



# **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

**Thursday, January 10, 2019  
7:00 p.m.  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031**

## **AGENDA**

### **Public Comment**

**[7:00pm]**

### **Annual Organizational Meeting**

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Thomas-Jones, Clerk
- III. Minutes of the December 13, 2018 Meeting**  
*Recommended action: Approval [with abstentions from members who were not present]*

## **Presentation**

- IV. 2018 Annual Report**  
Ms. Hawksworth, Communications & Public Affairs Manager
- V. Five-Year Strategic Plan Progress Report** Ms. Backmon, Executive Director

## **Consent**

- VI. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-001-1 (ART Operations and Maintenance Facilities)**
- VII. Approval of Standard Project Agreement for Fairfax County—Regional Funding 2018-007-1 (Richmond Highway BRT)**
- VIII. Approval of Standard Project Agreement for City of Falls Church—Regional Funding 2018-062-1 (Falls Church Enhanced Regional Bike Routes – W&OD Trail)**

### **Discussion/Information**

- IX.      **2019 GPC and Legislative Program Update**                      Chair Randall, Chair, GPC
- X.       **Executive Director's Report**    Ms. Backmon, Executive Director
- XI.      **Chairman's Comments**

### **Closed Session to Discuss Executive Director's Annual Performance Evaluation**

- XII.     **Adjournment**

### **Correspondence**

**Next Meeting: February 14, 2019 at 7:00p.m.**  
NVTa Offices



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

**Thursday, December 13, 2018**

**7:00 PM**

**3040 Williams Drive, Suite 200**

**Fairfax, VA 22031**

**Meeting Minutes**

**I. Call to Order**

Chairman Nohe

- Chairman Nohe called the meeting to order at 7:14 PM.

**II. Roll Call**

Ms. Thomas-Jones Clerk

- Voting Members: Chairman Nohe; Chair Randall; Chairman Bulova; Chair Cristol; Mayor Silberberg; Mayor Meyer; Mayor Parrish; Mayor Rishell; Councilmember Snyder; Mr. Kolb; Mr. Minchew; Senator Black; Delegate Hugo (via conference call).
- Non-Voting Members: Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Harun Rashid (Transportation Planner); Peggy Teal (Assistant Finance Officer); Richard Stavros (Investment and Debt Manager); Sree Nampoothiri (Transportation Planner); Yolanda Thomas-Jones (Board Clerk); various jurisdictional and agency staff.

**III. Minutes of the November 8, 2018 Meeting**

Mayor Rishell moved approval of the November 8, 2018 amended minutes; seconded by Mayor Parrish. Motion carried unanimously.

**Presentation**

**IV. Acknowledgment of Outgoing Authority Members**

Chairman Nohe

- Chairman Nohe acknowledged two outgoing Authority members, Mayor Silberberg (City of Alexandria) and Mayor Burk (Town of Leesburg).
  - ✓ Chairman Nohe thanked Mayor Silberberg for her hard work and dedication as a member of the Authority and presented her with a memento commemorating her time on the Authority. Mayor Silberberg thanked the Authority members and staff as she reflected on her tenure on the Authority including the allocation of \$70 million for the Potomac Yards Metro Station. She added it was a true honor to have served.
  - ✓ Chairman Nohe also thanked Mayor Burk who was not present, noting that she will be honored at a future meeting.

## V. Economic Analysis of NVTAFunded Transportation Investments

Mr. Longhi, CFO

- Mr. Longhi presented a study on the Economic Analysis of NVTAFunded Transportation Projects.
  - ✓ The study purpose was to determine the economic impact of NVTAFunded capital investments, building upon a study completed in 2016 and recapped in the 2016 Annual Report, with some expanded detail on regional and statewide impacts.
  - ✓ The study performed in 2016 was a reflection of the economic impacts within Northern Virginia through NVTAFunded project investments.
  - ✓ The current study is the economic impacts throughout the Commonwealth.
  - ✓ Chmura Economics and Analytics was contracted to undertake the Economic Analysis Study using IMPLAN Pro, which is one of the most widely used economic impact assessment modeling systems.
- Mr. Longhi noted the study was undertaken using a recognized, transparent, repeatable modeling technique and assessment methodology which can be built upon in the future.
  - ✓ The study focused on the regional and state impact of the Authority's project funding programs-(70% revenues) in addition to the impacts of the 30%revenue distribution funds.
  - ✓ There was no specific budget allocation for the study, so there were limits on the number of topics and data elements to give Chmura for the analysis.
- Mr. Longhi rounded out the study perspective highlighting \$3 billion in investments combining the 30% funds and 70% funds from FY2014 through FY2024. FY2024 estimated revenue was included due the aspects of the model that incorporate spending timing.
  - ✓ The study focused on three impact areas: direct, indirect and induced. Direct impact is the economic activity generated by the specific project, including the materials, labor and equipment. Indirect impact is a secondary economic activity generated including need for more rental equipment, design software and services. The induced impact is payroll spending of people working on the project.
- Mr. Longhi discussed the economic impact of \$3 billion in project funding.
  - ✓ The impact is split between the NOVA region and the Commonwealth as a whole.
  - ✓ With a total investment of \$3 billion, the direct impacts are \$2.5 billion. Mr. Longhi addressed the direct impact being a half billion less than the project funding by noting Virginia doesn't have steel mills, so steel is imported into the state. Likewise, Virginia does not have bus assembly lines, so those economic activities happen outside the Commonwealth.
  - ✓ Most of the \$3 billion raised in Northern Virginia, is actually being used in Virginia. The amount increases with the indirect and induced impacts.
    - From direct impact to total, Northern Virginia goes from about \$2.5 billion to \$4 billion. Mr. Longhi continued by stating the Commonwealth numbers are inclusive of the NOVA region amounts.
  - ✓ The State of Virginia sees a benefit of \$410 million statewide.

- Mr. Longhi discussed the employment numbers. The Northern Virginia direct impact starts with generating 13,600 jobs, State of Virginia starts with 13,750 jobs. When the regional indirect and induced impacts are added the total grows to 23,400 regional jobs, and 26,000 jobs throughout the Commonwealth. Mr. Longhi added that the \$3 billion is raised in Northern Virginia and 90% of the jobs are staying in Northern Virginia.
- Mr. Longhi noted the monies reflected is only related to projects costs. The use of the projects was not included in the analysis.
- Mr. Longhi discussed the other impacts for the Northern Virginia region, noting:
  - ✓ Investment of \$1.9 billion in 95 regional 70% funded projects through 122 Standard Project Agreements (SPAs). Mr. Longhi clarified that the Authority has more SPA's than projects and a single project may have more than one SPA.
  - ✓ Mr. Longhi noted that whether NVTa funds the first project dollar to start a project or the last dollar to complete a project, it is seldom the only funding source for projects.
  - ✓ This results in the NVTa project investments triggering an additional \$3.8 billion in local, state or federal funding, bringing the total to \$5.7 billion in investments coming to Northern Virginia. The total project value of \$5.7 billion was not a part of the Chmura analysis due to analysis cost constraints.
  - ✓ Mr. Longhi noted economic impacts which were outside the Chmura analysis. Principally, \$3.1 billion in travel time delay savings through 2030. This savings was determined through TransAction Update analysis and assumes a \$15/hour impact throughout Northern Virginia.
- Mr. Longhi discussed potential enhancements to the study, noting that Authority staff would like to take a closer look at the economic impact of funding matches that are currently at \$3.8 billion and;
  - ✓ Deeper analysis into time value, benefits at \$3.1 billion in time savings.
  - ✓ Further examination of mobility benefits that include congestion reduction, safety, environmental, vehicle operating cost savings.
  - ✓ Possibly complete an expanded employment opportunity analysis.
  - ✓ Include business opportunity impacts for the region and Commonwealth.
  - ✓ Expand and look at local tax analysis to include real estate, personal property and sales tax.
- Chair Randall asked Mr. Longhi about the \$15/hour assumption used in the analysis. Mr. Longhi responded the \$15/hour assumption was used as this is in tandem with what the Metropolitan Washington Council of Governments (MWCOG) use.
- Chair Randall noted the \$15/hour is a conservative estimate. Mr. Longhi acknowledged this and agreed that given the labor pool in Northern Virginia, \$15/hour is a conservative number. The \$15/hour rate was used for consistency with MWCOG studies and it is close to the mid-point of the national rates used.
- Mayor Rishell asked if these numbers would be included in the talking points going to Richmond regarding the restoration of NVTa revenues. Mr. Longhi responded that Ms. Baynard has advised the Authority on what to include in the talking points regarding the restoration of NVTa revenues.
- Councilmember Snyder asked will the new jobs represented in the analysis go away

- once the projects are complete. Mr. Longhi responded that since the data covers a ten-year period, there is some staying power over the ten years. Mr. Longhi added that the Authority will continue to develop and adopt funding programs that will hopefully, over the years, increase and sustain continued employment.
- Councilmember Snyder mentioned the analysis seems to address short-term immediate impacts versus the longer term, more sustainable impacts. He stated that the true economic benefits are much larger than what is reflected in the slide presentation noting that NVTC tried to reflect the long term benefits in their study. Mr. Longhi responded, he completely agrees with Councilmember Snyder. He added, using a nationally recognized, outside expert with a recognized modeling plan, set a baseline so that the results from Northern Virginia can be compared to other regions. Mr. Longhi stated there was no budget appropriation for the study; it was done to support the Five Year Strategic Plan. He mentioned there is a January conference call scheduled with Chmura to discuss the potential to include more data points in the future to include the economic benefit of the project use, not just the impact of the project funding.
  - Ms. Backmon added, the baseline is there, however the resources weren't available to dig deeper. Mr. Longhi explained a limitation of the study is that it only addresses the spending of project funds, not project use, therefore not fully addressing the point Councilmember Snyder raised.
  - Ms. Backmon noted, once the projects are completed, we could undertake a closer analysis. Ms. Backmon added that it is an additional threshold that will give percentages for the data points noted on Slide 7 of the presentation.
  - Mr. Longhi spoke with the economists about the wealth of data in the TransAction Plan. He added, the economists were excited about having the data, but expanding the analysis requires additional resources and costs.

## **Consent**

~~VI. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-001-1 (ART Operations and Maintenance Facilities)~~

**VII. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-005-1 (Intelligent Transportation System Improvements)**

- Mayor Parrish moved for a block approval of Items VII., VIII., IX., and X., in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreements; and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion passed unanimously.

**VIII. Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-028-1 (Dulles West Boulevard Widening; Loudoun County Parkway to Northstar Boulevard)**

- Mayor Parrish moved for a block approval of Items VII., VIII., IX., and X., in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreements; and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion passed unanimously.

**IX. Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-029-1 (Evergreen Mills Road Intersection Realignment)**

- Mayor Parrish moved for a block approval of Items VII., VIII., IX., and X., in accordance with NVTAs approved Project Description Sheet as appended to the Standard Project Agreements; and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion passed unanimously.

**X. Approval of Standard Project Agreement for Virginia Department of Transportation (VDOT)—Regional Funding 2018-024-1 (Route 28 Northbound Widening between Dulles Toll Road and Sterling Boulevard)**

- Mayor Parrish moved for a block approval of Items VII., VIII., IX., and X., in accordance with NVTAs approved Project Description Sheet as appended to the Standard Project Agreements; and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion passed unanimously.

**Action**

**XI. Adoption of the 2019 Legislative Program**

Chair Randall, GPC

- Chair Randall sought NVTAs approval of the draft 2019 State and Federal Legislative Program reviewed by the Governance and Personnel Committee (GPC) prior to the start of the Authority meeting, noting:
- The GPC discussed if the draft legislative program should have more specific language as it relates to the restoration of long-term funding to the NVTAs. Chair Randall stated that at the recommendation of Ms. Baynard, the GPC agreed that language that is more specific should be added when required. Chair Randall added the current broad, non-specific language would allow more flexibility regarding funding solutions.
- Ms. Baynard added that the GPC tasked the Authority staff with bringing forth a set of principles that would guide future analysis and review of any proposals that come forward.
- Chair Randall discussed amendments to the draft legislative program:
  - ✓ The addition of a table in the chart that highlights the loss sustained due to the repeal of the Grantors Tax and Transient Occupancy Tax (TOT).
  - ✓ The addition of language that speaks to the importance of technology as it relates to transportation as suggested by Councilmember Snyder.
  - ✓ The removal of subsection 2 from Section C of the document.
- Councilmember Snyder asked would the Authority support the restoration of funds if the restoration includes a tax increase. Ms. Baynard responded, that position would have to be something the Authority discusses further.
- Mayor Parrish discussed his concerns that the General Assembly will misinterpret the Authoritys request for funding restoration as the Authoritys support of a tax increase to restore the funds. Ms. Baynard responded saying she would prepare a set of guidelines that cover a variety of scenarios and seek Authority guidance regarding the scenarios.
- Senator Black stated that if it is suggested that the funding be replaced by imposing a third level of taxation on Northern Virginia, he would not be in support of that request.

- Chair Randall added that the loss in TOT was \$162,843,631, and the loss in Grantor's Tax was \$232,210,944, for a combined total loss of \$394,865,575. These losses result in a reduction of \$118,459,672 in 30% funds, over the five years FY2019-FY2023.
- Chair Randall agreed with Mayor Parrish stating that verbiage be added to the legislative program specifying that the Authority requests restoration without any tax increases being imposed in Northern Virginia.
- Chair Cristol expressed her disagreement with new taxes being imposed solely in Northern Virginia; stating the additional verbiage statement should express that the Authority requests that the restoration of NVTAs revenues come from statewide sources. She also cautioned the Authority to not be so pointed in expressing opposition to a tax increase that may preclude other solutions.
- Delegate Hugo (participating via teleconference) apologized for his physical absence, stating that he is recovering from back surgery. Delegate Hugo acknowledged his agreement with no increased taxes for Northern Virginia residents and added it was a concern during the 2018 General Assembly session. He noted, he is looking forward to working with the legislators to ensure bipartisanship on both the House and Senate level, while ensuring the funding is secured for transportation needs. Delegate Hugo thanked the Authority for all its hard work.
- Chairman Nohe summarized that the Authority's position is consistent with guideline discussions from earlier in the year. He added that the Authority's position does not invalidate the language currently in the draft legislative program.
- Mayor Parrish agreed with Chairman Nohe. Mayor Parrish stated there needs to be an understanding of guidelines of what the Authority supports. Mayor Parrish stated he would hate to see leadership go to Richmond, representing the NVTAs, acquiescing to additional taxes for Northern Virginia.
- Chair Randall mentioned that if the General Assembly discussions appear to interpret the restoration of funding as a need for regional tax increases, Ms. Baynard will immediately inform the Authority, who will in turn discuss and develop a more specific statement at that time.
- Chairman Bulova addressed the Authority's efforts to have some flexibility in what funding sources can be used to support the Authority's administration expenses. She noted that she is comfortable with asking for the same flexibility as the Hampton Roads Transportation Accountability Commission (HRTAC) regarding the use of regional revenues for administrative expenses stating that many jurisdictions use their 30% funds to pay their share of NVTAs operational costs.
- Chairman Bulova added that with the passage of HB 1539, Arlington County is now in the negative for a period of time, regarding their 30% funding. Chairman Bulova expressed that parity with Hampton Roads and how their administrative costs are covered, would help member jurisdictions, specifically those that had their 30% funds significantly reduced.
- Chairman Nohe explained the Authority is seeking parity with the HRTAC who can pay for their operational and administrative expenses using their regional revenues. Currently, the Authority must pay using funds from the localities. He added, parity with HRTAC, gives the Authority a safety net and the ability to make sure the operating expenses get paid even if local city councils or supervisors decide to not pay their bills.



- Senator Black summarized the Authority is agreement with statewide money being used to restore funding.
- Chair Randall stated her support of verbiage being added to the legislative program that outlines the strong preference for funding restoration to come from statewide money.
- Chair Randall moved Authority approval of the draft 2019 State and Federal Legislative Program, inclusive of any amendments made at the December 13, 2018, Authority meeting, one abstention, Delegate Hugo, seconded by Chair Cristol. Motion carried unanimously.

## **XII. Appointment of Chairman and Vice-Chairman for 2019**

Nominating Committee

- Mayor Parrish moved Authority approval of the reappointment of Chairman Nohe and Chair Randall as Chairman and Vice-Chairman of the Northern Virginia Transportation Authority for 2019, seconded by Chair Bulova. Motion carried unanimously.

## **XIII. Appointment of Town of Dumfries Mayor, Derrick Wood as the Town Representative for 2019**

Chairman Nohe

- Chairman Nohe moved Authority approval of Mayor Derrick Wood, Mayor of the Town of Dumfries, as the Town Representative to the Northern Virginia Transportation Authority for 2019, seconded by Senator Black. Motion carried unanimously.

### **Discussion/Information**

## **XIV. Governance and Personnel Committee**

Chair Randall, Chair, GPC

- Chair Randall reported there was a closed session to discuss the Executive Director's annual performance review, the recommendations should be come to the Authority in January 2019.

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

Ms. Backmon, Executive Director

- Ms. Backmon acknowledged and congratulated Ms. Cuervo, VDOT NoVA District Engineer, who was named 2018 Woman of the Year by the Washington, D.C. chapter of the Women's Transportation Seminar for her leadership and contributions to transportation in the region spanning more than 30 years The Authority applauded and congratulated Ms. Cuervo. Ms. Cuervo thanked the members, staff and attendees for their support.

## **XVI. Chairman's Comments**

**Adjournment 8:14PM**

**Next Meeting: January 10, 2019 at 7:00PM**  
**NVTA Offices**



# Five-Year Strategic Plan

*2018 Progress Report*





**2018 Members of the Northern Virginia Transportation Authority**

## **Voting Members**

### **Chairman**

**Martin E. Nohe**, Prince William County

### **Vice Chairman**

**Phyllis J. Randall**, Loudoun County

**Richard Black**, Virginia Senate

**Sharon Bulova**, Fairfax County

**Katie Cristol**, Arlington County

**Timothy Hugo**, House of Delegates Appointee

**Mary Hughes Hynes**, Governor's Appointee,  
Commonwealth Transportation Board

**Jim Kolb**, Governor's Appointee

**David L. Meyer**, City of Fairfax

**J. Randall Minchew**, House of Delegates  
Appointee

**Harry J. "Hal" Parrish, II**, City of

Manassas **Jeanette Rishell**, City of

Manassas Park **Allison Silberberg**, City of

Alexandria **David Snyder**, City of Falls  
Church

## **Non-Voting Members**

**Kelly Burk**, Town of Leesburg

**Helen Cuervo**, Virginia Department of Transportation

**Jennifer Mitchell**, Virginia Department of Rail and Public Transportation



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# Overview



As the Northern Virginia Transportation Authority looks ahead, this Five-Year Strategic Plan will serve as a guide for the Authority members and staff to expand upon accomplishments and outline strategic goals of regional prosperity, mobility, innovation and funding. The presentation of each goal contains a preface to provide context and clarity to the goal, strategies and related actions. Achievement of these goals will ensure the Authority is continuing to grow and strengthen as the regional leader for transportation planning, programming and funding. As this is the first strategic plan for the Authority, staff will report progress on an annual basis to ensure the Authority is the regional planning leader for multimodal transportation. The goals and vision were adopted by the Authority on September 8, 2016. The 'Status' column for each goal highlights the progress that has been made for each goal's corresponding strategy areas and action items.

## 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 the region in planning and advocating for emerging transportation technologies which address future transportation, workplace 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.



Across the region, NVTA is focused on multimodal transportation solutions.

## VISION

*The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multimodal 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 NVTA 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.*

# Goal I: Regional Prosperity



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



The NVTA's policies and priorities are guided by two aspirations: reduce congestion and move the greatest number of people in the most cost-effective manner.

Economic growth and transportation are integrally linked, as are traffic congestion and quality of life. The Authority's robust transportation plans and investments support continued regional prosperity and improve multimodal transportation options in Northern Virginia. While the Authority has an established reputation for creating a transportation network that sustains economic growth, there are ways in which the Authority can make a bigger impact in reducing congestion and improving safety throughout the transportation network. To date, the Authority has conducted research and a public survey to better understand how the Northern Virginia transportation network impacts economic growth and quality of life. The Authority can enhance communications with key audiences regarding both economic and quality of life impacts of its multimodal transportation investments.

Strategy	Action	1-Year Status
<b>Regional Coordination</b> <ul style="list-style-type: none"> <li>Coordinate with the Northern Virginia 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.</li> <li>Estimate the economic impact of transportation investments (funded by NVTA and others) in NoVA.</li> </ul>	Meet with the economic development groups in each of the nine member jurisdictions (individually or collectively).	Many ground level actions were taken to foster regional prosperity, including meeting with NoVA, Commonwealth and Washington Metropolitan regional leaders, starting a baseline economic impact assessment and capturing baseline multimodal congestion data. Rather than making a one-time, point in time assessment, these actions will enable ongoing measurement of the impact of the Authority's funded projects.
	Meet with at least one Chamber of Commerce in each of the nine member jurisdictions (individually or collectively).	Met with NoVA and Loudoun Chambers and attended a transportation meeting of the Prince William County Chamber to inform and foster the Authority's initiatives with the work of the Chambers to determine how we can best work together to reach the region's goals.

## Goal I: Regional Prosperity (continued)



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

	Meet with the Greater Washington Board of Trade and a selection of other neighboring business community groups in the Washington D.C. metro region.	Met with Greater Washington Partnership informing them of the initiatives identified in TransAction to determine how TransAction parallels with some of the recommendations in the Greater Washington Blueprint Plan and identify potential opportunities to work in tandem regarding implementation of some of the parallel initiatives.
	Conduct and compile objective, independent research, including a periodic update of economic impact analysis.	Analysis of the economic impact of NVTA project funding was completed by Chmura Economics & Analytics and presented to the Authority in December 2018. Further or expanded studies will depend on budget capacity.
<b>Advocacy/Education</b> <ul style="list-style-type: none"> <li>Increase awareness and understanding of the transportation impact of the NVTA's regional transportation investments.</li> </ul>	Develop appropriate messaging based on above findings to specific target audiences: <ul style="list-style-type: none"> <li>NoVA residents and business community</li> <li>General Assembly members</li> <li>Local elected officials (county, city, state)</li> <li>NoVA Congressional caucus</li> <li>NVTA stakeholders</li> </ul>	Conducted economic impact analysis of NVTA funded projects for the 2018 Annual Report to share with target audiences.  Through the acquisition of the PMMS, NVTA staff will be able to visually communicate the impact of its investments through the new dashboard, the development of which will commence in July 2019 and likely conclude in 2020 contingent upon budget authorization. In Spring 2018, hosted Regional Transportation Forum called "NOVA Elected Leaders Transportation Forum." The event was attended by local government elected officials in addition to members of the NoVA Delegation of the General Assembly and key regional staff.

## Goal II: Mobility



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

Multimodal regional transportation planning and programming are the foundation for making sound investments. The mobility goal of the Authority focuses on its core activity of multimodal regional transportation planning and the programming of investments in regional projects. The Authority 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 Authority will boost communications with target audiences to increase awareness of the Authority's impact on regional mobility.



NVTA works with several transit agencies across Northern Virginia including, VRE, WMATA, NVTC, DRPT and PRTC.

Strategy	Action	1-Year Status
<b>Multimodal Regional Transportation Planning and Programming</b> <ul style="list-style-type: none"> <li>• Develop and regularly update TransAction, NVTA's long range multimodal transportation plan for NoVA, utilizing regional corridors.</li> <li>• Develop and regularly update NVTA's Six Year Program, to fund projects that address regional transportation needs in NoVA.</li> <li>• Coordinate with VA, DC, MD and TPB to advance multimodal regional and extra-territorial projects that are important to NoVA.</li> <li>• Refine the principles of long-term benefits.</li> </ul>	<p>Develop a regional performance dashboard on congestion trends, travel demand patterns, incident impacts, etc., that can feed into regional transportation planning and project development.</p>	<p>Secured the ability to incorporate project evaluation and ranking requirements into future TransAction updates. The requirements of HB 599 were incorporated into the current TransAction Plan. A goal by the Authority for the 2019 General Assembly Session is to formalize the Authority's role in the completion of future HB 599 evaluations and rankings.</p> <p>The current TransAction Plan was the catalyst for the adoption of the inaugural FY2018-2023 Six Year Program in June 2018.</p> <p>SMART SCALE application submitted which requested funding for a Regional Multimodal Mobility Program.</p>



## Goal II: Mobility (continued)



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

		<p>NVTA Executive Director is a member of the Strategic Advisory Panel for the WMATA- sponsored Bus Transformation Project. Transit is an important component of the DC region's multimodal transportation system. NVTA supports transit service in numerous ways, including expansion of transit maintenance and operations facilities, bus acquisitions in support of capacity expansions, transit signal priority and other intelligent transportation systems that enhance bus operations, and multimodal connection facilities that make transit more convenient and attractive to users. The Bus Transformation Project seeks to create a viable, vibrant transit system for the region.</p> <p>NVTA continues to follow transportation trends. In Fall 2018, analyzed U.S. Census Bureau data gathered from about 79K Commonwealth of Virginia households. Took a look at NoVA transit mode share and telecommuting trends in the region.</p>
	Develop 'NoVA Transportation Trends' supplement to NVTA's Annual Report, starting w/ 2017.	No activity to report.
	Conduct ongoing peer reviews w/ similar regions in U.S. to better understand performance of transportation in NoVA.	No activity to report.

## Goal II: Mobility (continued)



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

	<p>Expand analytical capabilities ranging from sketch planning to micro simulation and scenario analysis.</p> <ul style="list-style-type: none"><li>• Travel demand forecasting</li><li>• Model simulations</li></ul>	<p>No activity to report.</p>
<p><b>Advocacy/Education</b></p> <ul style="list-style-type: none"><li>• Increase awareness and understanding of the transportation impact of the NVTA's regional transportation investments.</li></ul>	<p>Develop appropriate messaging based on above findings to specific target audiences:</p> <ul style="list-style-type: none"><li>• NoVA residents and business community</li><li>• General Assembly members</li><li>• Local elected officials</li></ul>	<p>Participated in Bike to Work Day and Celebrate Fairfax! as a way to connect with the community and answer NoVA residents' questions.</p>

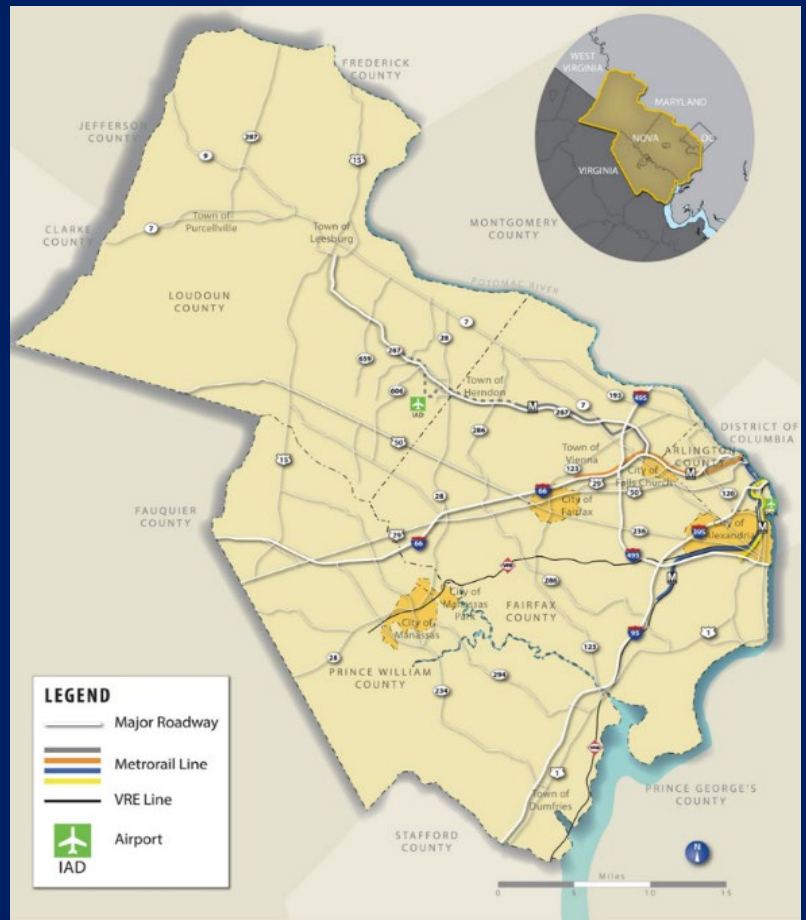
## Goal II: Mobility (continued)



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

### NVTA Jurisdictions and Major Transportation Facilities

The Authority's member jurisdictions include the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA functions as a sub-metropolitan planning organization for these jurisdictions. The values of transparency and regional collaboration have led the Authority not only to the adoption of its first TransAction update since the passage of HB 2313, but to the development of its inaugural Six Year Program (FY2018-2023).



## Goal III: Innovation



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



NVTA has funded multiple projects to widen and improve Route 1 in Northern Virginia.

While 'disruptive' technologies are creating uncertainty in the future of transportation, the Authority's readiness to innovate in anticipation of emerging transportation technologies and related trends is crucial to investing in the best transportation solutions. Examples of innovative opportunities include encouragement of shared mobility and/or vehicle ownership, incentivized travel behaviors, and new approaches to addressing 'first/last mile' challenges. The Authority will focus on proactively analyzing and identifying emerging innovative technologies for robust solutions. Undertaking these initiatives will make the region a leader as the future of transportation preferences, and living and working conditions transform. The Authority will also 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.

Strategy	Action	1-Year Status
<b>Regional Coordination</b> <ul style="list-style-type: none"> <li>Promote multimodal initiatives such as Integrated Corridor Management (ICM).</li> </ul>	Coordinate with VDOT and DRPT on implementation of ICM and associated regional components, including expanded regional Travel Demand Management (TDM.)	NVTA applied for SMART SCALE funding to implement a Regional Multimodal Mobility Program for the entire NoVA region based on previously developed ICM principles.
<b>Multimodal Regional Transportation Planning</b> <ul style="list-style-type: none"> <li>Plan for emerging transportation technologies and related trends.</li> </ul>	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.	<p>Hosted 3rd Annual Roundtable on transportation technology trends in Spring 2018 which gathered thought-leaders weighing in on emerging trends. Next Roundtable 3/13/19.</p> <p>Launched Driven by InNoVation newsletter focused on transportation tech trends.</p> <p>NVTA Executive Director formed a Transportation Technology Committee (TTC).</p>

## Goal III: Innovation (continued)



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

	Conduct and compile objective, independent research on the positive and negative impacts of emerging transportation technologies.	<p>The regularly distributed Driven by InNoVation newsletter compiles stories on emerging transportation technologies, including independent research.</p> <p>The compilation of objective, independent research is part of the TransAction update FY2020.</p>
	Conduct studies of regional deployments of emerging transportation technologies.	No activity to report.
	Develop policy guidance as needed to support regional deployments of emerging transportation technologies.	<p>NVTA Executive Director formed a Transportation Technology Committee (TTC) to offer forward-looking insights and policy guidance as needed on emerging technology trends. Authority member, David Snyder, will chair the TTC. The TTC will hold its inaugural meeting in Jan. 2019.</p>
<b>Multimodal Regional Transportation Planning</b> <ul style="list-style-type: none"> <li>Plan for emerging transportation technologies and related trends.</li> </ul>	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.	<p>NVTA hosted its 3<sup>rd</sup> Annual Northern Virginia Transportation Roundtable in Spring 2018 which focused on self-driving vehicles. The sold-out event featured experts from organizations such as Uber, Morgan Stanley and Virginia Tech. Attendance included Authority members, elected officials, regional jurisdiction leaders and professional staff.</p> <p>TTC will offer opportunity for discussions on positive impacts and challenges of emerging transportation technologies; to offer advice/recommendations related to development of next TransAction plan update.</p>

## Goal III: Innovation (continued)



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

<b>Advocacy/Education</b> <ul style="list-style-type: none"> <li>Develop and implement an advocacy and education strategy for emerging transportation technologies and shared mobility opportunities.</li> </ul>	<p>Work collaboratively with the region on public outreach regarding emerging technology and shared mobility.</p>	<p>NVTA began a new e-newsletter, Driven by InNoVation, to share with the public news about innovative transportation technologies and emerging trends.</p> <p>NVTA continues to work with agency partners and jurisdictions on planning and hosting ground breakings and ribbon cuttings to show the public how their taxpayer money is being invested and multimodal improvements in their area.</p>
	<p>Increase advocacy and education of emerging transportation technologies.</p>	<p>NVTA will continue to host annual Northern Virginia Transportation Roundtable discussions, with the next one scheduled for 3/13/19.</p> <p>The TTC will advise on multimodal transportation technologies and related transportation trends that support (or endanger) the vision of the Authority. The TTC will be chaired by Authority member, David Snyder, and include industry leaders.</p> <p>Submitted a SMART SCALE application related to transportation technologies. The application seeks to enhance commuter parking data, develop a dynamic service gap dashboard, implement an Artificial Intelligence-based decision support system with prediction, and deploy a data-driven tool to incentivize customer mode and route choice.</p>



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



*NVTA celebrated the completion of a new intersection along Loudoun County Parkway in September 2017.*

Strategy	Action	1-Year Status
<b>Transparency/Stewardship/Accountability</b> <ul style="list-style-type: none"> <li>• Ensure NVTA's funding information is transparent and available.</li> <li>• Cement the NVTA's reputation as a predictable long-term funding partner.</li> <li>• Protect and enhance the NVTA's credit rating.</li> <li>• Protect the NVTA's regional transportation investments.</li> <li>• Streamline the Six Year Program project application process.</li> </ul>	Disseminate accurate financial information amongst member jurisdictions and the public with clarity and transparency.	<p>Produced definitive financial impact assessments on proposed WMATA funding legislation.</p> <p>Enhanced Financial Statement presentation to show link between size of NVTA Balance Sheet and the large number of projects adopted by the Authority, going into FY2023.</p> <p>Developed and hosted a regional workshop to help regional staff in completing SPA and reimbursement documents.</p>
	Develop and implement multi-year funding strategies in support of NVTA Programs.	With the Finance Committee, developed a funding strategy and appropriation plan which saved the NVTA \$194 million in funding approaches.

## Goal IV: Funding (continued)



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

		<p>With the adoption of the inaugural FY2018-2023 Six Year Program (SYP), there are now four NVTa funding programs, which also include FY2014, FY2015-16 and FY2017. The Authority's Finance Committee invested significant time in the development of a funding strategy for the SYP; strategy development was enhanced by the Authority's exceptionally strong balance sheet. The Finance Committee funding strategy permitted commitment of \$1.285 billion mostly appropriated in the early years (FY2019 and FY2020) of the SYP.</p>
	Work regionally in the development of conservative revenue estimates.	The next cycle recently started in January 2019.
	Achieve clean audit opinions.	Achieved in 2018. Is an ongoing annual goal.
	Exercise prudent use of debt capacity, recognizing the impact on annual PayGo availability.	Developed funding and appropriation plan for the SYP which will save the Authority \$194 million over traditional financing approaches and did not use any debt capacity.
	<p>Ensure compliance of all current and proposed activities with:</p> <ul style="list-style-type: none"> <li>• Investment Policy</li> <li>• Debt Policy</li> <li>• Post Issuance and Tax Compliance Policy</li> <li>• State, Federal and IRS Regulatory Requirements</li> </ul>	<p>Clean audit opinion noted no compliance deficiencies with state or federal regulations.</p> <p>Maintained compliance with all NVTa financial policies.</p> <p>Implemented real-time investment subscription services to monitor credit ratings of instruments in the Authority's investment portfolio.</p>



## Goal IV: Funding (continued)



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

		Subscription services also provide better market transparency which is expected to lead to a savings of at least \$220K on investment purchases.
	Build capacity to receive, administer and account for federal and state grants.	No activity to report.
	Build capacity to ensure fulfilment of project scope of approved regional projects, including implementation of a monitoring system.	Started two-year development of Program Management and Monitoring System (PMMS). Phase 1 Project Application Automation is expected to be ready July 2019. Phase 2 Project Analytics and Dashboard are contingent on FY2020 budget appropriation.
	Implement a cost-effective online project application system that reduces jurisdictional and NVTa staff time expended on preparing and reviewing responses to NVTa's Calls for Regional Transportation Projects.	Cost of Phase 1 of PMMS is \$60K. Anticipated cost of Phase 2 is \$140K. Total project cost of \$200K is extremely low compared to other examples.
<b>Regional Coordination</b> <ul style="list-style-type: none"> <li>Coordinate across the region to enhance funding of transportation infrastructure.</li> </ul>	Identify and support opportunities for joint and solo applications to regional, state and federal sources for economy of scale, efficiency and competitiveness.	Submitted SMART SCALE application for a project titled, "Regional Multi-Modal Mobility Program" (RM3P).  Continued to advance federal CMAQ and RSTP through assessing and making project funding recommendations on appropriate projects.
	Pursue grant opportunities on behalf of the region.	Submitted SMART SCALE application for a project titled, "Regional Multi-Modal Mobility Program" (RM3P).
<b>Advocacy/Education</b> <ul style="list-style-type: none"> <li>Protect and increase the Authority's fiscal strength.</li> </ul>	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.	In Spring 2018, hosted Regional Transportation Forum called "NOVA Elected Leaders Transportation Forum," which required coordination with NVTC, TPB, VDOT and DRPT.

## Goal IV: Funding (continued)



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

		<p>The Transportation Forum focused on how the varying entities work in collaboration in the region on the development of regional transportation projects. Held a new member orientation with NVTA GPC members and staff.</p> <p>Navigated 2018 General Assembly Session WMATA funding action. Keeping funding strategy consistent with 3 c's of Constitutionality, Consistency and Creditworthiness.</p> <p>NVTA staff has attended and/or made presentations at Town Halls and regional Chamber events throughout the year.</p>
	Support regional efforts to identify funding for operating and capital costs to meet current and future travel demand and emerging transportation technologies.	<p>Joined Virginia Transit Association (VTA).</p> <p>Ongoing publication of Driven by InNoVation technology trends newsletter.</p> <p>NVTA Executive Director established a Transportation Technology Committee.</p>

## Goal IV: Funding (continued)



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

	<p>Work with the business community to protect and enhance funding legislation.</p>	<p>Developed a joint press release with the Northern Virginia Transportation Coalition on Metro Funding Bill.</p> <p>Met with NoVA and Loudoun Chambers and attended a transportation meeting of the Prince William County Chamber to inform and foster the Authority's initiatives with the work of the Chambers to determine how we can best work together to reach the region's goals.</p> <p>NVTA commissioned Chmura Economics &amp; Analytics to analyze the economic impact of NVTA capital investments, building upon a prior 2016 study. The study perspective featured in the 2018 Annual Report included the \$3 billion in NVTA investments in regional transportation infrastructure. The Chambers and transportation advocacy organizations are very receptive to the economic impacts identified in the study.</p> <p>The NVTA was nominated for the Northern Virginia Chamber's Outstanding Corporate Citizenship Awards, in the "Public Sector of the Year Category."</p>
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## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** January 3, 2019

**SUBJECT:** Regional Funding Project 2018-001-1 Arlington County (ART Operations and Maintenance Facility)

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1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-001-1.
  2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-001-1 Arlington County (ART Operations and Maintenance Facility), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
  3. **Background.**
    - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
    - b. The SPA was withdrawn from the December Authority meeting due to revisions to the project scope.
    - c. All project components will now be housed at the Shirlington Road site instead of splitting them between the Shirlington Road site and the Springfield site.
    - d. The attached SPA presented by the Arlington County is consistent with the revised project scope submitted by Arlington County.
    - e. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

**Coordination:** Council of Counsels

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** January 3, 2019

**SUBJECT:** Regional Funding Project 2018-007-1 Fairfax County (Richmond Highway Bus Rapid Transit Phases I & II)

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1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-007-1.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-007-1 Fairfax County (Richmond Highway Bus Rapid Transit Phases I & II), in accordance with NVRTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
3. **Background.**
  - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
  - b. The attached SPA presented by the Fairfax County is consistent with the project previously submitted by Fairfax County and approved by the Authority.
  - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

**Coordination:** Council of Counsels

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** January 3, 2019

**SUBJECT:** Regional Funding Project 2018-062-1 City of Falls Church (Falls Church Enhanced Regional Bike Routes: W&OD Trail)

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1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-062-1.
  2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-062-1 City of Falls Church (Falls Church Enhanced Regional Bike Routes: W&OD Trail), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
  3. **Background.**
    - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
    - b. The attached SPA presented by the City of Falls Church is consistent with the project submitted by NOVA Parks and approved by the Authority.
    - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

**Coordination:** Council of Counsels

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

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

**FROM:** Monica Backmon, Executive Director

**DATE:** January 4, 2019

**SUBJECT:** Executive Director's Report

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**1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.

**2. Ribbon Cuttings and Groundbreakings.**

- The Authority will be hosting/participating in a groundbreaking and ribbon-cutting on projects that are being funded (partially) with NVTA regional revenues. The events are noted below:
  - i. OmniRide Western Maintenance and Storage Facility Groundbreaking (Prince William County) - Wednesday, January 23, 2019 at 11:00am.
  - ii. Northfax Intersection Improvements at Route 29/50 and Route 123 Ribbon-Cutting (City of Fairfax) – Monday, February 4, 2019 at 11:00am.

**3. Regional Investment Conversation.**

- On January 23, 2019, the Authority will host a Regional Investment Conversation. This meeting recognizes that the Authority's member jurisdictions and NVTA operate their public funds investment activities under the same provisions of the State Code. With the State Code as a baseline, each jurisdiction approaches investments in unique ways suitable to their individual circumstances and priorities. The gathering will allow regional investment professionals to exchange ideas, tools and strategies fostering discussions of fixed income market trends, as well as opportunities. All member jurisdictions have expressed an intent to participate.

While there are numerous conferences that investment managers attend, this gathering will be unique in that it has a regional focus and will be addressing technical topics of regional interest.

**4. Transportation Technology Committee Kick-Off Meeting.** The new Transportation Technology Committee (TTC) will hold its first meeting at 8:30am on Wednesday, January 30, 2019, at NVTAs office. The TTC will:

- Advise the NVTAs Executive Director on multimodal transportation technologies and related transportation trends that support (or endanger) the vision of the Authority as stated in its current Five-Year Strategic Plan;
- Make specific recommendations for consideration by the NVTAs Executive Director related to the development of TransAction, the regional multimodal, long-range transportation plan for Northern Virginia, and the development of updates to the Authoritys Six Year Program. Such recommendations may include the use of transportation technologies to complement traditional transportation infrastructure and enhance the operation and performance of the regional transportation system; and
- Develop an evidence-based body of knowledge that will educate and inform regional policy makers on topics related to multimodal transportation technologies and related transportation trends.

The TTC will be chaired by Councilmember David Snyder, and will comprise a broad group of individuals with diverse, but relevant, skill sets and experience, including elected officials, jurisdictional/regulatory staff, and representatives of various modes, the automotive industry, community stakeholders, the business sector, and technology experts.

**5. Project Monitoring and Management System Update.** The Authority selected HDR to develop the Program Monitoring and Management System (PMMS) at its meeting in November 2018. Work is advancing rapidly on the first phase of PMMS, which will upgrade the Authoritys Call for Regional Transportation Projects (CfRTP) application process from a paper-based approach to an online system, in time for the next CfRTP (for the Six Year Program update) expected in July 2019. Staff from selected member jurisdictions participated in a mid-December 2018 workshop with HDR and Authority staff to provide inputs to the development of the ‘user interface’ component of the online application. The second phase of PMMS, expected to commence in July 2019, will provide a public-facing dashboard for all NVTAs-funded regional projects. The dashboard will be available in 2020.

**6. TransAction Listening Session.** The Authority adopted the current version of TransAction, the long-range multimodal transportation plan for Northern Virginia, in October 2017. TransAction is updated on a five-year cycle, and takes several years to develop. Consequently, the consultant procurement process for the next update is expected to start during the first half of 2020. Prior to this, commencing in early 2019, Authority staff will begin to develop a draft scope of work for the TransAction update. An important component of scope development will be a TransAction ‘Listening Session,’ at which citizens



and stakeholders will have the opportunity to provide inputs and make suggestions to Authority members related to the Authority's long-range transportation planning activities. The TransAction Listening Session, which will include an Open House, is tentatively scheduled for September 12, 2019 prior to the Authority meeting that same evening.

**7. NVTa Standing Committee Meetings**

- **Finance Committee:** The NVTa Finance Committee is scheduled to meet next on February 21, 2019 at 1:00pm.
- **Governance and Personnel Committee:** The next meeting of the NVTa Governance and Personnel Committee (GPC) is January 10, 2019 at 5:30pm.
- **Planning and Programming Committee:** The NVTa Planning and Programming Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

**8. NVTa Statutory Committee Meetings:**

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

**9. CMAQ-RSTP Transfers:**

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

**10. Regional Projects Status Report:**

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

**Attachments:**

Regional Projects Status Report



## NVTA FY2014-17 Program Project Status

### Upcoming Public Information Meetings:

**Fairfax County: Fairfax County Parkway Improvements** – A public meeting will be held on **January 7, 2019** to focus on storm water management and Popes Head Road interchange options. Venue and time to be decided.

**OmniRide / PRTC: Western Maintenance and Storage Facility** – Groundbreaking scheduled for Wednesday, **January 23, 2019** at 11 a.m. at 7850 Doane Drive, Manassas, Virginia.

**City of Fairfax: Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place (Northfax)** – Ribbon-Cutting is scheduled for Monday, **February 4, 2019** at 11 a.m.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
Arlington County	<b>Boundary Channel Drive Interchange</b> – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020. Working with VDOT to transfer PE/ROW/CN phases from County to VDOT.  Long Bridge Drive was complete on June 28, 2018 and is in closeout.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of Calendar year 2022	Mid-2020	49.9%
Arlington County	<b>Columbia Pike Multimodal Improvement</b> – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas relocations are complete. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain installation work and testing completed. Sanitary sewer work 60% complete. Storm sewer work ongoing. Utility duct banks installation ongoing on the western end of this segment. Redesigning of dry utilities on the eastern end of this segment due to existing utility conflicts.	Spring 2021	Fall 2020	10.1%
Arlington County	<b>Columbia Pike Multimodal Street Improvements (East End)</b> – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location,	\$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). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Pursuing required easements with	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	9.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities			<p>property owners. Dominion Electric and VDOT agreements underway for installation of equipment on VDOT land. Design approval is expected in spring 2019.</p> <p>Segment A East is subject to negotiations with Arlington National Cemetery. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Continuing discussions with ANC based on EA comments.</p>			
Arlington County	<b>Crystal City Multimodal Center</b> – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	<p>Ribbon cutting occurred on May 18, 2017.</p> <p>Remaining funds being used to implement the real-time information signage installation. Staff determined type and location of sign. Property easement is being finalized. Power source being identified. Installation is expected by Spring 2019.</p>	<p>Closed construction contract and released retainage by late April 2018.</p> <p>Signage phase to be completed by Spring 2019.</p>	Signage phase to be completed by Spring 2019.	88.4%
Arlington County	<b>Ballston-MU Metrorail Station West Entrance</b> – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines	\$12,000,000 (FY2015-16)	Design	Design work is expected to run two years starting in Winter 2019. County and WMATA staff have reinitiated coordination on the project. WMATA is reviewing the 2006 30% design plans and preparing an estimated level of support for the project. County staff is drafting the project coordination agreement, design support agreement, and	Start of construction in Spring 2021	Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform			project implementation plan. Project is tied to redevelopment plan of adjacent private property.			
Arlington County	<b>Glebe Road Corridor Intelligent Transportation System Improvements</b> – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 100% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. 95% completed. Task 4 – ITS Equipment Installations – Equipment procured. 50% completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task 3 - completed Task 4 – Spring 2019 Task 5 – Fall 2019	Task 2 – Summer 2019 Task 3 - completed Task 4 – Spring 2019 Task 5 – Fall 2019	20.9%
Arlington County	<b>Lee highway Corridor ITS Enhancements</b> – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1 – Lee Hwy / Adams – 90% design completed Task 2 – Lee Hwy / Danville - 90% design completed Task 3 – Lee Hwy / Spout Run - 30% design completed Task 4 - Lee Hwy / Old Dom. - 30% design completed Task 5 – Lee Hwy/Culpepper - 30% design completed Task 6 – ITS Equipment installation – Field survey completed. Equipment procurement in process.	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2019 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Construction	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2019 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Construction	5.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
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	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.				Tasks –N/A	Tasks –N/A	
Arlington County	<b>Crystal City Streets:</b> 12 <sup>th</sup> 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.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>12<sup>th</sup> Street design plans are at 30%. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension.</p> <p>23<sup>rd</sup> street has been split into 2 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase 1. Design and construction are scheduled to be completed by Spring/Summer 2019.</p> <p>The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23<sup>rd</sup> Street from Eads to Crystal Drive. This project will be designed in coordination with an adjacent private sector development.</p>	June 2021	June 2021	12%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
				<p>Discussions have begun with that developer and design may begin by February 2019. Phase 2 will also include the closing of the existing pedestrian tunnel under US1 and removal of all above-ground structures</p> <p>Clark/Bell Realignment has completed 30% design. An NTP was issued to Volkert in early April and design work continues towards the 60% level. The remaining design work is scheduled to be completed in early 2020.</p>			
Fairfax County	<b>Innovation Metrorail Station</b> – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridges are complete. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	92%
	<b>Innovation Metrorail Station (Continuation)</b> - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge is complete. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	99.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.						
Fairfax County UPC 108720	<b>VA Route 28 Widening – Prince William County Line to Route 29</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Approximately 20% complete. Environmental: NEPA Concurrence for revised project scope received from FHWA. VDHR on 10/23/18 provided concurrence that project would have no adverse impact on historic properties. Draft Noise Study submitted to VDOT on 11/19/18. Air study should be complete by Dec 2018/Jan 2019. Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18. Utility Designation survey completed in May 2016. Geotech: Draft Geotechnical Data Report sent to VDOT for review on 10/19/18.	2023	2019	39.2%
UPC 108720	<b>VA Route 28 Widening – Prince William County Line to Route 29 (continuation)</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	2019	0%
Fairfax County UPC 107937	<b>Fairfax County Parkway Improvements</b> – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway	2023	Spring 2019	40%



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
				widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Three public information meetings were held on Sep 25, Sep 27, and Oct 3. Another public meeting will occur on Jan 7, 2019 to focus on storm water management and Popes Head Road interchange options. NEPA documents will be prepared prior to the public hearing. The preliminary noise analysis is ongoing.			
Fairfax County UPC 107937	<b>Route 286 Fairfax County Parkway Widening: Route 123 to Route 29</b> – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Three public information meetings were held on Sep 25, Sep 27, and Oct 3. Another public information meeting will occur on Jan 7, 2019 to focus on storm water management and the Popes Head Road Interchange options. NEPA documents will be prepared	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
				prior to the public hearing.			
Fairfax County UPC 109814 & 5559	<b>Rolling Road Widening –</b> Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) and Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Construction to begin in fall 2019 and end in fall 2020.	Phase 1: 2020  Phase 2: 2024	Fall 2018	62.5%
Fairfax County UPC 106742	<b>Frontier Drive Extension -</b> Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. The IMR has received conditional approval based upon some modifications necessary to the modelling but are the subject of a supplemental submitted by the consultants for some out of scope efforts. More coordination required with WMATA.  At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	<b>Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive –</b> Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor	2024	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
				<p>expected in July 2018. Construction is anticipated to begin in early 2019. Final project completion is expected in Summer 2024. Kick-off meeting with DB Team. Preliminary design going on. This includes aerial mapping, field surveys, utility designations, utility test pits, pipe video inspections, property title searches (240 of 280 searches complete; will proceed with ROW paperwork for ~60 properties shortly, since there are no significant impacts), traffic counts, geotech investigations, wetland delineations and setting up horizontal and vertical alignments (vertical alignment will not be set until mapping is complete; horizontal completed). This is expected to take several months. Field surveys completed by Nov. 1<sup>st</sup>. Geotech report is expected in May 2019. Early ROW plans in Dec 2018. Working Group Meeting #19 on 12/13/18. ROW plan submission meeting on 12/17/18.</p>			
Loudoun County	<b>Leesburg Park and Ride</b> – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	A construction contract was awarded and a construction kick-off meeting was held on October 1, 2018 to begin construction for a 300-space park and ride lot adjacent to Bolen Park in the Town of Leesburg. Site work started on October 22, 2018	January 2020	January 2020	0%
Loudoun	<b>Belmont Ridge Road -</b>	\$19,500,000	Construction	Design is complete. Right of	Summer	Summer	10.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
County	<b>Truro Parish Road to Croson Ln</b> – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	(FY2015-16)		way acquisition continues.	2021	2021	
Loudoun County UPC 97529, 105064, 105575	<b>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd</b> – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	The construction of intersection at Loudoun County Parkway and Old Ox Road is complete. Additional work to design, acquire ROW, and construct a right turn lane from southbound Loudoun County Parkway to Westbound Route 50 is being initiated.	Mid 2021	Mid 2021	34.1%
Loudoun County/ Town of Hillsboro	<b>NEW: Route 9 Traffic Calming: Town of Hillsboro</b> – The project includes roundabouts at RT 9/RT 719 and RT 9/ RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Project at 100% design, awaiting final comments on second round of reviews from VDOT and Loudoun County. ROW progressing on schedule, Appraisals 100% complete, 85% offers made, 60% offers accepted and signed. Dominion Energy Authorization, GO letter for Eastern Roundabout issued.	Mid 2020	Mid 2020	6.2%
Prince William	<b>Route 1 Widening from Featherstone Road to</b>	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT	April 2021	October 2018	78.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
County	<b>Marys Way</b> – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.			Finalizing roadway project design.			
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 69 parcels impacted with 11 total takes. All ROW has been acquired with the exception of 12 parcels waiting for settlement. Property Demolition has resumed and is ongoing with asbestos removal as needed. Roadway construction advertisement is anticipated for January 2019, with award in March 2019. The \$14,475,732 Duct Bank construction contract was awarded to Sagres Construction Corporation on August 7, 2018. Construction of the Duct Bank is anticipated to take one year. The pre-construction meeting was held on August 27, 2018. The duct bank construction activities are ongoing on schedule. Several buildings have been demolished. Demolition of structures continues and removal of tanks from service stations are ongoing.	April 2021	April 2021	49.4%
	<b>Route 1 Widening from</b>	\$11,000,000	Construction	Continuation of the FY2014	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 12/31/18
	<b>Featherstone Road to Marys Way (continuation)</b> - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	(FY2017)		and FY2015-16 projects above.			
Prince William County	<b>Route 28 Widening from Linton Hall Road to Fitzwater Drive</b> -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	ROW acquisition and utility relocations are complete. On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing.	October 2019	October 2019	59.5%
Prince William County	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road</b> - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Design activities are ongoing. Negotiating with area developer that may be working in the area simultaneously to reduce impacts and duplication. Design activities are ongoing. Final bridge typical section design is being re-designed to accommodate asphalt trail.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	10.4%
	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation)</b> - Widen	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design March 2018 thru summer	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	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.					2019. Construction to begin summer 2019.	
City of Manassas/Prince William County	<b>Route 28 (Manassas Bypass) Study – Godwin Drive Extended</b> - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. VDOT provided a signed concurrence letter from FHWA indicating that the study can move forward as an EA on July 26, 2018. Preliminary data collection is completed. The technical report is being finalized. Public Information Meetings were held on December 5 <sup>th</sup> (in Prince William County) and December 6 <sup>th</sup> (in Fairfax County). Purpose and need being developed.	Location study (phase 1 of the overall study) completed in November 2017.  NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	37.9%
City of Alexandria	<b>Potomac Yard Metrorail Station EIS</b> – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Project phase completed and final reimbursement submitted 04/23/2018.	EIS Phase is complete	EIS Phase is completed. Project completion form accepted by NVTA	100%
	<b>Potomac Yard Metrorail Station (continuation)</b> - Planning, design, and construction of a new	\$1,500,000 (FY2015-16)	Planning, PE, Design	Project phase completed and final reimbursement submitted as of 08/08/2018.	Planning phase is complete	Completed in September 2018.	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
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	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.					Project close out form submitted on 10/1/2018.	
	<b>Potomac Yard Metrorail Station (continuation)</b> - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continue to advance the project design. Additional public meetings will be held in December. The state announced \$50 million in funds on November 13 for the south entrance in association with the Amazon HQ2 project. The funding will require approval (likely sometime in 2019) by the Commonwealth Transportation Board. The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal	Project completion is currently scheduled for Winter/ Spring 2022	Phase will be completed in 2022.	0%



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
				is to ensure the current project remains on schedule for a 2022 opening. There is approximately 18 months of design and construction that can proceed before a decision on how to implement the south entrance would become a critical path item.			
City of Alexandria	<b>Shelters and Real Time Transit Information for DASH/WMATA</b> – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 19 shelters have been constructed and opened to the public. Final NVTA reimbursement completed. Project close out form submitted on 12/4/18.	December 2018	December 2018	100%
City of Alexandria	<b>Traffic Signal Upgrades/Transit Signal Priority</b> – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design, Asset Acquisition	Installation of the equipment is underway. Most of the equipment has been purchased by the contractor but the City is still waiting on few as the specialized modems and SIM Cards equipment to be delivered by WMATA (anticipated delivery of the pending equipment is at end of December 2018). The associated equipment programming and specialized site configuration for transit priority is underway and is expected to be completed by the end of January 2019. The testing procedures of the newly installed transit priority system are anticipated to start early February 2019.	Winter 2019	Winter 2018	12.7%
City of Alexandria	<b>Duke Street Transit Signal Priority</b> - Includes design, install and implementation of a transit vehicle signal priority system (on board system	\$190,000 (FY2015-16)	Construction	Installation of the equipment is underway. Most of the equipment has been purchased by the contractor but the City is still waiting on few as the specialized	Winter 2019	Fall 2019	31.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	on DASH and field equipment along the route) on Duke Street.			modems and SIM Cards equipment to be delivered by WMATA (anticipated delivery of the pending equipment is at end of December 2018). The associated equipment programming and specialized site configuration for transit priority is underway and is expected to be completed by the end of January 2019. The testing procedures of the newly installed transit priority system are anticipated to start early February 2019.			
City of Alexandria	<b>West End Transitway (WET)</b> - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be along Van Dorn between Landmark Mall Rd and Sanger Avenue and Beauregard between Sanger Avenue and Mark Center Drive. The procurement for design services is anticipated for 3 <sup>rd</sup> Quarter of FY 2019.	2024	2021	36.6%
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place</b> – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended. Punchlist items. Ribbon Cutting scheduled for February 4, 2019.	December 2018	December 2018	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	the inadequate culvert under Route 123.						
	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place "Northfax"</b> – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended. Punchlist items. Ribbon Cutting scheduled for February 4, 2019.	December 2018	December 2018	70.5%
City of Fairfax	<b>Kamp Washington Intersection Improvements</b> – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is substantially complete. Working on punch list items.	January 2019	January 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	pedestrian signalization; and replacement of span-wire signals with mast arm signals.						
City of Falls Church	<b>Pedestrian Access to Transit</b> – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering, Environmental, Construction	100% design completed. Currently in ROW phase with 8 out of 12 easements completed. Utility undergrounding contract award made to Sagres Construction Corp on June 28, 2017. Notice to Proceed issued on September 11, 2017, and currently under construction. Closed out construction.	Complete in August 2018	Complete in August 2018	100%
City of Manassas	<b>Route 28 Widening South to City Limits</b> – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering, ROW Acquisition, Construction	PE phase is ongoing. PE plans at 90%. Obtained CTB approval for "Limited Access Control Change." Right of Way acquisition and utility relocation coordination continues. Project advertising expected in spring 2019.	October 2019	October 2019	0.4%
Town of Dumfries UPC 90339	<b>Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</b> - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been approved in July 2018. A design Public Hearing was	FY2025	FY2023	10.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	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.			held on Thursday October 18, 2018. Design approval is scheduled for spring of 2019. ROW is expected to begin in July 2019.			
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Sterling Road)</b> – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering, ROW Acquisition, Construction	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project close-out with NVTA pending	Highway capacity improvements completed November 2014. Sidewalk improvements completed Nov 2018.	Complete in Nov 2018	40.1%
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Van Buren Street)</b> – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during early 2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase II.	Spring 2020	0%
Town of Herndon	<b>Access Improvements (Silver Line Phase II – Herndon Metrorail Station)</b> – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW phase. Construction expected to start in early 2020.	Expected in 2020, to be coordinated with the opening of Dulles Metrorail Phase II.	Winter 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	shelter/transit facilities.						
Town of Herndon UPC 50100	<b>East Elden Street Improvement &amp; Widening -</b> Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies.	2024	TBD after contract award	0%
Town of Leesburg UPC 89890	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)</b> - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Preliminary Field Inspection meeting held on 8/9/17. Draft CE has been prepared and has been approved by Federal Highway in April 2018. Public Hearing was held in May 2018. Value Engineering recommendations as well as IJR currently under review with Central Office. PH Transcript and Design	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
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				Approval request also currently under review at the District.			
Town of Leesburg UPC 106573	<b>Route 7 East Market Street and Battlefield Parkway Interchange</b> - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals were due on November 27, 2018 and Price Proposals were due on December 12, 2018.	November 2021	November 2019	30.8%
	<b>Route 7 East Market Street and Battlefield Parkway Interchange (continuation)</b> - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	November 2021	Begin construction on 2020	0%
Potomac and Rappahannock Transportation Commission	<b>Western Maintenance Facility</b> – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses,	\$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. Because of two years of delay in order to be able to use the	late Spring 2020	December 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.			NVTA (Financial Close for I-66 has taken place), additional funding has been requested to cover increase in construction costs. PRTC was awarded \$11M in Concessionaire payment funds. Still awaiting project agreements from DRPT. Bid packages were issued July 16, with bids being due August 16, 2018. Clark Construction is working with the bidders to evaluate prices. On average bids increased by 25% from 3 years ago with copper and steel increasing by 40%. May have to cut some items in order to stay within budget. Start of construction expected in early 2019. Seeking Commission authorization to amend Clark's contract to include GMP (Guaranteed Maximum Price) for construction. Waiting for DRPT agreement for the Concession Payment – NTP may have to be delayed if agreement isn't completed by end of month as we'll be unable to sign contract with Clark.			
Virginia Railway Express	<b>Alexandria Station Tunnel</b> – Includes a pedestrian tunnel connection between Alexandria Union Station/ VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	The concept of the tunnel project is being reconsidered due to constructability, schedule considerations and projected cost increases.	TBD	TBD	0%
Virginia Railway	<b>Gainesville to Haymarket Extension/ Broad Run</b>	\$1,500,000 (FY2014)	Planning, Project	Phase I, planning and alternatives analyses,	2022	2019	75.8%



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
Express	<b>Expansion</b> – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.		Development, Conceptual Design	complete. Phase II, NEPA/PE, is underway. Project development including preliminary engineering/30% design for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site, the selected VRE Manassas Line expansion option, is underway. NEPA effects assessment is underway. The project development phase including NEPA/PE will be complete in early 2019, pending Norfolk Southern review.			
Virginia Railway Express	<b>Lorton Station Second Platform</b> – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT. Once design review comments are received, the PE plans and environmental documents will be revised and the project development phase completed. Final design is anticipated to start by early 2019. It is anticipated that Construction will start in 2020 and be complete by 2022.	2022	2022	4.5%
Virginia Railway Express	<b>Manassas Park Station Parking Expansion</b> - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Alternatives analysis and planning and Preliminary Engineering/30% design complete. A zoning waiver was approved by the Planning Commission and Governing Body for the project. All work associated with FY15/16 funding is complete.	Completed in Spring 2018	Completed in Spring 2018	100%
	<b>Manassas Park Station Parking Expansion (continuation)</b> - Planning and engineering	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project. Value Engineering (VE) recommendations being	2022	2020	5.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
	investigations to expand parking and pedestrian connections at the VRE Manassas Park station.			vetted by the City. Corrdination with Norfolk Southern for access to railroad ROW for survey and geotechnical work ongoing.			
Virginia Railway Express	<b>Franconia-Springfield Platform Expansion</b> - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and environmental documents are currently under review by CSXT. Once design review comments are received, the PE plans and environmental documents will be revised and the project development phase completed. Final design is anticipated to start by early 2019. It is anticipated that Construction will start in 2020 and be complete by 2022.	2022	2022	2.6%
Virginia Railway Express	<b>Rippon Station Expansion and Second Platform</b> - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft preliminary engineering/30% design plans and NEPA documents are complete for review by CSXT, pending a final design review agreement. Final Design services are anticipated to be completed by 2021 with construction completed by 2023.	2023	2023	0%
Virginia Railway Express	<b>Slaters Lane Crossover</b> - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design, Construction	Final design and Construction Agreement/Force Account Agreement between CSXT and VRE complete. Construction initiated but on hold until January 2019.	2019	2019	1.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 12/31/18
Virginia Railway Express	<b>Crystal City Platform Extension Study</b> - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Concept Design is complete. Advertisement of a request for proposals (RFP) for preliminary engineering/30% design and environmental review consultant is scheduled for early 2019 to continue project development activities using state funding; NVTA has approved final design funding for FY2020.	2023	September 2018. Final invoice is being prepared.	85.5%
Washington Metropolitan Area Transit Authority	<b>8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. K06TB2 was cutover back on-line July 28, 2017 and punch list items completed by September. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in October. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out Dec. 2018	Dec 2018	29.8%
Washington Metropolitan Area Transit Authority	<b>Blue Line 8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued to the Contractor April 20, 2018. Contractor site surveys have been completed and shop drawing/submittal approvals are ongoing. Tie breaker and Traction Power Substation manufacturing are ongoing. Due to manufacturing lead times installation is estimated to commence February 2019.	Project Contract Close-out estimated December 2021	December 2021	0%