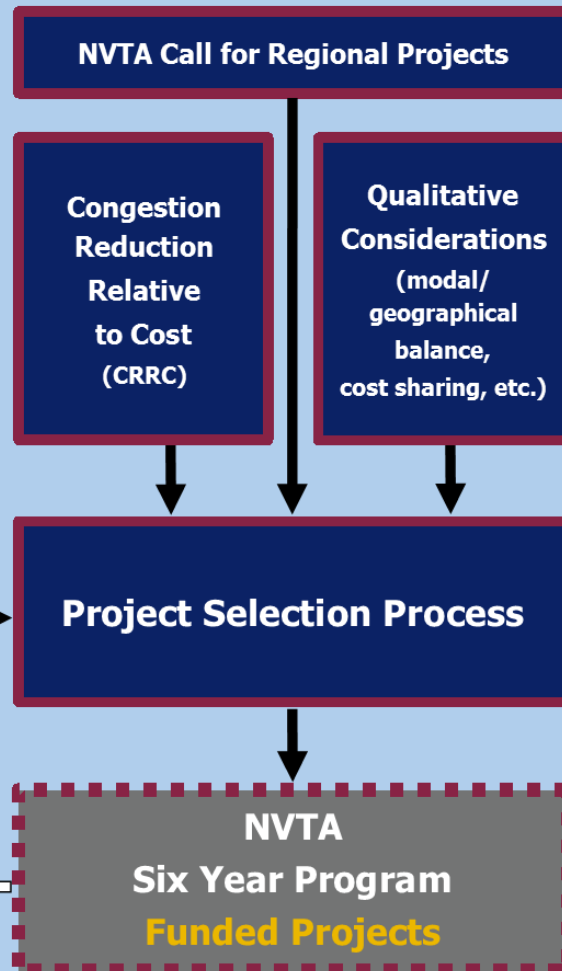
- The Authority is responsible for long range transportation planning, prioritization, and funding for regional transportation projects in Northern Virginia.
 - 2002: Virginia General Assembly created NVTA
 - 2012: Adoption of TransAction 2040
 - 2013: House Bill 2313 created dedicated funding source
 - 2013: FY2014 Program (\$187 Million)
 - 2015: FY2015-16 Program (\$337 Million)
 - 2016: FY2017 Program (\$466 Million)
 - 2017: Adoption of TransAction Update
 - 2018: Adoption of first Six Year Program
- Capital investment only; Within NOVA only
- Projects that increase capacity



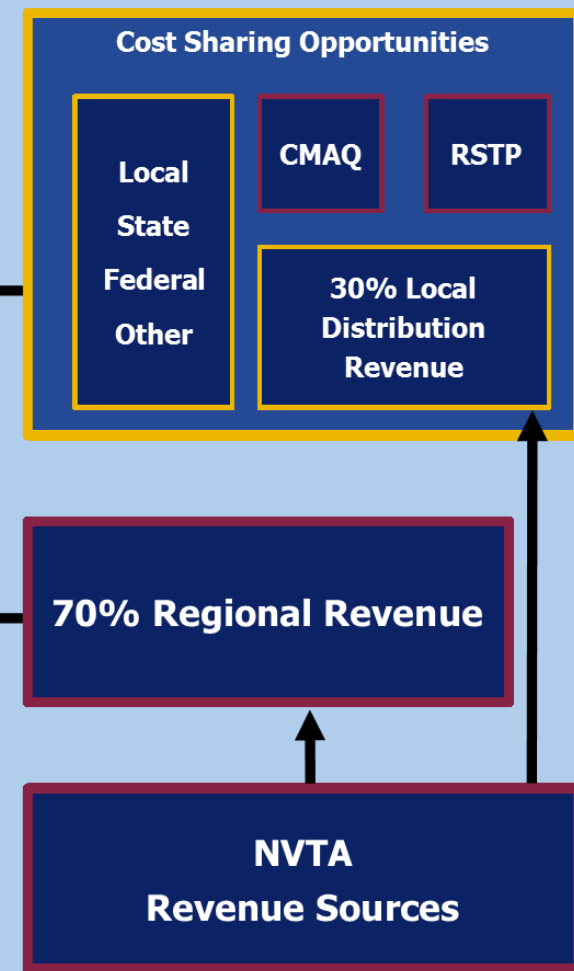
PLANNING



PROGRAMMING



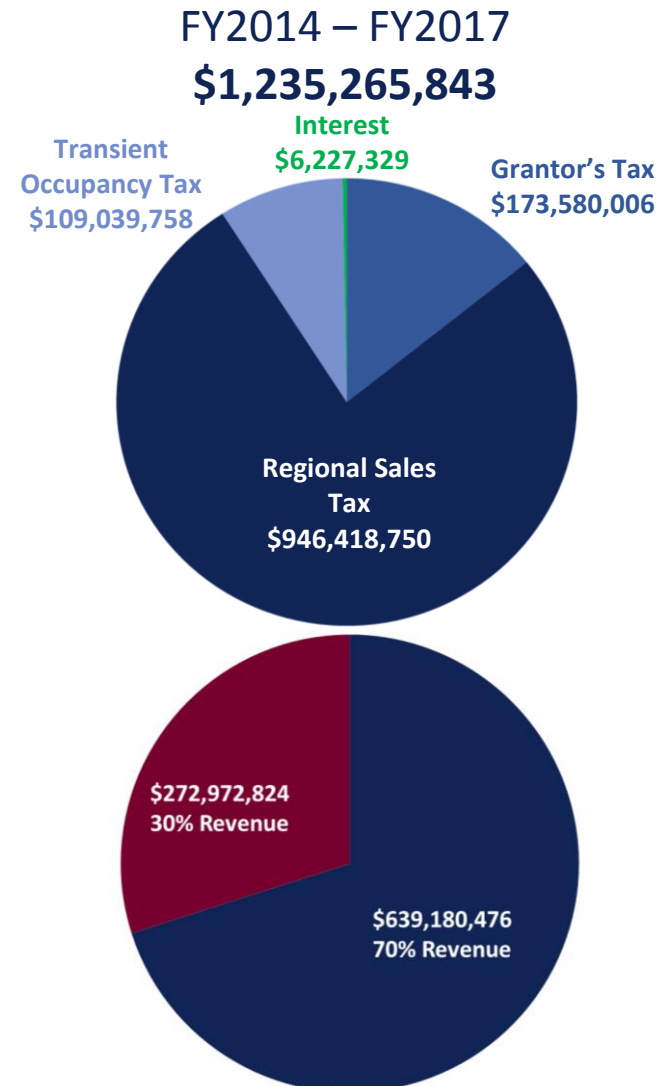
FUNDING



* Includes State-mandated HB599 evaluation process

NVTA Revenues

- HB 2313 Revenues
 - Retail Sales & Use Tax (0.7%)
 - Grantor's Tax (\$0.15/\$100)
 - Transient Occupancy Tax (2%)
- Option of issuing bonds
 - AA+ Rating
 - Issued bonds worth \$69 million as part of FY2014 Program
- Recommended allocation of CMAQ Funds: \$40M average annual
- Recommended allocation of RSTP Funds: \$50M average annual



TransAction

- TransAction Update

- Data-driven; Fiscally Unconstrained; Updated every 5 years

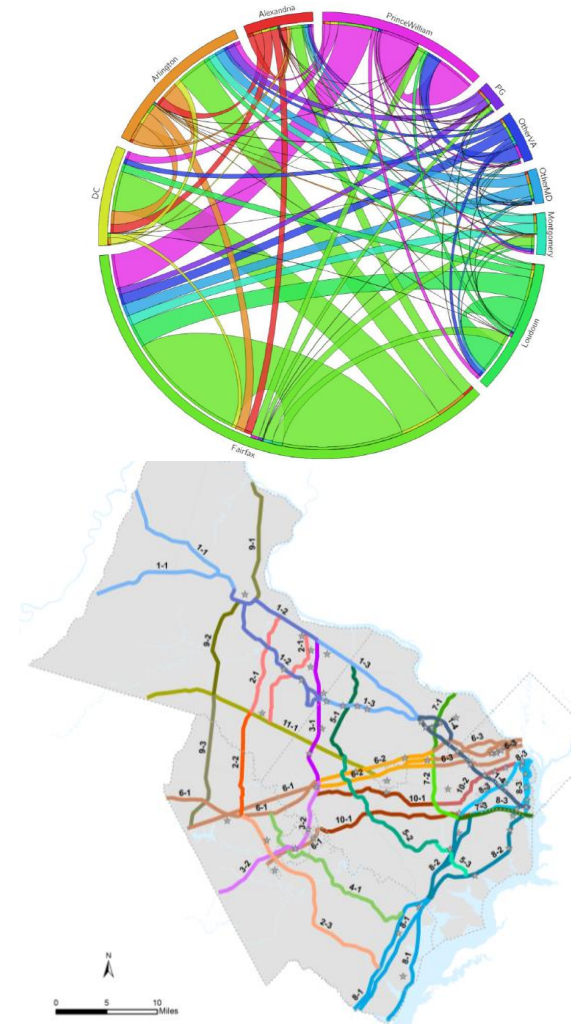
- Key Inputs

- MWCOG Round 9.0 forecasts, 2040 planning horizon
- Needs assessment
- Public engagement findings
- 358 **multi-modal** candidate projects ('bottom-up' and 'top-down') across 11 regional corridors/28 corridor segments
- \$44 Billion planning level project cost estimates, regardless of funding sources
- 15 weighted performance measures
- 2040 No-Build includes fully funded projects only
- Four 'alternate futures' for scenario (sensitivity) analysis

- Key Outputs

- Project evaluations/rankings at the corridor segment level
- Planning level benefit cost analysis/rankings at the corridor segment level
- Scenario (sensitivity) analysis

2040 Commute pattern



TransAction: Performance Measures

Vision								
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.								
Goals	Objectives		Measures		Overlaps			Weighting
Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation	1.1	Reduce congestion and crowding experienced by travelers in the region	1.1.1	Total Person Hours of Delay (HB599)	①		③	10
			1.1.2	Transit Crowding (HB599)	①	②		5
			1.1.3	Person Hours of Congested Travel in Automobiles (HB599)	①		③	5
			1.1.4	Person Hours of Congested Travel in Transit Vehicles (HB599)	①		③	5
	1.2	Improve Travel Time Reliability	1.2.1	Congestion Severity: Maximum Travel Time Ratio	①	②		5
			1.2.2	Congestion Duration (HB599)	①	②	③	10
	1.3	Increase access to jobs, employees, markets, and destinations	1.3.1	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit	①			5
			1.3.2	Access to Jobs within 45 mins by auto or within 60 mins by transit (HB599)	①			5
	1.4	Improve connections among and within areas of concentrated growth	1.4.1	Average travel time per motorized trip between Regional Activity Centers	①			5
			1.4.2	Walkable/bikeable environment within a Regional Activity Center	①		③	5
								60
Goal 2: Enable optimal use of the transportation network and leverage the existing network	2.1	Improve the safety of transportation network	2.1.1	Safety of the transportation system	①	②		5
	2.2	Increase integration between modes and systems	2.2.1	First and last mile connections	①	②		10
	2.3	Provide more route and mode options to expand travel choices and improve resiliency of the system	2.3.1	Share of travel by non-SOV modes	①	②	③	10
	2.4	Sustain and improve operation of the regional system	2.4.1	Person hours of travel caused by 10% increase in PM peak hour demand (HB599)		②		5
								30
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1	Reduce transportation-related emissions	3.1.1	Vehicle miles traveled (VMT) by speed			③	10
							10	

Notes

① ② ③ indicate primary goal supported by each measure

① ② ③ indicate other goals supported by each measure

Measures 1.4.2, 2.1.1, and 2.2.1 are qualitative measures. All others are quantitative measures.

- RTPP Goals/Strategies are covered

Findings: Select Measures

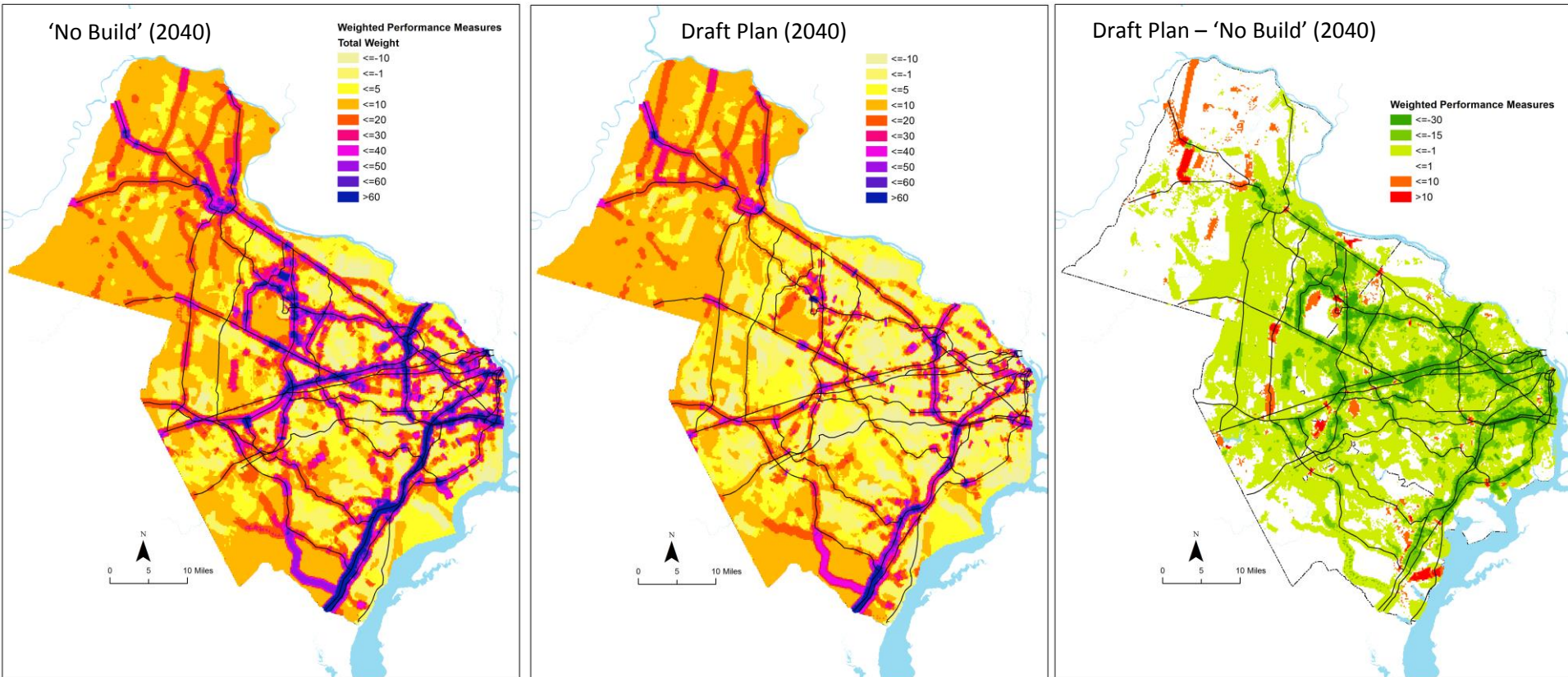
Population increase: 24%

Employment increase: 37%

Measures (Weekday)	Current Conditions (2016)	'No Build' (2040)	Draft Plan (2040)	% Change
Motorized Trips	8,737,000	10,462,000	10,565,000	1.0%
Auto Trips	7,862,000	9,432,000	9,442,000	0.1%
Transit Trips	876,000	1,030,000	1,122,000	9.0%
Transit Share	10.0%	9.8%	10.6%	8.2%
Transit Boardings	1,002,000	1,359,000	1,551,000	14.1%
Miles of Travel	104,839k	125,379k	124,869k	-0.4%
Hours of Travel	3,298,000	5,811,000	4,446,000	-23.5%
Hours of Delay	1,007,000	3,030,000	1,704,000	-43.8%
Transit Crowding	10,800	20,100	7,200	-64.4%

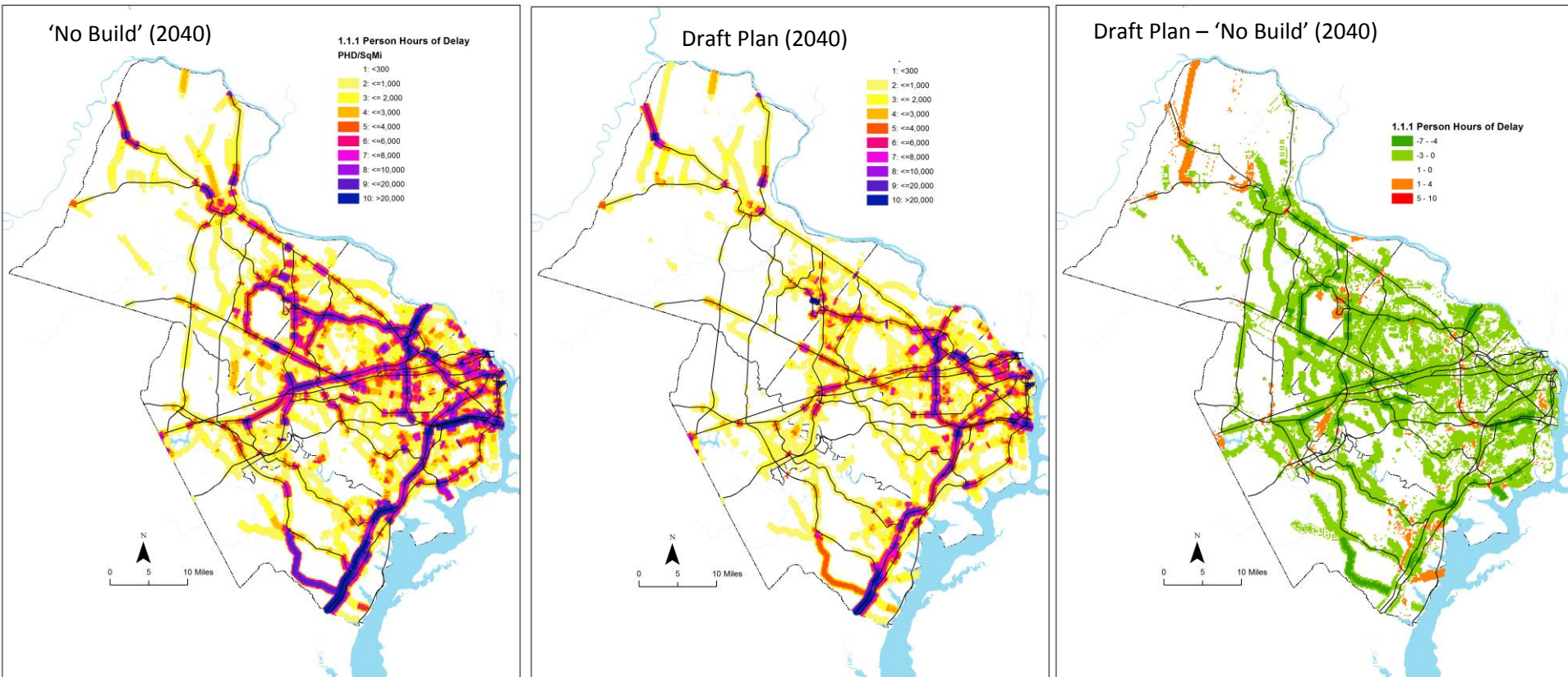
Overall Impact of the Plan

Draft Plan (2040) compared to 'No Build' (2040)



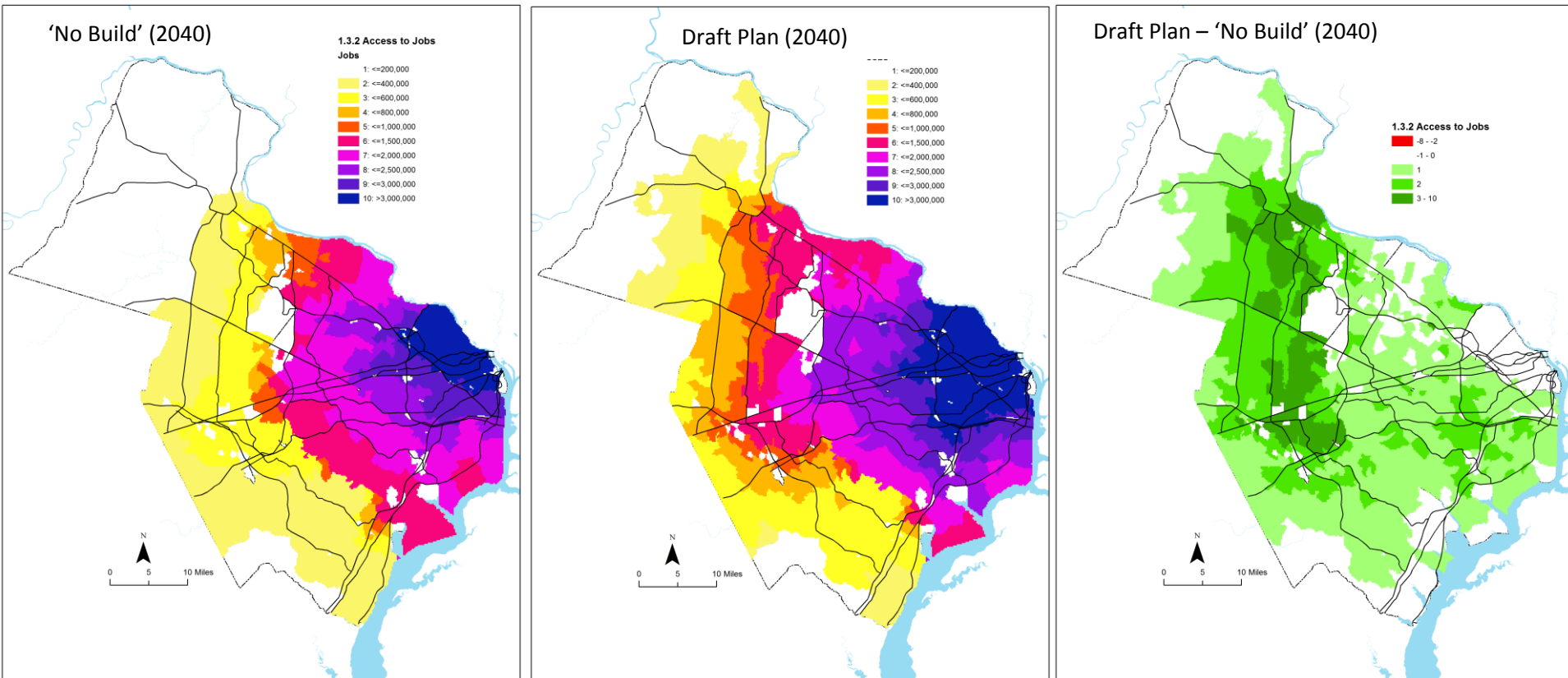
Impact on Person Hours of Delay

Draft Plan (2040) compared to 'No Build' (2040)



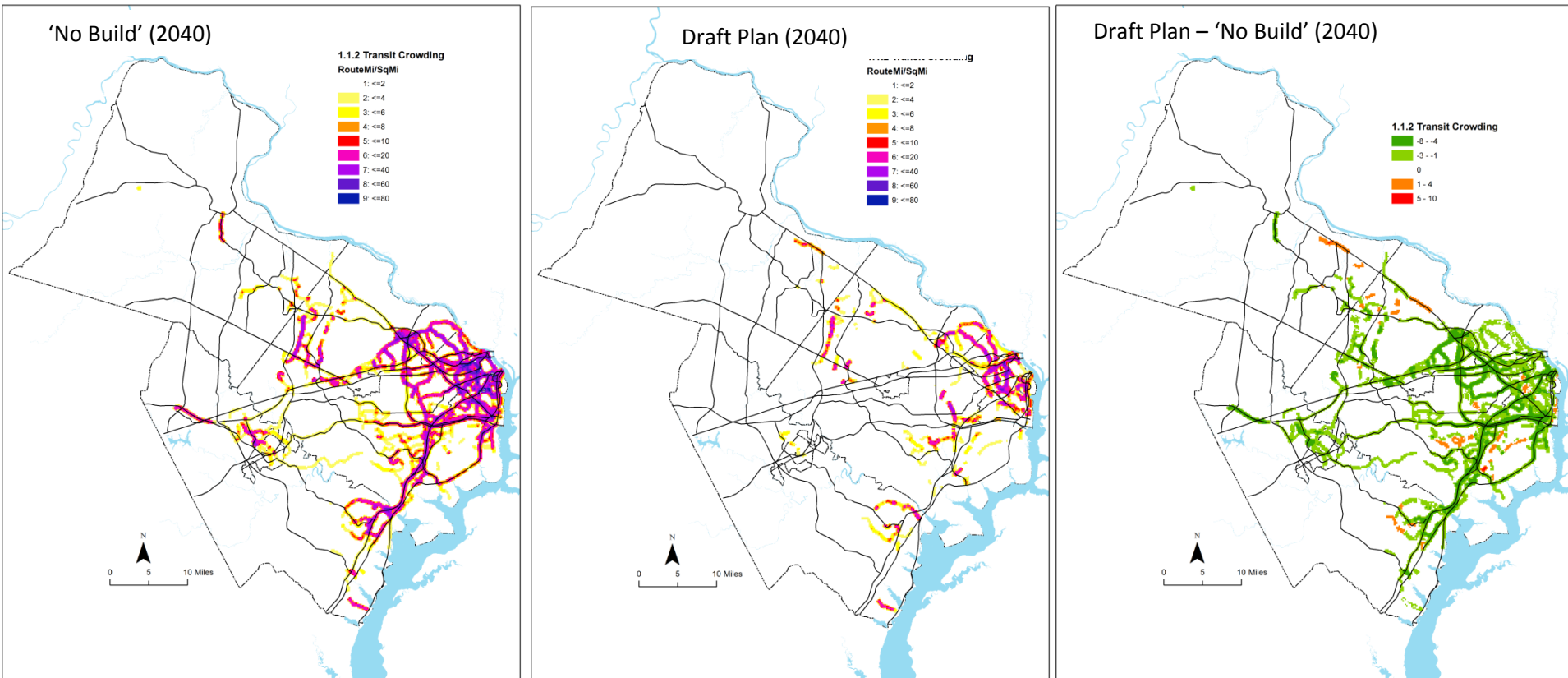
Impact on Access to Jobs

Draft Plan (2040) compared to 'No Build' (2040)



Impact on Transit Crowding

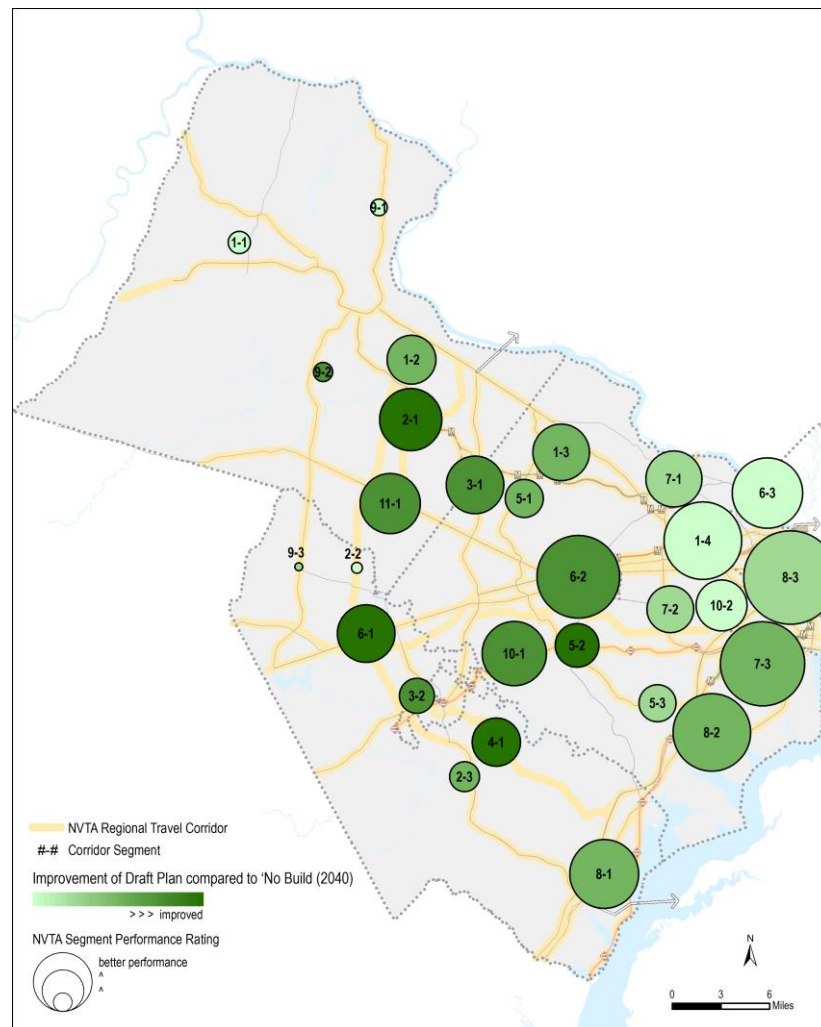
Draft Plan (2040) compared to 'No Build' (2040)



Segment Performance

Ratings by Segment:

- Circle Size: NVTa Segment Performance Rating
 - Larger circles show segments with higher ratings relative to other segments
- Circle Color: Improvement of Draft Plan compared to 'No Build' (2040)
 - Darker circles show larger improvement on a segment relative 'No Build' (2040) conditions



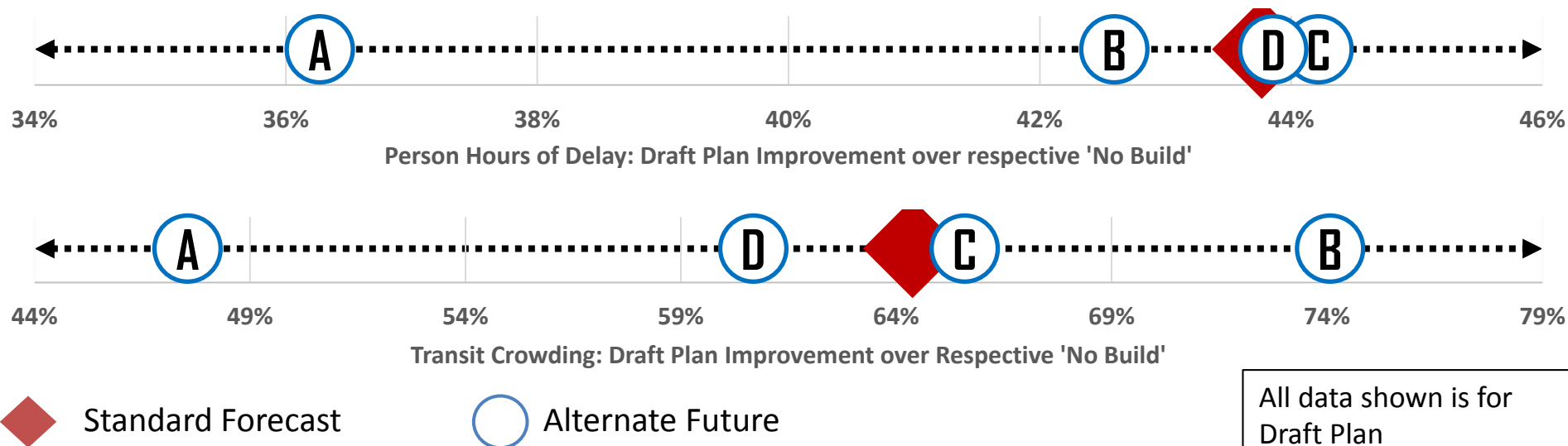
Alternate Futures

- Sensitivity tests
- Four Alternate Futures tested:
 - Scenario A: Technology makes driving easier
 - Scenario B: Changes in travel behavior
 - Scenario C: Dispersed land use growth
 - Scenario D: Concentrated land use growth
- Scenarios are ‘plausible’ alternate futures, but are neither ‘predicted’ nor ‘preferred’; hybrid scenarios are ‘probable’
- Scenario (sensitivity) analysis provides an understanding of the robustness of TransAction findings and recommendations



Draft Plan: Alternate Futures

- Draft Plan shows improvement under all Alternate Futures
 - 36-44% improvement in Person Hours of Delay
 - 48-74% improvement in Transit Crowding
- Draft Plan likely to provide benefits to NOVA regardless of potential future changes



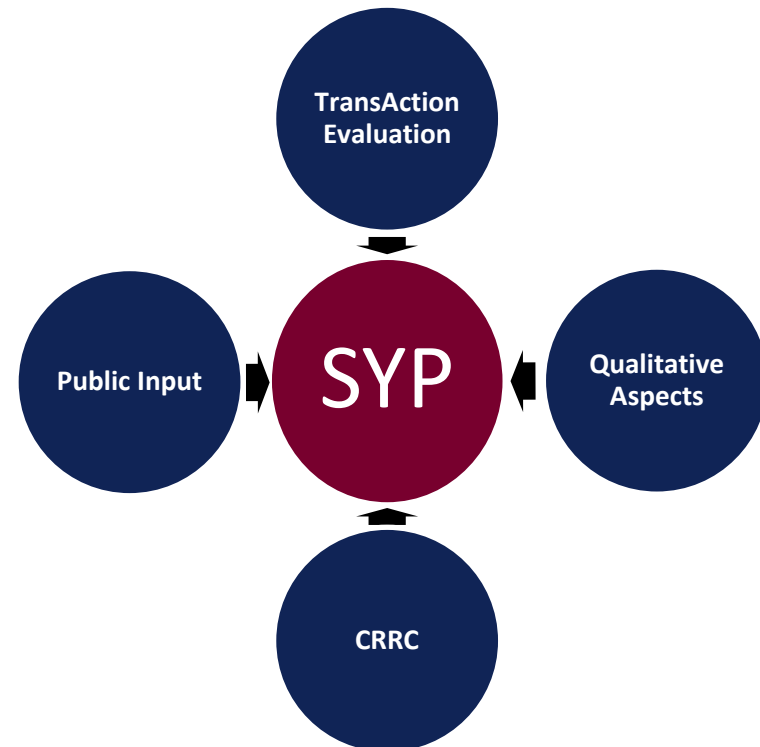
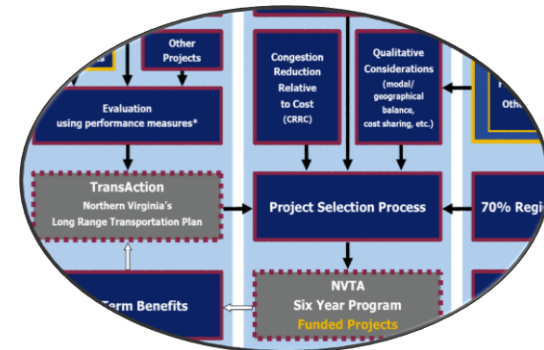
Programming

- Moving to Six Year Program (SYP)
- “Call for Regional Projects”
- Projects must be included in TransAction
- Only regional level studies are eligible
- Projects must be capital improvement; operations and maintenance are NOT eligible
- Projects must be within NOVA
- Developing scope and providing sufficient details on all aspects, including cost, is the responsibility of jurisdictions/agencies
- Requires governing body’s support in the form of resolution



Programming

- Review relevant TransAction evaluations, including 'regional coherence', phasing, and sequencing of regional projects
- Calculate Congestion Reduction Relative to Cost Ratios (CRRC)
- Document relevant qualitative considerations (geographical/modal balance, cost sharing)
- NVTAs Committees, Public Comments, Public Hearing
- Authority Adoption



Programming

- Total project cost is considered since the benefit is calculated for the total project
- Projects leveraging other funds fare better
- NVRTA's SYP is not an amalgamation of jurisdictional CIPs or agency funding plans
- Schedule:
 - TransAction Adoption – October 12, 2017
 - Call for Regional Projects – October 12, 2017
 - Deadline for Applications – December 15, 2017
 - SYP Adoption – May/June 2018



Thank You!

www.thenovaauthority.org

Sree Nampoothiri

Transportation Planner

703.642.4656

sree.nampoothiri@thenovaauthority.org

Keith Jasper

Principal, Planning and Programming

703.642.4655

keith.jasper@thenovaauthority.org



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP)
funds for Fairfax County and the City of Alexandria

DATE: September 8, 2017

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee's (RJACC) approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County and the City of Alexandria.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On July 27, 2017, Fairfax County requested the following reallocation:

- \$4,900,000 in previous year RSTP funds from Reston Town Center Roadway (RTC) Improvements (UPC 106939) to Soapstone Connector Dulles Toll Road Overpass (UPC T18907). The RTC Roadway UPC represents multiple projects within the Reston Funding Plan, one of which is the Soapstone Connector.

On August 16, 2017, the City of Alexandria requested the following reallocation:

- \$200,000 in previously allocated FY 2017 RSTP funds from Rideshare Enhancements (UPC 106807) to DASH Technology (UPC T19632). These funds will be used to install Automatic Passenger Counters on the remaining DASH bus fleet.

The RJACC approved the Fairfax County request on July 27, 2017, and the City of Alexandria request on August 31, 2017.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 14, 2017

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Fairfax County and the City of Alexandria

Dear Ms. Cuervo:

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

On July 27, 2017, Fairfax County requested the following reallocation:

- \$4,900,000 in previous year RSTP funds from Reston Town Center Roadway (RTC) Improvements (UPC 106939) to Soapstone Connector Dulles Toll Road Overpass (UPC T18907). The RTC Roadway UPC represents multiple projects within the Reston Funding Plan, one of which is the Soapstone Connector.

On August 16, 2017, the City of Alexandria requested the following reallocation:

- \$200,000 in previously allocated FY 2017 RSTP funds from Rideshare Enhancements (UPC 106807) to DASH Technology (UPC T19632). These funds will be used to install Automatic Passenger Counters on the remaining DASH bus fleet.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the Fairfax County request on July 27, 2017, and the City of Alexandria request on August 31, 2017. The NVTA was informed at their September 14, 2017, meeting and has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
RJACC Chairman

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



County of Fairfax, Virginia

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

July 27, 2017

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

Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Dominguez: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$4,900,000 in RSTP funds from Reston Town Center (RTC) Roadway Improvements (UPC 106939) to Soapstone Connector DTR Overpass (UPC T18907).

The County plans to keep the RTC Roadway UPC (106939) open, as this UPC represents multiple projects within the Reston Funding Plan, of which the Soapstone Connector project is a part. If you have any questions or concerns about this request, please contact Ray Johnson at (703) 877-5617.

Sincerely,

Tom Biesiadny
Director

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

Attach Signed Request of Transfer Letter



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

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

alexandriava.gov

August 16, 2017

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

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

Dear Ms. Dominguez:

The City of Alexandria requests the Regional Jurisdictional Coordinating Committee's (RJACC)'s approval for the following RSTP transfer:

- \$200,000 of previously allocated FY2017 RSTP funds from UPC #106807 (Rideshare Enhancements) to FY2018 UPC #T19632 (DASH Technology)

These funds will be used to install Automatic Passenger Counters (APC's) on the remaining DASH bus fleet.

Thank you for your assistance in this matter. Please feel free to contact Carrie Sanders, Deputy Director of Transportation & Environmental Services, at Carrie.Sanders@alexandriava.gov or 703.746.4088 should you have further questions.

Sincerely,

Carrie Sanders
Deputy Director
Transportation & Environmental Services

Ms. Noelle Dominguez, Chairman
August 16, 2017
Page 2

Attachment – Transfer Request Form

cc: Yon Lambert, Director, T&ES
Allan Fye, Division Chief of Transit, T&ES

Attachment

City of Alexandria

From (Donor):

[illegible]

\$200,000.00

Attach Signed Request of Transfer Letter



NVTA FY2014-17 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	Mid-2019	11.8%
Arlington County	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	Design notice to proceed was provided in October 2014. Streetscape and Undergrounding plan approval expected in March 2017. Washington Gas relocations began April 12, 2017. Invitation to Bid scheduled for release July 2017, with construction expected to be under way in Nov 2017.	Fall 2019	Fall 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Segment A West completed the 90% plan review in April 2017. Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Spring 2020; Eastern Half – projected Summer 2020	Western Half – Spring 2020; Eastern Half – projected Summer 2020	7.3%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Only three minor issues remain on the punch list. These are expected to be completed by the end of September. Remaining funds will be used to implement the real-time information signage installation. The planning process for this task has just begun. The signage is expected to be installed by the end of calendar year 2017.	Spring 2017. Signage phase to be completed by the end of 2017.	Spring 2017. Signage phase to be completed by the end of 2017.	75.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from Fall 2017.	Start of construction in winter 2019	Fall 2019	0%
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 - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 30% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. Task 4 – ITS Equipment Installations – Field assessment underway. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task3 - November 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	Task 2 – Summer 2019 Task3 - November 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	6.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Arlington County	Lee highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I-66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Preliminary field assessment has been completed. Survey has been completed for a few intersections; final survey schedule to be complete by October 2017. Procurement of consultant thru existing on call contract underway.	June 2020	June 2020	1.8%

Arlington County	<p>Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.</p>	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>Design work began in fall 2016. 12th Street plans are at 30%. A public meeting was held on April 5, 2017. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently.</p> <p>23rd street has been split into 3 phases. The segment between US1 and Eads will be completed in Phase 1 using County design team as well as County road crews for construction. This should be completed before the end of CY2017. Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities, to be designed immediately. Phase 3 addresses the section of 23rd Street from Eads to Crystal Drive. This will be completed in conjunction with adjacent private-sector redevelopment projects in the future.</p> <p>Clark/Bell Realignment has completed 30% design. Comment resolution is currently scheduled and the design is progressing into the 60% level.</p>	June 2020	June 2020	0%
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 assembly, precast, and masonry work is currently underway for station entrances. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed.	Spring 2019	Spring 2019	90.5%
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed.	Spring 2019	Spring 2019	26.6%
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	The construction is substantially complete. Punch list items and post-construction Fire Marshal storage requirements are being addressed. Move-in is being scheduled and coordinated.	September 2017	September 2017	55.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Fairfax County	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	Design: Project PIM anticipated in fall 2017. We are finalizing a traffic, cost and schedule comparison for the 6-, 7- and 8-lane Design- Build and Design-Bid- Build alternatives for review with VDOT and County Supervisors in early September, prior to a PIM. Survey: NTP for the Cultural Resources section of NEPA documentation issued on 10/20/16. Archeological survey ongoing. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed. Consultants completed modeling an 8-lane section in early July 2017. Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: NTP for Phase II Geotechnical work issued on 12/21/16. Survey ongoing. VDOT Review: Meeting scheduled for July 5, 2017 with VDOT to review cost estimates and traffic study for 8 lane section.	2020	February 2018	33.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	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.	2020	June 2018	0%
Fairfax County	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 advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development.	2022	Spring 2019	40%
Fairfax County	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 advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development.	2022	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Fairfax County	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) design is in progress. Phase 2 (the roadway widening) design is in progress. Undergrounding of utilities option is being looked into by VDOT. A revised project schedule will be determined once the scope is finalized.	TBD	Summer 2017	62.5%
Fairfax County	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. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and was sent to VDOT Central Office for final approval on May 4, 2017. Public Hearing is anticipated to be held in fall 2017 with design approval anticipated in spring 2018. Prolonged coordination with local developer may delay the public hearing planned for Fall 2017.	2022-2023	Fall 2018	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Fairfax County	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 information meeting held on 6/16/16. Public hearing held on 11/15/16. The Design Build RFQ was released on August 15, 2017. The RFP will be issued later this year or early next year.	2025	June 2020	0%
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 Acquisition	On September 22, 2016, the Board of Supervisors authorized staff to finalize negotiations with Springfield East L.C. for a written contract in the amount of \$5,475,000 for development, construction and purchase of a turnkey Commuter Parking Lot on the property designated as Lot 1, Section 1 Village at Leesburg.	Acquisition of land anticipated by Summer 2018.	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 Acquisition Construction	The traffic shift on Belmont Ridge Road placing traffic onto the new northbound bridge over W&OD occurred on or about July 17, 2017. Project construction continues with utility, storm water and grading. The northbound Belmont Ridge Road bridge over the W&OD Trail is currently carrying one lane of traffic in each direction, and will open in its permanent northbound two-lane configuration once the new southbound bridge is complete. Work continues on the southbound Belmont Ridge Road bridge over the W&OD Trail.	December 2018	December 2018 (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	100% design plans were submitted to Building & Development and VDOT on November 30, 2016. Coordination of utility relocation designs with Dominion Virginia Power, Verizon, and adjacent property owners continues. DTCL and its consultant, Dewberry, are also working to finalize the dedication and easement plats. Completion of the design phase is delayed from Fall 2016 to Spring 2017 due to Dominion Virginia Power and Verizon relocation coordination. The County Attorney's Office has begun to prepare the offer letters and deeds, however, the appraisals remain outstanding. A final decision on the utility relocation has not yet been reached.	Summer 2018	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Loudoun County	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)	Construction	A portion of the project is administered by VDOT as a Design Build contract. The intersection of Loudoun County Parkway and Old Ox Road (Route 606), which was funded by NVTA, opened to traffic on September 6, 2017 following a Ribbon cutting ceremony. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018.	Mid 2021	Mid 2021	0.4%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Design public hearing was held in November 2016. Design work is ongoing.	Construction advertisement December 2017.	Design October 2017.	66.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	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	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 70 parcels impacted with 11 properties with possible major impacts. 9 total acquisition offers distributed and 2 total acquisition offers pending. Appraisals for partial takes ongoing. Duct bank construction and utility relocations anticipated advertisement in January 2018 with construction in March 2018. Road Construction advertisement anticipated for fall 2018 with construction in winter 2019.	April 2021	April 2021	0.8%
	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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW acquisition and utility relocations are complete. Project rebid as a standalone project. Construction contract awarded to General Excavation, Inc., on June 20, 2017.	October 2019	October 2019	0%
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 Technical Proposal is due September 8, 2017. Estimated Contract award anticipated for mid-November 2017.	TBD	TBD	0%
	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.	TBD	TBD	0%
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	Steering Committee approved four alternatives for detailed analysis. Consultant conducted travel demand model runs and analyzed the highest ranked alternatives against performance criteria determined by the technical committee. Board initiated a Comp Plan Amendment to include the results of the study in the Thoroughfare Plan. Public information meetings will be held in Sept. 2017.	Location study (phase 1 of the overall study) to be completed by September 2017	Location study (phase 1 of the overall study) to be completed by September 2017	20.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD	2017	44.8%
	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	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD	2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	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)	Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017.	TBD	TBD	0%
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 10 shelters have been constructed and opened to the public. Site 11 is currently under construction while site 12 will be constructed in September 2017.	Summer 2018	Summer 2017	23.7%
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin after design is complete.	Summer 2018	Summer 2018	2.5%
City of Alexandria	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	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin after design is complete.	Summer 2018	Summer 2018	8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 officially kicked off on June 6, 2017. To date, the consultant team, Kimley-Horn, has initiated survey work, conducted regular PMT meetings, and started work on an Overall Drainage Analysis, "Lessons Learned" workshop and stakeholder coordination plan.	2021	2019	0%
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 Acquisition, Construction	NTP for construction was issued on September 19, 2016.	December 2018	December 2018	47.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	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	NTP for construction was issued on September 19, 2016.	December 2018	December 2018	0%
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is under construction.	Mid-September 2017	Mid-September 2017	70.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	100% design completed. Currently in ROW phase. Utility undergrounding went out to bid in June 2017, Contract award made to Sagres Construction Corp on June 28, 2017, Notice to Proceed to be issued early September 2017, and completion anticipated by early 2018. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area.	Fall 2018	Fall 2018	18.5%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 80%. Obtained CTB approval for "Limited Access Control Change." Right-of-Way Plans submitted to VDOT for review to obtain ROW Authorization.	October 2019	October 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 full six lane design concept will be developed to a PFI level by summer 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	Mid-2019	4.4%
Town of Herndon	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	Right of way acquisition for new sidewalk connectivity and improvements has been completed. Utility relocation now underway. Sidewalk construction to occur during fall 2017.	Highway capacity improvements completed November 2014. Completion of sidewalk improvements to occur during late fall 2017.	Fall 2017	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during 2017-2018.	Expected in 2019, prior to the opening of Dulles Metrorail Phase II.	2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	Procurement approved and awarded in March 2015. Engineering underway at 60%. Design ROW acquisition/street dedication to begin in 2017 to be ready for utility underground/relocation and construction phase during 2018-2019.	Expected in 2019, prior to the opening of Dulles Metrorail Phase II.	2019	0%
Town of Herndon	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	VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans. On May 9, 2017, Town Council adopted a resolution recommending to VDOT a preferred traffic management option for the construction of the Sugarland Run bridge upgrade. Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022.	2023	2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. Preliminary Field Inspection meeting was held on August 9, 2017 for the preferred alternative. IJR was submitted on 7/7/17 and is currently under review.	Design approval expected in spring 2018.	Design approval expected in spring 2018.	75%
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. Preliminary Field Inspection plans being developed based upon endorsement of preferred alternative.	2020	2018	26.9%
	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.	2020	2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended indefinitely. Start of construction expected in winter 2017 with the signing of the I-66 Financial Plan (now projected for September 2017) project will be re-activated.	Spring 2019	Spring 2019	0%
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	All work required in construction plans are complete. In addition, the road is milled and re- surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	98.6%
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	All work required in construction plans are complete. In addition, the road is milled and re- surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	95%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	All work required in construction plans are complete. In addition, the road is milled and re-surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	97.7%
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	Project cost increase has required a search for new sources of funds for construction. Notified of successful Smart Scale grant application. Will know in June 2017 for use in construction. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Schedule will be revised when notification of Smart Scale Award is official.	Fall 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Phase I, planning and alternatives analyses, complete. VRE Operations Board recommended advancing Phase II of study, NEPA/PE, for an expanded Broad Run terminus in support of VRE Manassas Line expansion. Phase II, NEPA/PE, initiated in July 2017.	Summer 2018	Summer 2018	47.5%
Virginia Railway Express	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	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated fall 2017.	Summer 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. The City Council endorsed VRE's recommended site on November 15, 2016. The technical report for the Alternatives Analysis task will be finalized in May 2017. VRE Board awarded Optional Task A for PE and NEPA on January 27, 2017. Site survey was conducted in Mar/Apr 2017. PE and NEPA analysis has been initiated. City Council was provided a status update in May. Public outreach to review the design is proposed in late June. Public outreach to review the concept design and findings from TIA were conducted in June. Staff review of 30 percent design was conducted in Aug. Zoning waiver will be considered by the Planning Commission in Sep. Completion of Task A is anticipated in Oct 2017.	Fall 2017	Fall 2017	26.9%
	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, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated fall 2017.	Summer 2020	Summer 2021	0%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2019. Conceptual design alternatives are being developed and analyzed, while environmental documentation is being prepared	Summer 2021	March 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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	Final design by CSXT began in July 2016 and recent information indicates that project is on hold pending CSX reorganization. Construction schedule pending final design. All work to be done by CSXT forces.	Summer 2017	Summer 2017	0%
Virginia Railway Express	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	VRE Operations Board authorized RFP for consultant services in February 2016. NTP awarded in December 2016. Public outreach to solicit feedback on the proposed options and the evaluation criteria conducted in Mar/Apr 2017. In June, public outreach will be focused on the evaluation of the proposed options. Briefings to Arlington County commissions and the Board conducted in summer 2017. VRE staff recommendation to be presented to Arlington in Sept 2017.	Winter 2018	December 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Washington Metropolitan Transit Authority	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. K06TB2 was cutover back on-line July 28, 2017 and punch list items will be completed by September 6, 2017. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items will be completed by October 13, 2017. NVTA funded phases are expected to be completed by November 2017, with an overall Contract Period ending in March 2018. Approximately 49% has been expended; WMATA is running behind in invoicing NVTA.	Projected Contract Close-out March 2018	November 2017	3.5%
Washington Metropolitan Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) is scheduled to be released in September 2017. Contract award is estimated by January 2018, NTP to immediately follow. Due to manufacturing lead times installation is estimated to commence October 2018.	Project Contract Close-out estimated June 2021	June 2021	0%