



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, June 8, 2023

7:00 pm, EST

Northern Virginia Association of Realtors, Fairfax Headquarters
8407 Pennell St, Fairfax, VA 22031

This meeting will be conducted in person and livestreamed via YouTube¹

1. **Call to Order** Chair Randall
2. **Roll Call** Mr. Davis, Board Secretary
3. **Approval of May 11, 2023, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of May 11, 2023, Meeting Summary Minutes

ACTION ITEMS

4. **Approval of Letter of Endorsement for Prince William County's Charging and Fueling Infrastructure Discretionary Grant Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letter of Endorsement
5. **Approval of Letter of Endorsement for the City of Fairfax's FY2023 Safer Streets for All Grant Application**
Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Letter of Endorsement

DISCUSSION/INFORMATION ITEMS

6. **Travel Trends Update** Mr. Rashid, Regional Transportation Modeler
7. **Chief Executive Officer's Report** Ms. Backmon, Chief Executive Officer
8. **Chair's Comments** Chair Randall
 - **July Authority Meeting Date**

CLOSED SESSION

(If needed)

9. **Adjournment** Chair Randall

¹ *If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Authority's Meetings](#) webpage and in our [Authority Meeting Recap](#).*

CORRESPONDENCE

Next Meeting: July 13, 2023, at 7:00pm, EST
NVTA Offices



SUMMARY MINUTES

Thursday, May 11, 2023

7 p.m., ET

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting was conducted in person and livestreamed via [NVTA's YouTube Channel](#)

1. **Call to Order** Vice Chair Snyder
 - ✓ Vice Chair Snyder called the meeting to order at 7:04 p.m.

2. **Roll Call** Mr. Davis, Board Secretary
 - ✓ **Membership: Attendees** Vice Chair David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Member Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Ms. Mary Hynes, Mr. Jim Kolb, Mr. John Lynch, Ms. Jennifer DeBruhl (Remote-Richmond-Distance) **Non-Attendees** Chair Phyllis J. Randall, Senator Jennifer Boysko, Supervisor Pat Herrity, and Mayor Derrick Wood.
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon (Remote), Executive Assistant to CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Modeler Harun Rashid, Regional Transportation Planners Ian Newman, Griffin Frank and Hannah Pajewski .
 - ✓ **Council of Counsels:** Daniel Robinson-Fairfax County, and Christina Brown-Zechman-City of Alexandria.
 - ✓ **Other Attendees:** Tracy Baynard, Vice President, McGuireWoods Consulting, LLC. (Remote), and VDOT Staff: Heidi Mitter, Bicycle/Pedestrian and Park & Ride Coordinator, and Jessica Parris, Deputy District Traffic Operations Director.

Members of the public and jurisdiction and agency staff were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#)

3. **Approval of February 9, 2023, Meeting Summary Minutes** Vice Chair Snyder
 - ✓ Chair Wheeler moved Authority approval of the February 9, 2023, Meeting Summary Minutes and seconded by Mayor Wilson. The motion was unanimously approved.

4. **Approval of April 13, 2023, Meeting Summary Minutes** Vice Chair Snyder
 - ✓ Chair Wheeler moved Authority approval of the April 13, 2023, Meeting Summary Minutes and seconded by Mayor Davis-Younger. The motion was unanimously approved.

PRESENTATIONS

5. Analysis of Multimodal Capacity Expansion

Dr. Nampoothiri, Senior Transportation Planner

- ✓ Before Dr. Nampoothiri began the presentation, Ms. Backmon spoke to the detailed analysis staff conducted over several months regarding multimodal capacity expansion. She expressed thanks to Dr. Nampoothiri and other staff including Ian Newman, Harun Rashid, and Keith Jasper for their efforts in developing the analysis. Ms. Backmon emphasized that this work highlights NVTA's multimodal approach to funding projects and noted that a synopsis of the 30% Local Distribution Revenue and 70% Regional Revenue funded projects will be seen in the presentation. This information will be added to the NoVA Gateway and be kept up to date with each funding program.
- ✓ Dr. Nampoothiri opened by acknowledging jurisdiction staff who provided additional information, specifically on the 30% Local Distribution Revenue data and the capacity expansion by mode. He stated this information delivers insight on how NVTA's revenues are used for multimodal infrastructure enhancements through a comprehensive and consistent analysis of added multimodal linear infrastructure (lane miles).
- ✓ Dr. Nampoothiri noted the scope of the analysis which included the review of three modes of transportation, (1) Active Transportation, (2) Roadway, and (3) Dedicated Transit Lanes, and the consideration of projects that add new linear infrastructure. Ms. Hynes asked if a complete picture could be seen regarding whether a 3 ½ to 4 feet wide existing sidewalk that has 6 to 8 feet added be considered a replacement or new project. Dr. Nampoothiri answered that it would be considered a replacement project and acknowledged that type of project was not included in this analysis. He added that staff can add that type of analysis to this data in the future.
- ✓ Dr. Nampoothiri shared from the presentation that 50 of the 122 projects from FY2014-FY2027 70% Regional Revenues as well as 89 of the 257 projects from FY2014-FY2022 30% Local Distribution Revenues are projects that add linear features and were considered in this analysis. This brings a total investment of 139 projects with new added linear features to \$2.18 billion.
- ✓ Dr. Nampoothiri reported that the analytical approach included collating data from existing NVTA project records, projects funded through jurisdictions' 30% Local Distribution Revenue funds and the Joint Commission on Transportation Accountability Reports. This data was cross verified with the latest information from jurisdictional project websites and was also verified by jurisdictional staff. He also shared that a Geographic Information System (GIS) based analysis was used to calculate linear infrastructure features and an internal review was conducted.
- ✓ Dr. Nampoothiri provided a geographic map analysis and a chart showing the added multimodal linear features based on Active Transportation, Roadway, and Dedicated Transit Lane modes of transportation. He noted that many of the roadway projects add

sidewalks and/or a multiuse trail, possibly one on each side which will be counted as separate lane miles of pedestrian facility and shared bike/pedestrian facilities. He highlighted the fact that both Regional and Local Distribution Revenues are enabling jurisdictions to build non-motorized infrastructure, specifically noting the total amount of Active Transportation and Dedicated Transit Lane miles added is close to the amount of Roadway Lane miles added. He pointed out that the Dedicated Transit right of way lane miles added doesn't include the West End Transitway and Envision Route 7 projects since their designs are not yet to a stage to calculate lane miles.

- ✓ Ms. Hynes noted a timeframe that identifies the development of the project would add value to the analysis. She added that this is a good beginning and suggested identifying standards used to determine, for example, what is a good sidewalk or a good use shared path so that localities can consider the best approaches to safety improvement projects.
- ✓ Mayor Wilson concurred that the analysis is a good beginning and asked if there could be an analysis provided that identifies projects as standalone Active Transportation versus facilities that are incorporated as part of a road project. He also inquired if a financial breakout of a broader layer on Active Transportation versus roads be provided. Dr. Nampoothiri noted that the differentiation of the number and associated dollar amounts between standalone and mixed component projects is possible.
- ✓ Chairman McKay noted that many of the existing projects have components of Active Transportation and asked how those components are categorized. Dr. Nampoothiri acknowledged the work involved in identifying the Active Transportation components and addressed the challenge involved in quantifying the Active Transportation components separate from the entire project as a whole. Chairman McKay noted his appreciation for the analysis and spoke to the need for a complete picture that includes the investment made to Active Transportation, particularly for localities that utilize the data to support their decision making on what projects to pursue. He also shared his hope that projects have multimodal components.
- ✓ Ms. Hynes noted that while the analysis shows which projects are new projects versus where replacements and improvements have been made, an added benefit could be seen in providing an appendix that identifies new versus replacement/improvement projects for each jurisdiction by mode. Dr. Nampoothiri noted staff is attempting to compile this data and will come back with added data as it becomes available.
- ✓ Chair Wheeler spoke to the number of road projects and asked if from those projects, could the Active Transportation components be identified as either a new addition or improvement since there are limited projects that are only road only projects. Dr. Nampoothiri highlighted his previous comments on the challenge of quantifying the Active Transportation components separate from the project itself. It was acknowledged that most new road projects include an Active Transportation component. Until recently the Active Transportation component was not tracked separately in the project data.

- ✓ Vice Chair Snyder clarified the difference between the \$1.98 billion of added multimodal linear infrastructure and the \$3.121 billion in total projects funded through Regional Revenues. He also spoke to the challenge for smaller jurisdictions to secure funding for bicycle and pedestrian facilities.
- ✓ Ms. Backmon noted that with the focused perspective on delivering multimodal projects, all projects compete against each other, and the bicycle and pedestrian facility projects compete well.

E.D. Note: The correct version of the Analysis of Multimodal Capacity Expansion presentation was emailed to Members.

6. Bicycle and Pedestrian Safety Programs in Northern Virginia

Mr. Lynch, Authority Member and Northern Virginia District Engineer, VDOT
 Ms. Mitter, Bicycle/Pedestrian and Park & Ride Coordinator, VDOT
 Ms. Paris, Deputy District Traffic Operations Director, VDOT

- ✓ Ahead of the presentation, Ms. Hynes highlighted that based on previous discussions surrounding safety, we know that 30% of injuries and fatalities occur in the Bike/Ped category. She stressed the need for further conversation on this topic and with the help of Mr. Lynch, introduced the guest presenters.
- ✓ Ms. Mitter began the presentation by sharing pedestrian fatality statistics from 2015-2022 and identified guiding policies and plans aimed at decreasing occurrences:
 - Statewide VTRANS plan goals
 - 2004 VDOT Bicycle and Pedestrian Accommodations Policy
 - Strategic Highway Safety Plan, *Arrive Alive*- using FHWA's Safe System Approach
 - Vulnerable Road User (VRU) safety assessment ongoing
 - Pedestrian Safety Action Plan (PSAP)

She noted that through Project Development, System Planning, and Operations & Maintenance, \$40 million is planned to be invested in NoVA District pedestrian improvements to address safety over the next five years.

- ✓ Ms. Mitter highlighted that Virginia's Strategic Highway Safety Plan-*Arrive Alive* has eight emphasis areas: Impaired Driving, Speeding, Occupant Protection, Roadway Departure, Intersections, Young Drivers, Bicycles, and Pedestrians, as well as three essential areas that will help in achieving their goals and objectives: Data, Incident Response and Emergency Medical Services, and Connected Vehicle/Autonomous Vehicles. She added that the [Pedestrian Safety Action Plan \(PSAP\)](#) is a report that includes a useful [public facing map](#) that shows crash data, identifies priority corridors, and etc. Ms. Hynes pointed out that the map can be helpful in identifying where jurisdictions may want to use local funds.
- ✓ Ms. Mitter mentioned the Virginia Highway Safety Improvement Program's (VHSIP) Systemic Investments Plan which focuses on severe crashes widely dispersed over the roadway network, applies low-cost countermeasures to treat specific crash types and

identifies wider benefit/greater return on investment with more targeted safety improvements. She pointed out that Pedestrian Crossing and Unsignalized Intersections are among the 8 data driven VHSIP initiatives that provide safety improvements to approximately 330 intersections in Northern Virginia. As reference, Ms. Mitter shared two maps of Northern Virginia that identify PSAP top priority corridors, and the progress of the VHSIP's signalized pedestrian crossing systemic plan.

- ✓ In conclusion, Ms. Mitter noted safety improvements are being incorporated with other initiatives to include the Annual Repaving Program, NoVA Bicycle and Pedestrian Network Study, STARS and Pipeline Studies, Regional Street Smart Campaign, partnerships with regional and local agencies as well as innovative initiatives like Vienna Metro Bike/Ped interim project, Cycle Track with Ziclas and [more](#).
- ✓ Board Member Cristol asked if more focus could be given on the VHSIP Systemic Investment Plan's Pedestrian Crossing initiative. She also asked if more clarity could be provided on whether the identified 300 pedestrian intersections are intersections that are undergoing enhancements or whether the intersections have been identified as needing to be signalized. Ms. Paris acknowledged that it will be a mixture of both since the funding utilization recognizes intersections that are due for improvements independent of this program. She clarified that the program will not improve an intersection which will be redesigned and improved under a different initiative in order to use funds most efficiently.
- ✓ Board Member Cristol acknowledged the great work done by VDOT staff and noted that \$40 million in the abstract might seem like a lot. She then paralleled the \$40 million investment with typical costs associated with jurisdiction's projects and shared how this amount could be exceeded considering the magnitude of attention given to bicycle and pedestrian safety at the locality level.
- ✓ Chairman McKay concurred with Board Member Cristol and asked how the \$40 million investment in Northern Virginia compares to other VDOT districts as well as asked for clarification on whether the \$40 million is VDOT funding in total. Mr. Lynch pointed out that Northern Virginia has about 50-60% of the identified signalized intersections in the state and added that he is unsure how much that equates to in funding but can confirm the \$40 million as strictly VDOT funding.
- ✓ Chairman McKay noted that the NoVA District's \$40 million investment does not include the investments made by member jurisdictions which collectively provides a complete picture of the investments made toward bicycle and pedestrian improvements in the region. He shared that Fairfax County is investing \$100 million over the next couple of years toward bicycle and pedestrian facilities and highlighted the benefit of having similar information from other jurisdictions as part of the conversation.
- ✓ Ms. Hynes followed up by identifying additional information to be compiled regarding where the jurisdictions are receiving funding toward bicycle and pedestrian improvements. She also shared her consistent focus on vulnerable road users and

expressed the need for the state to identify where to make investments, particularly for Northern Virginia.

- ✓ Vice Chair Snyder inquired if the \$40 million invested in the NoVA District was only on VDOT roads. Ms. Paris noted that while the \$40 million investment only reflects improvements made on VDOT roads, localities can apply for VHSIP funding later this summer for systemic and spot improvements. Vice Chair Snyder confirmed with Mr. Lynch and Ms. Mitter that additional information regarding this and other funding opportunities can be obtained by contacting NoVA District offices and via the NoVA District/VDOT website or following links found in the presentation.

7. Infrastructure Investment & Jobs Act (IIJA) Funding Opportunities Overview

Mr. Bedell, Becker & Poliakoff and Authority Member

- ✓ Mr. Bedell noted that we are 1 ½ years into the 5-year funding cycle of \$1.2 trillion and expressed that the time to act on applying for these funds is now. He highlighted a few existing programs being funded under the Infrastructure Investment & Jobs Act (IIJA) and shared new funding programs that local governments can now take advantage of.
- ✓ Mr. Bedell shared IIJA's total state formula allocations and a few of the U.S. Department of Transportation's funding opportunities under IIJA. He expressed benefit in localities applying for grant programs that they may not have historically considered. He also suggested that interested localities should identify what grant programs to apply to just ahead of the expected Notice of Funding Opportunities (NOFO) in Spring 2023.
- ✓ Mr. Bedell stressed that IIJA offers significant amounts of funding that can be obtained for Northern Virginia, noting a regional approach increases the chances of this funding being awarded.
- ✓ Vice Chair Snyder clarified that the grant programs listed in the presentation as closed can be pursued for FY2024. Mr. Bedell added that there will be three more years of available funding under each listed grant program and that year five is where we will see these programs fully closed for funding opportunities, particularly at the funding level we currently see.
- ✓ Chairman McKay clarified that the grant programs listed as closed is due to the federal government workflow and then asked if there is an equal amount of funding with each cycle to pursue. Mr. Bedell noted that the same amount of funding is broken up into a 5-year cycle.
- ✓ Vice Chair Snyder asked if the IIJA funding can be rescinded as part of the current federal debt negotiations. Mr. Bedell noted that this round of IIJA money has previously been allocated and cannot be rescinded. Mr. Kolb noted that while legislation could rescind any unobligated funds, this round of IIJA funding is not part of the targeted funding in the debt negotiations. Mr. Bedell added that any rescinding of infrastructure monies is unlikely given the well identified need for this funding at the state and local levels.

ACTION ITEMS

8. Approval of City of Alexandria's West End Transitway: Northern Segment (Phase 1) Standard Project Agreement (SPA) 2018-040-2

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that Alexandria's \$2.2 million West End Transitway: Northern Segment (Phase 1) project was adopted as part of the inaugural FY2018-2023 Six Year Program and received FY2022 appropriation approval on April 8, 2021. She also noted that this Standard Project Agreement was reviewed by the Council of Counsels.
- ✓ Mayor Wilson moved Authority approval of the City of Alexandria's West End Transitway: Northern Segment (Phase 1) Standard Project Agreement 2018-040-2 in accordance with NVTAs approved Project Description Form as appended to the Standard Project Agreement; and authorize the Chief Executive Officer sign on behalf of the Authority and seconded by Board Member Cristol. The motion was unanimously approved.

9. Approval of Letter of Endorsement for City of Alexandria's FY2023 Charging and Fueling Infrastructure Discretionary Grant Application

- ✓ Ms. Backmon noted the City of Alexandria's request for endorsement on their FY2023 Charging and Fueling Infrastructure (CFI) Discretionary grant application in which \$700 million is available under the U.S. Department of Transportation's CFI grant program. She added that the City has developed an Electric Vehicle Charging Infrastructure Readiness Strategy (EVRS) to act as a roadmap to meet the electric vehicle charging infrastructure and technical needs.
- ✓ Mayor Wilson moved Authority approval of the letter of endorsement for the City of Alexandria's FY2023 Charging and Fueling Infrastructure Discretionary Grant Application and seconded by Chairman McKay. The motion was unanimously approved.

DISCUSSION/INFORMATION ITEMS

10. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon pointed out the FY2024-2029 Six Year Program Call for Regional Transportation Projects (CfRTP) was approved by the Authority on March 9, 2023. The portal to submit applications opened on May 1, 2023, and the deadline for submitting applications is July 28, 2023, at 5 p.m. with the deadline for submitting resolutions of support from respective governing bodies being October 27, 2023, at 5 p.m.
- ✓ Ms. Backmon reminded everyone that the Request for Proposals (RFP) for the Preliminary Deployment Plan for a Regional Bus Rapid Transit System was made on April 6, 2023, with a deadline for submitting proposals today. She added that a review of the received proposals is underway.

- ✓ Ms. Backmon noted Virginia’s Intelligent Transportation Society’s (ITS) Annual Conference in which NVTA’s Regional Transportation Planner Mackenzie Love serves on the Board of Directors. Ms. Love will be presenting in a poster competition which creates the opportunity to share NVTA’s InNoVAtion Initiatives and overall Transportation Technology Strategic Plan (TTSP) with a state-wide audience.
- ✓ Ms. Backmon highlighted the Bike to Work Day will take place on Friday, May 19, 2023. NVTA will be participating at a pit stop in the Town of Vienna to inform participants about NVTA’s W&OD Trail Investments in addition to NVTA’s overall regional planning and programming role in Northern Virginia.
- ✓ Ms. Backmon spoke to the anticipated 10th and 20th Anniversary Celebration scheduled for June 8th, 2023, at the Northern Virginia Association of Realtor’s Headquarters. She shared details including the speaker line-up and noted that the celebration will immediately follow the Authority business meeting that begins at 7 p.m.
- ✓ Lastly, Ms. Backmon acknowledged today as the 8th anniversary of NVTA’s very first groundbreaking; the Route 28 improvement projects which was initially located in Loudoun and Fairfax Counties and now includes Prince William, Manassas, and Manassas Park.

11. Chair’s Comments

Vice Chair Snyder

- ✓ Vice Chair Snyder inquired about the July 13th, 2023, Authority meeting. Ms. Backmon noted that in light of the Metropolitan Washington Council of Governments Annual Retreat where six Authority members are expected to attend, the July 13th meeting will likely be cancelled.

12. Adjournment

Vice Chair Snyder

- ✓ The meeting was adjourned at 8:22 p.m.

NEXT MEETING: June 8, 2023, at 7 p.m., ET

Please Note Change of Address

Northern Virginia Association of Realtors (NVAR) Headquarters

8407 Pennell Street Fairfax, VA 22031

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: June 1, 2023

SUBJECT: Approval of Letter of Endorsement for Prince William County's Charging and Fueling Infrastructure Discretionary Grant Application

- 1. Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the letter of endorsement request for Prince William County's Charging and Fueling Infrastructure Discretionary Grant Application.
- 2. Suggested Motion:** *I move Authority approval of the Letter of Endorsement for Prince William County's Charging and Fueling Infrastructure Discretionary Grant Application.*
- 3. Background:** As is customary among NVTA partnerships, requests for Authority endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund transportation projects, embraced jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTA serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTA has received a request for endorsement from Prince William County on their application under the U.S. Department of Transportation's (USDOT) Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program).
 - **USDOT's CFI Program**

The CFI Program is a new competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure. The CFI Program is making available up to \$700 million (FY2022 \$300 million and FY2023 \$400 million). The application deadline is 11:59:59 p.m. Eastern on Tuesday, June 13, 2023.
- 4. Project Scope Under Prince William County's CFI Program Application**

Prince William County intends to utilize the CFI funds toward Electric Vehicle (EV) charging stations at the Chinn Aquatics and Fitness Center and Library. The Chinn Aquatics and Fitness Center and Chinn Library located off Prince William Parkway in Woodbridge are two of the County's most heavily utilized public facilities and are located adjacent to a designated Equity Emphasis Area. The project will install a total of eight EV charging stations in the shared parking lot, with sufficient conduit to accommodate future expansion. Prince

William County's application requests \$800,000 and federal funding is critical to this project moving forward.

Attachments:

- A.** Prince William County's Request for Endorsement Letter
- B.** Draft Letter of Endorsement for Prince William County's CFI Program Application



May 16, 2023

Monica Backmon
Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of Prince William County's CFI Application for EV Charging Stations

Ms. Backmon,

I am writing to request NVTA's endorsement of Prince William County's application for funding consideration under the U.S. Department of Transportation's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for Electric Vehicle (EV) charging stations at the Chinn Aquatics and Fitness Center and Library.

The Chinn Aquatics and Fitness Center and Chinn Library located off Prince William Parkway in Woodbridge are two of the County's most heavily utilized public facilities and are located adjacent to a designated Equity Emphasis Area. The project will install a total of eight EV charging stations in the shared parking lot, with sufficient conduit to accommodate future expansion. Prince William County's application requests \$800,000 and federal funding is critical to this project moving forward.

Facilitating the use of zero emission vehicles by installing EV charging stations at this location will support NVTA's adopted TransAction goals of Equity and Sustainability and enhance the regional charging infrastructure network.

Thank you for consideration. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales".

Ricardo Canizales
Director of Transportation



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

June 8, 2023

The Honorable Shailen Bhatt, Administrator
U.S. Department of Transportation (Federal Highway Administration)
1200 New Jersey Ave SE
Washington, DC 20590-0001

Re: NVTA Endorsement of Prince William County's U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Application.

Dear Administrator Bhatt:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support of Prince William County's U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application. Funding from this grant program towards Prince William County's electric vehicle charging infrastructure will help increase equitable access and improve sustainability for Northern Virginia, two of NVTA's Core Values.

Prince William County will utilize the CFI program funds toward Electric Vehicle (EV) charging stations at the Chinn Aquatics and Fitness Center and Library. The Chinn Aquatics and Fitness Center and Chinn Library are two of the County's most heavily utilized public facilities and are located adjacent to a designated Equity Emphasis Area as identified by the Metropolitan Washington Council of Governments. The project will install a total of eight EV charging stations in the shared parking lot, with sufficient conduit to accommodate future expansion.

Federal funding through the CFI Program is critical to Prince William County's ability to deploy charging infrastructure and support the electrification of our transportation systems. This will help to improve air quality, mitigate the impacts of climate change, and help to meet NVTA's goals of improving mobility, accessibility, and resiliency through the Core Value of Sustainability.

Thank you for your consideration of Prince William County's Charging and Fueling Infrastructure Discretionary Grant Program application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

Cc: Ricardo Canizales, Director, Prince William County Department of Transportation
Monica Backmon, Chief Executive Officer, NVTA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: June 1, 2023

SUBJECT: Approval of Letter of Endorsement for the City of Fairfax's FY2023 Safer Streets for All Grant Application

1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTA) approval of the letter of endorsement request for the City of Fairfax's FY2023 Safer Streets for All Grant Application.
2. **Suggested Motion:** *I move Authority approval of the Letter of Endorsement for the City of Fairfax's FY2023 Safer Streets for All Grant application.*
3. **Background:** As is customary among NVTA partnerships, requests for Authority endorsement are received from jurisdictions and regional agencies embraced by the Authority. To help fund transportation projects, jurisdictions and regional agencies pursue sources of funding through federal, state, and regional programs and grants. Per the Code of Virginia, NVTA serves as an advocate for the transportation needs of Northern Virginia before the state and federal government. NVTA has received a request for endorsement from the City of Fairfax on their application under the U.S. Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) Grant Program.
 - **USDOT's SS4A Grant Program**

The Bipartisan Infrastructure Law (BIL) established the SS4A Grant Program with \$5 billion in appropriated funds over 5 years. The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The application deadline is 5 p.m. ET on Monday, July 10, 2023.
4. **Project Scope Under the City of Fairfax's FY2023 SS4A Grant Application**

Utilizing the SS4A Grant funding, the City of Fairfax will develop a citywide Safety Action Plan. As the City of Fairfax is located at the crossroads of several major regional corridors, a significant volume of local and regional traffic travels to, from, and through the city daily. This leads to an increasing need to manage and reduce conflicts between the diverse range of modal travel. The city's public right of way is also limited as there are few opportunities to provide more space for any one travel mode, nor enough space to safely separate people and vehicles traveling at different speeds.

The City of Fairfax's Safety Action Plan will establish roadway safety goals, analyze crash histories and other safety indicators, engage with diverse stakeholders, and define a comprehensive set of strategies and priority projects to improve safety for all people traveling on the city's roadway network. It will also establish a leadership structure and process to implement the plan over time.

Attachments:

- A. City of Fairfax's Request for Endorsement Letter
- B. Draft Letter of Endorsement for the City of Fairfax's FY2023 SS4A Grant Application

**City of Fairfax, Virginia**

10455 Armstrong Street • Fairfax, VA 22030-3630
703-385-7930 • www.fairfaxva.gov

May 23, 2023

Monica Backmon, Executive Director
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of the City of Fairfax's 2023 Safe Streets for All Grant Application to develop a Safety Action Plan

Dear Ms. Backmon,

I am writing to request NVTA's endorsement of the City of Fairfax's application to the Safe Streets for All (SS4A) Program for a grant to develop a citywide Safety Action Plan. The SS4A Program was established in the Bipartisan Infrastructure Law to help local and regional communities develop and implement plans to prevent roadway fatalities and serious injuries.

The City of Fairfax is located at the crossroads of several major regional corridors, including Routes 50/29, Route 123, and Route 236, as well as connecting to I-66. This means that a significant volume of local and regional traffic travels to, from, and through the City on a daily basis, primarily in private vehicles but also by transit, biking, and walking. There is an increasing need to manage and reduce conflicts between the diverse range of road users traveling to and from their daily needs. The City's public right of way is also limited – there are few opportunities to provide more space for any one travel mode, let alone enough space to safely separate people and vehicles traveling at different speeds.

The City of Fairfax Safety Action Plan will establish roadway safety goals, analyze crash histories and other safety indicators, engage with diverse stakeholders, and define a comprehensive set of strategies and priority projects to improve safety for all people traveling on the city's roadway network. It will also establish a leadership structure and process to implement the plan over time. In addition to the core Safety Plan, the City's plan will include supplemental activities including more detailed safety data collection and analysis and in-depth planning in Old Town Fairfax where significant redevelopment and growth is expected in the future (such as from the Fairfax County Judicial Complex Master Plan). Given the anticipated growth in Old Town Fairfax and in the region, it is even more important to proactively plan for a safe transportation network that serves future roadway users in the City and across the region.

Thank you very much for your time and consideration of this request. If you have any questions about this request, please contact me at 703-385-7889 or wendy.sanford@fairfaxva.gov.

Sincerely,

A handwritten signature in cursive script that reads "Wendy Block Sanford".

Wendy Block Sanford
Transportation Director

Cc: Robert A. Stalzer, City Manager



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

June 8, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590-0001

Re: NVTA Endorsement of the City of Fairfax's FY2023 Safer Streets for All Grant Application.

Dear Secretary Buttigieg:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am pleased to express our full support for the City of Fairfax's FY2023 Safer Streets for All (SS4A) grant program application. Funding from this grant program will be utilized to develop a citywide Safety Action Plan for the City of Fairfax. Establishing a Safety Action Plan will help to develop and implement plans to prevent roadway fatalities and serious injuries, increasing the safety of the transportation network. NVTA fully supports advancing efforts to improve safety as it is one of NVTA's Core Values.

As the City of Fairfax is located at the crossroads of several major regional corridors, a significant volume of local and regional traffic travels to, from, and through the city daily. This leads to an increasing need to manage and reduce conflicts between the diverse range of modal travel. The city's public right of way is also limited as there are few opportunities to provide more space for any one travel mode, nor enough space to safely separate people and vehicles traveling at different speeds. The City of Fairfax's Safety Action Plan will establish roadway safety goals, analyze crash histories and other safety indicators, engage with diverse stakeholders, and define a comprehensive set of strategies and priority projects to improve safety for all people traveling on the city's roadway network. It will also establish a leadership structure and process to implement the plan over time.

Federal funding through the SS4A grant program will significantly aid the City of Fairfax's ability to develop a Safety Action Plan. This will help to meet NVTA's goals of improving mobility, accessibility, and resiliency through the Core Value of Safety for Northern Virginia.

Thank you for your consideration of the City of Fairfax's FY2023 Safer Streets for All grant application as well as your time and attention.

Best Regards,

Phyllis J. Randall
Chair

Cc: Wendy Block Sanford, Transportation Director, City of Fairfax
Robert A. Stalzer, City Manager, City of Fairfax
Monica Backmon, Chief Executive Officer, NVTA

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Harun Rashid, Regional Transportation Modeler

DATE: June 1, 2023

SUBJECT: Travel Trends Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on Northern Virginia transit, highway, and other travel trends.
- 2. Background:** NVTA staff is monitoring travel trends in Northern Virginia comparing highway and transit travel metrics from 2020, 2021, 2022, and 2023, with corresponding weeks and months in 2019. NVTA staff has so far presented nine of these snapshot analyses quarterly to the Authority since June 2021.

This update features staff analyses of air travel demands for all three regional airports in addition to regular updates on highway traffic volumes and transit ridership. In our last update at the March Authority meeting, we presented data analysis through December 2022. This report updates the analysis through March 2023.

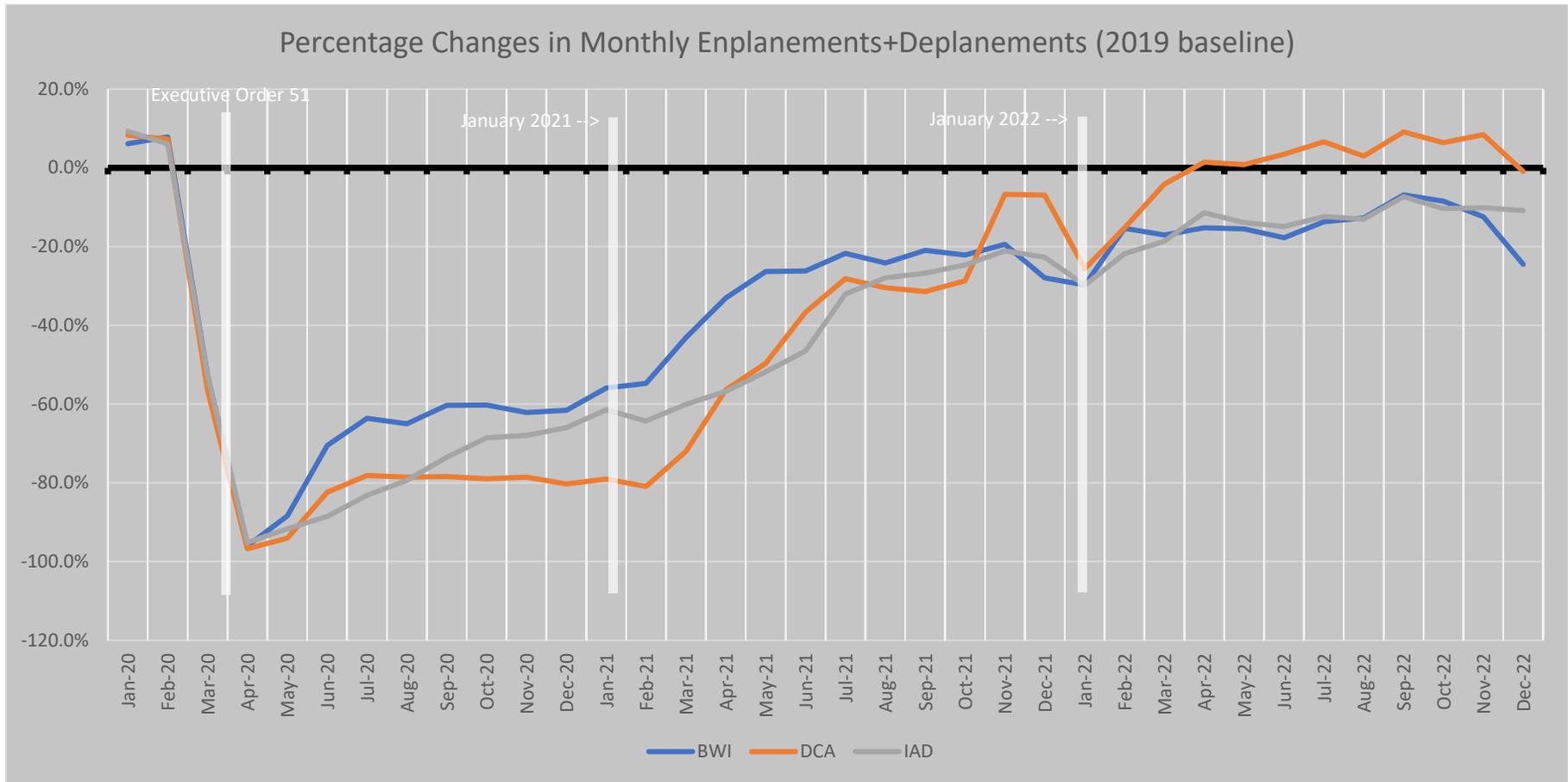
The objective of these analyses are to gain a better understanding of and to identify the effects on travel patterns after the COVID-19 pandemic. This knowledge will enhance NVTA's transportation planning efforts and may influence project-funding recommendations in future Six Year Program update cycles.

- 3. Air Travel Trends:** Demands for air travel are an indicator of economic activities and impact ground access conditions on the multimodal transportation network. Staff has analyzed enplanement/deplanement numbers at all three major airports (Reagan National (DCA), Dulles International (IAD), and Baltimore/Washington International (BWI)) to identify trends since the onset of COVID-19 pandemic. It appears air travel at Reagan National Airport has reached, and in some months surpassed, pre-pandemic levels since summer of last year (Chart 1).
- 4. Highway Travel Trends:** In the first quarter of 2023, (January – March) on the third-year anniversary of governor's stay-at-home Executive Order #51 (March 12, 2020), traffic volumes (afternoon PM peak period) on Northern Virginia's highways were on average 6% below pre-pandemic level (Chart 2). Corresponding travel speeds were on average 7% above.
- 5. Transit Ridership:** In this same period, OmniRide ridership experienced a sharp decline due to a service strike in February/March. CUE, DASH, and Fairfax Connector continued their

strong recoveries with ridership above pre-pandemic level (CUE and DASH numbers are grouped with ART/Loudoun County Transit in OTHER BUS SERVICES). VRE and Metrorail ridership were also on upward trends (Chart 3).

- 6. Next Steps:** NVTA staff will continue this trend analysis to track emerging travel patterns as the region's travelers continue to adjust their travel choices/behaviors. In particular, staff will be monitoring transit usage as more systems are offering incentives and enhanced services, along with highway volumes and office occupancy rates.

Chart 1: Changes in passenger enplanements and deplanements



Source: MWCOG-TPB Continuous Airport System Planning (CASP) Program.

Chart 2: Traffic volumes on highways

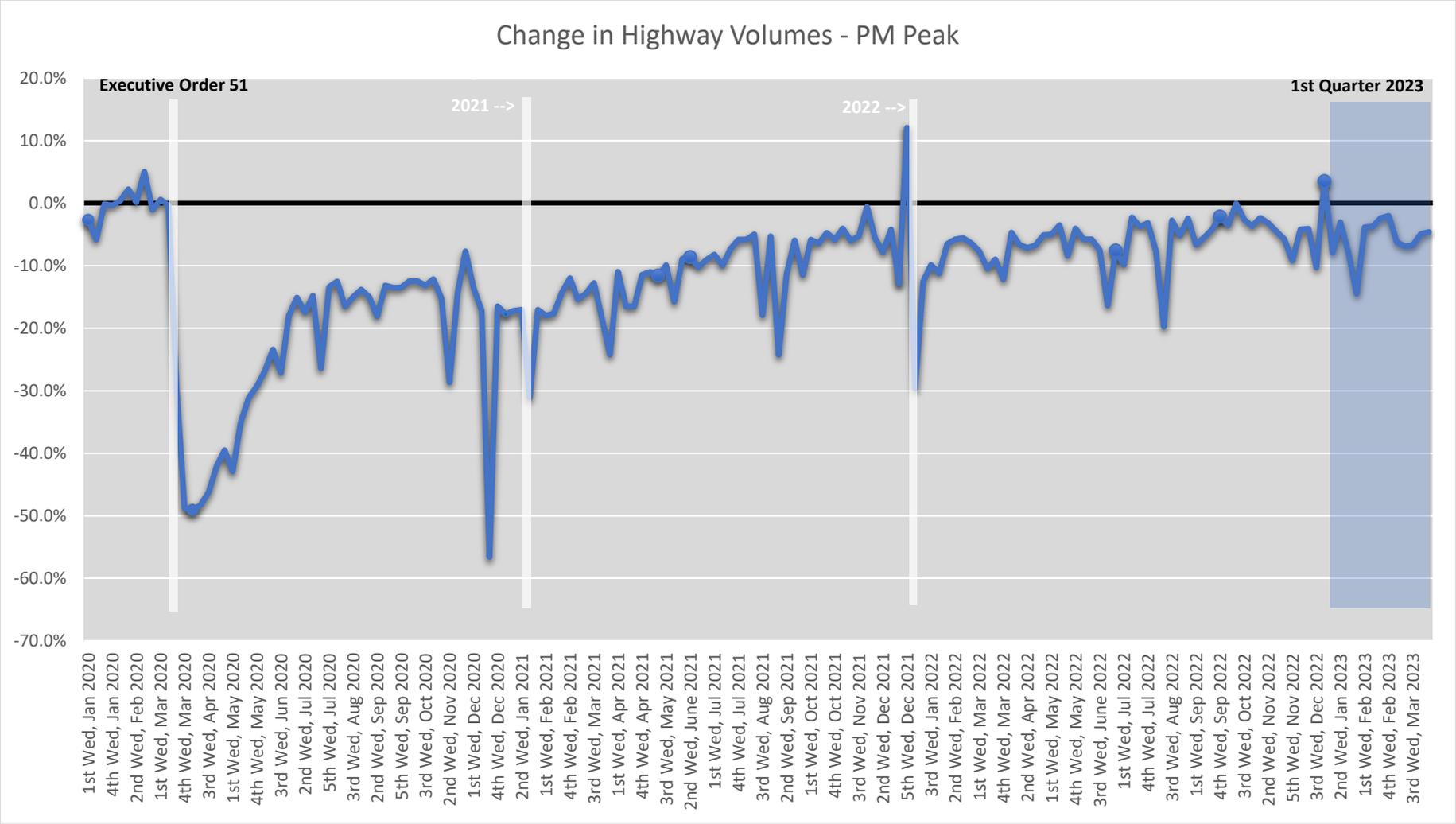
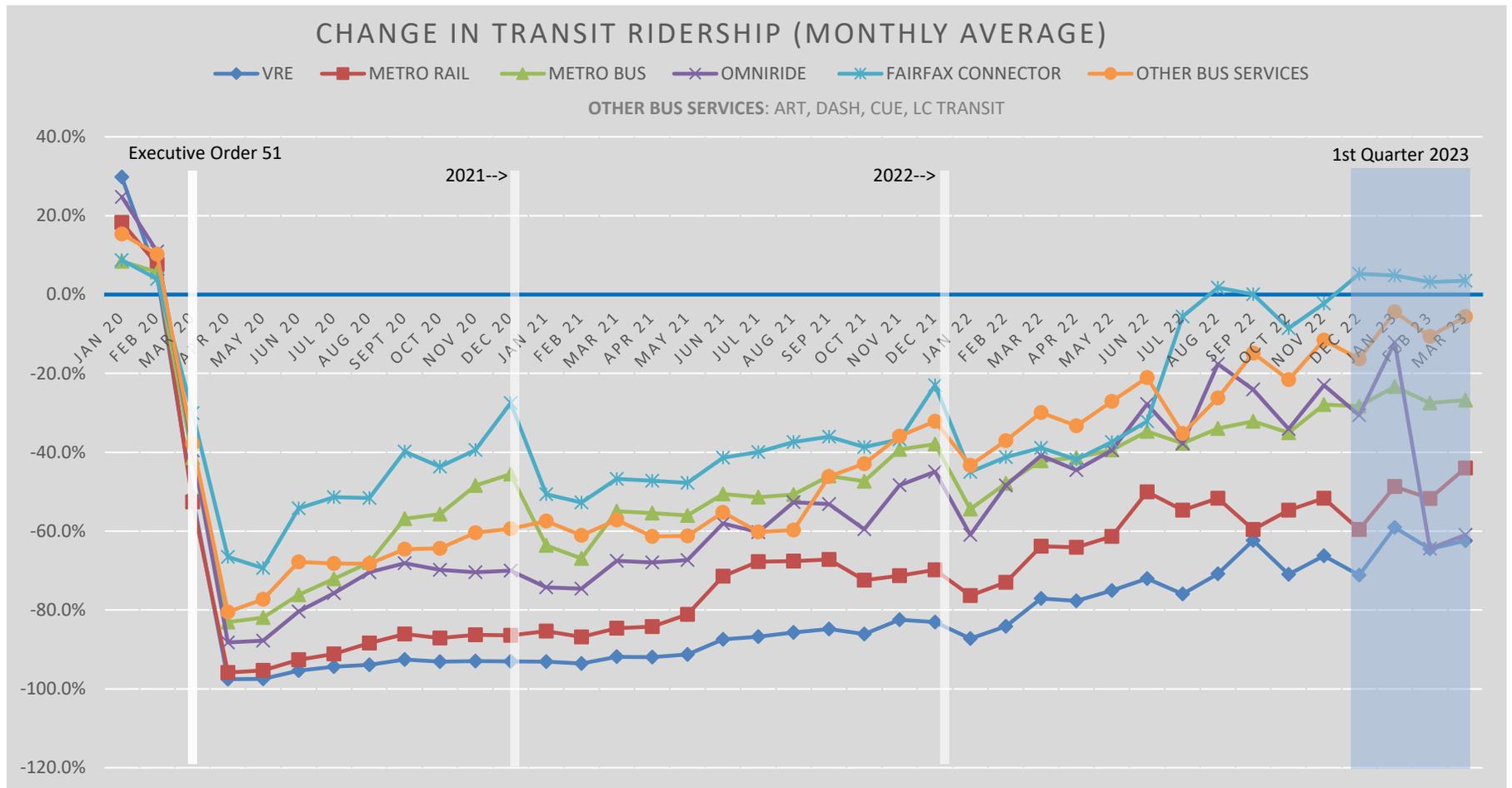


Chart 3: Transit ridership



Source: Average monthly ridership data from DRPT and NVTC.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: June 1, 2023

SUBJECT: Chief Executive Officer's Report

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

A. FY2024-2029 Six Year Program

The Call for Regional Transportation Projects (CfRTP) for the FY2024-2029 Six Year Program (SYP) is currently open with a deadline for submitting applications on July 28th, 2023, at 5:00 p.m. The deadline for submitting governing body resolutions of support is October 27th, 2023, at 5:00 p.m. NVTA staff have provided additional guidance to the Regional Jurisdiction and Agency Coordinating Committee (RJACC) on how SYP applications will be evaluated based on how well they align with NVTA's Core Values. This guidance includes the definitions of Core Values, examples of alignment of projects, how to submit Core Values alignment statements, and a high-level overview of how evaluations will be done.

B. Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia Working Group

NVTA established a Bus Rapid Transit (BRT) Working Group to help guide refinement of BRT and High Capacity Transit (HCT) corridors that are included in the 2022 update of TransAction. The Working Group is now being reconvened and expanded to provide local expertise to the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT). The Working Group most recently met on May 15th to begin that work. During the meeting, NVTA staff provided important background and context for the PDP-BRT including its relationship to NVTA's planning and programming responsibilities and the unique roles it will fill relevant to related projects and initiatives in the region. Participants were then provided opportunities to ask questions and share feedback, which resulted in a fruitful discussion on the intention for the PDP-BRT to support and enhance the nearly half of a billion dollars' worth of investments NVTA has already made in BRT. Finally, participants were asked to inform staff of any relevant studies or projects that should be considered in compiling the PDP-BRT and suggest any additional persons that should be invited to the Working Group, particularly those who work in transit operations. Staff have been following up on any resources or suggestions received.

C. InNoVAtion Lunch and Learns

The Transportation Technology Strategic Plan (TTSP) includes nine roles that NVTA can undertake in proactively preparing for innovation. One of these is a role for staff to conduct outreach and education. Therefore, NVTA staff are conducting a series of virtual InNoVAtion Lunch and Learns designed to provide opportunities for pragmatic information exchange about topics supported by the TTSP that are feasible immediately or in the near future (1-5 years.) The sessions are open to all and will be recorded and posted to NVTA's [YouTube channel](#).

The summer season of InNoVAtion Lunch and Learns launched on May 18th. Over 25 people participated live and there have been over 50 views since it was posted online. In this session Dr. Ralph Buehler and Dr. Steve Hankey of Virginia Tech, and Dani Moore of University of North Carolina at Chapel Hill shared best practices for effective standardization, collection, and use of bike/ped data. Heidi Mitter of Virginia Department of Transportation (VDOT) also shared lessons learned in scoping and installing Eco-Counters. The remaining two sessions of the summer series will take place on June 15th and July 20th and focus on best practices for connectivity and automation and lessons learned in deploying Intelligent Transportation Systems (ITS) respectively. A second season of these InNoVAtion Lunch and Learns is under development for this winter.

D. Innovations in Travel Analysis and Planning Conference

NVTA Senior Transportation Planner Dr. Sree Nampoothiri has been invited to present at the prestigious Transportation Research Board (TRB) Innovations in Travel Analysis and Planning Conference at Indianapolis, Indiana on June 5th, 2023. The presentation titled "Long-Range Transportation Planning for an Uncertain Future: Scenario Planning and Analysis for Northern Virginia's TransAction Plan" focuses on the innovative methods used for the scenario analysis and how the results informed the update to the TransAction Plan that was adopted in December 2022.

E. Dulles Area Transportation Association Awards Gala

On May 4th, NVTA was recognized for the 20th anniversary and the impact made on transportation and the region at the Dulles Area Transportation Association (DATA) Awards Gala. Chair Randall and I accepted the award on behalf of NVTA. In addition to NVTA being recognized, the Silver Line extension, I-66 Express Lane Expansion, the 10th anniversary of the I-95/495 Express Lanes, and the 28th anniversary of the Dulles Greenway were also acknowledged.

F. Women Transportation Seminar (WTS) Annual Conference

On May 9th through May 12th, I attended the WTS Annual Conference in Atlanta, Georgia. On May 9th, I attend the WTS Executive Women's Roundtable where discussions on current challenges, opportunities, and trends in transportation and in being a female leader in a male dominated industry were discussed. On May 11th, I presented how NVTA incorporates the Core Values of Equity and Sustainability into multimodal planning and programming highlighting our performance measures and Transportation Technology Strategic Plan strategies.



G. I-66 Parallel Trail Ribbon Cutting

On May 17th, I attended the I-66 Parallel Trail Ribbon cutting to celebrate the opening of the first sections of the I-66 Parallel Trail. The Transform 66 Outside the Beltway Project is adding 18 miles of new trail along and near I-66, providing new ways for bicyclists and pedestrians to move in the I-66 corridor. The new shared-use path, which runs from Dunn Loring to Centreville, forms the central part of the 66 Parallel Trail in Fairfax County.

H. Potomac Yard Metro Station Ribbon Cutting

On May 19th, I along with NVTA staff attended the Potomac Yard Metro Station ribbon cutting. Chair Randall provided remarks on behalf of NVTA, in addition to remarks from Paul Smedberg, Washington Metropolitan Area Transit Authority (WMATA) Board Chair; Randy Clarke, WMATA General Manager and CEO; Justin Wilson, Mayor, City of Alexandria; Mark Warner and Tim Kaine, U.S. Senators; Don Beyer, Congressman, Virginia's 8th District; Jennifer DeBruhl, Director, Department of Rail and Public Transportation; and Timothy Sands, President, Virginia Tech.



I. Bike to Work Day

On May 19th, NVTA staff participated in Bike to Work Day 2023 at the Town of Vienna pit stop located on the Town Green near Maple Avenue. Staff interacted with more than 50 participants discussing the role of NVTA and NVTA's investments in the W&OD trail, Town of Vienna, and other bike/pedestrian projects. NVTA staff handed out flyers with NVTA's investment information and QR codes to NVTA's website.



J. Old Centreville Road Improvement Project Ribbon Cutting

On May 22nd, I attended Prince William County's Old Centreville Road Improvements Project ribbon cutting. The improvements included replacing a missing section of sidewalk near Parkland Avenue, creation of a new crosswalk, and improving access to Yorkshire Elementary School. Funding for this project came from the Coles District Transportation and Roadway Improvement Program (TRIP) funding.

2. Monthly Factoid Talking Point

After receiving a dedicated funding stream with the passage of HB 2313, NVTA has adopted 6 funding programs investing \$3.1 billion dollars in 122 projects. Since 2015, NVTA has celebrated 22 project ground breakings, 25 project ribbon cuttings, and 1 branding event.

3. Upcoming Events & Report Updates

- NVTA Standing Committee Meetings
 - **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, July 13th, 2023, at 5:30 p.m.
 - **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, July 13th, 2023, at 6:00 p.m.

4. Regional Projects Status Report

The updated Regional Projects Status Report (Attachment) provides a narrative update for each project and the amount of project reimbursements requested and processed to date. Link to the Projects Status Report: <https://thenovaauthority.org/funded-projects/>

Attachment: Regional Funding Program Project Status Report

NVTA Funding Program Project Status Summary Report

As of June 1, 2023.		
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Total Revenue Allocated	\$3,121,078,666	
Total Amount Appropriated	\$2,007,135,169	
Total Amount Reimbursed	\$741,431,430	
Total Number of Individual Projects	122	
Number of Standard Project Agreements (SPAs)	162	
	Revenue Allocated	
Closed out, project completed	44 \$399,063,635	
Closed out, project ongoing	16 \$35,012,752	
Executed, funded phase underway	54 \$1,310,394,112	
Executed, funded phase not started	7 \$211,360,000	
Appropriated, no SPA yet	6 \$51,304,670	
Approved, no appropriation yet	35 \$1,113,943,497	
Substantive Status Updates (during April 2023 - May 2023)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	Notice to Proceed was May 1, 2023. Milani Construction is the contractor for this project. Phase 1 has been implemented. Centerline lanes are closed, and waterline construction has begun.	FY2015-2016: 10%
Boundary Channel Drive Interchange (FY2014)	All NVTA-funded tasks are completed, and NVTA SPA was closed out in February 2023. Construction is continuing, including beginning work on the western roundabout.	FY2014: 100%
Crystal City Metrorail Station East Entrance and Intermodal Connections (FY2018-2023)	County received final 30% design package & Guaranteed Maximum Pricing (GMP) for Civil, Construction and Environmental Engineering (CCEE) design build phase on May 19, 2023. Negotiation meetings on GMP are scheduled with County, JBG Smith, and Clark. Finalizing project agreement with WMATA.	FY2018-2023: 75.53%
Fairfax County		
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-2023)	FTA approved the May 2023 reevaluation of the Categorical Exclusion (CE) for NEPA.	FY2018-23: 9.19%
Frontier Drive Extension & Interchange Improvements (FY2015-16/FY2018-23)	Fairfax County Board of Supervisors endorsed Design Plans on April 11, 2023.	FY2015-16: 100% FY2018-23: 0%
Loudoun County		
Northstar Boulevard - Evergreen Mills Rd to Tall Cedars Parkway (FY2018-2023)	Phase 1- Under construction; Phase 2 - A "Pardon Our Dust" meeting was held on May 15, 2023. The design team is working on a new design plan revision to address coordination with adjacent site plans.	FY2018-23: 6.54%
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-2023)	Phase 1 - Addressing 100% plan comments with resubmission anticipated in June 2023. Phase 2 - 90% design plans were submitted to VDOT on March 31, 2023.	FY2018-23: 5.47%
Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard (FY2020-2025)	The design Request for Proposal (RFP) was issued on April 26, 2023.	No executed SPA

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.

NVTA Funding Program Project Status
Summary Report

Substantive Status Updates (during April 2023 - May 2023)**		
Project Title (program year)	Updated Status	% Reimbursed
Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive (FY2022-2027)	30% design plans have been submitted to VDOT.	No executed SPA
Prince William County		
Route 28 Corridor Roadway Improvements East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	Public Information Meetings were held in Fairfax County on April 19, 2023 and Prince William County on April 20, 2023.	FY2015-16: 100% FY2018-23: 72.54% FY2018-23: 0%
North Woodbridge Mobility Improvements (FY2020-25)	Right-of-Way acquisition has begun.	FY2020-25: 11.74%
City of Alexandria		
West End Transitway Northern Segment Phase 1 (FY2015-16; FY2018-2023)	30% Design plans have been completed and are currently in review with City staff. Right-of-way and 60/90/100% plans are currently on schedule to be completed Fall 2023.	FY2015-16: 37.6% FY2018-23: 0%
DASH Transit Service Enhancements and Expansion (FY2018-2023)	The completion date was end of June but has now been pushed back to December 31, 2023. The preferred 30% design concept has been identified and the facility design project is continuing.	FY2018-23: 78.41%
Potomac Yard Metrorail Station (FY2014/2015-16/17)	Project team is working toward achieving OC - focusing on system testing and inspections. Restoration work underway and wetland restoration will continue into the fall. Station opened May 19, 2023.	FY2014: 100% FY2015-16: 100% FY2017: 100%
West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (FY2022-2027)	Feasibility study has been completed.	No executed SPA
City of Fairfax		
Jermantown Road Corridor Improvements Project (FY2018-23)	The Jermantown Road corridor Improvements project was brought to the City Council's work session on May 9, 2023 followed by a community input meeting on May 31, 2023.	FY2018-23: 2.53%
Town of Herndon		
Herndon Parkway Intersection Improvements at Van Buren St (FY2014)	Project substantial completion date - May 2023, with final completion expected in June 2023. There is a substantial completion date delay. Originally it was for December 2022.	FY2014: 89.3%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	A final Public Information Meeting was held on April 27, 2023.	FY2018-23: 43.19%
Ongoing Projects Only - No Updates for This Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Boundary Channel Drive Interchange (FY2014)	April 2023.	FY2014: 100%
Crystal City Streets (FY2017)	April 2023.	FY2017: 38.7%

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.