



## **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

**Thursday, September 8, 2016  
7:00pm  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031**

### **AGENDA**

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the July 14, 2016 Meeting**  
*Recommended action: Approval [with abstentions from those who were not present]*

### **Presentation**

- IV. Overview of NVTA Regional Investments** Ms. Backmon, Executive Director

### **Action**

- V. Appointment of NVTA Vice-Chairman** Chairman Nohe
- VI. Approval of Vision and Goals for Five-Year Strategic Plan**  
Ms. Backmon, Executive Director

### **Discussion/Information**

- VII. Technical Advisory Committee Report** Mr. Boice, Chairman
- VIII. Executive Director's Report** Ms. Backmon, Executive Director
  - A. Approval of CMAQ Transfer Requests for the City of Alexandria and the Town of Herndon, RSTP Transfer Requests for Fairfax and Prince William Counties**
- IX. Chairman's Comments**

### **Closed Session**

**X.      Adjournment**

**Next Meeting: October 13, 2016**

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



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**Thursday, July 14, 2016**  
**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 7:15pm.

**II. Roll Call** Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Board Member Fisette; Mayor Silberberg; Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Council Member Snyder; Delegate Hugo; Delegate Minchew; Senator Black; Ms. Hynes; Mr. Kolb.
- Non-Voting Members: Ms. Hamilton; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

**III. Minutes of the June 9, 2016 Meeting**

- Chairman Bulova moved approval of the June 9, 2016 minutes; seconded by Chair Randall. Motion carried with nine (9) yeas and five (5) abstentions [with Council Member Snyder; Senator Black; Delegate Hugo; Ms. Hynes; Mr. Kolb abstaining as they were not at the June 9, 2016 meeting].
- Chairman Nohe recognized and welcomed the two new citizen Authority members appointed by Governor McAuliffe; Ms. Hynes, who is the new Commonwealth Transportation Board member, and Mr. Kolb

**Consent Agenda**

**IV. Approval of CMAQ/RSTP Transfer Request for Prince William County**  
**A. Approval of RSTP Transfer Request for Fairfax County**

- Mayor Parrish moved approval of the consent agenda to include the specific motions in items IV – IV.A; seconded by Chairman Bulova. Motion carried unanimously.

## **Action**

### **V. Adoption of the FY2017 Program**

Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority on the recommended FY2017 Program. She highlighted:
  - ✓ Call for projects was issued September 2015; projects submissions were due November 2015; 25 projects were submitted; 24 candidate projects recommended for analysis.
  - ✓ Last funding program under current long range transportation plan, TransAction 2040.
  - ✓ Total requested amount for all 24 projects was \$667,843,951, with available Pay-Go revenues of \$266,763,236.
  - ✓ Finance Committee recommended a funding cap of \$475 million for this Program.
  - ✓ Projects were evaluated and ranked based on Congestion Reduction Relative to Cost (CRRC) and NVTa Quantitative Scores (which includes the HB 599 evaluation).
  - ✓ NVTa staff recommended 10 projects for funding at a total cost of \$434,443,951.
  - ✓ Public comment period ran from May 13 – June 17, 2016, with a Public Hearing on June 9, 2016 and several Town Hall Meetings hosted by member localities. A total of 346 comments were received to include 200 written comments, 29 Public Hearing speakers, 117 comments from Senator Surovell with his support letter, support letters from Supervisor McKay and other elected officials. Additional comments, including those from Senator Surovell and Supervisor McKay were received after the end of the public comment period and were included in the public comments. All public comments are available on the NVTa website.
  - ✓ Technical Advisory Committee (TAC) reviewed the candidate project evaluations and recommended 10 projects for FY2017 Program funding at a total cost of \$434.4 million. The TAC expressed concern about funding the Metrorail Blue Line Traction Power Upgrades based on the Federal Transit Administration (FTA) directives, wanting to ensure that there is no conflict with the FTA directives should the Authority advance this project. The Committee also expressed concern regarding the I-66/Route 28 Interchange Improvements with regard to the use of NVTa regional revenues for a project that is part of the interstate system, however, there was an understanding that the Authority is funding an interchange that is included in TransAction 2040, and that the project was evaluated as such.
  - ✓ Planning and Programming Committee (PPC) endorsed the TAC and NVTa staff recommendations, which were the same, for the FY2017

Program. Committee requested supplemental information on one of the recommended projects (Metro 8-car traction power upgrades for the Blue line) and five additional projects.

- ✓ Based on the CRRC rankings, nine of the top twelve projects were recommended for funding, with one project recommended based on its high Qualitative Score as the Authority is charged to give priority to projects that provide the greatest level of Congestion Reduction Relative to Cost. The remaining three of the top twelve projects were not recommended for funding for these reasons listed below:
  - Manassas Sudley Road – funded in full through the State’s HB 2 process.
  - Falls Church Bikeshare project – funded through the RSTP action this evening.
  - Fairfax County Connector Bus project – low Quantitative Score.
- ✓ Supplementary information on the Washington Metropolitan Area Transit Authority’s (WMATA) Blue Line Traction Power Upgrades Project:
  - Letter dated June 27, 2016, from WMATA Chairman to NVT Chairman stated no conflict between FTA Safety Directive 16-3 and NVT requirements. NVT Policy 17 requires that the first drawdown for all FY2017 Program projects must occur prior to June 30, 2019, or must show project activation.
  - Letter dated July 6, 2016, from WMATA Chief Safety Officer to NVT Executive Director provided additional information that the Blue Line segment (Pentagon to Franconia-Springfield) is not defined as a ‘High Risk Area’ by FTA, and therefore not in conflict with FTA’s Directive.
- ✓ PPC requested additional information on five projects:
  - Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church (Falls Church)
  - Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements (Arlington County)
  - East Falls Church Regional Connections and Access Project (Arlington County)
  - West End Transitway (Alexandria)
  - Route 7 (East Market Street)/Battlefield Parkway Interchange (Leesburg)
- ✓ Supplemental information was included in the meeting packet and the total additional cost for these five projects is \$64.1 million.
- ✓ Available Pay-Go funds for this Program are \$266.7 million. Should the Authority choose to fund the ten recommended projects, this results in a gap of \$167.7 million. Finance Committee recommended a funding cap of \$475 million, leaving an unexpended difference of \$40.6 million.
- Chairman Nohe recognized and welcomed Virginia Secretary of Transportation Layne and Deputy Secretary Donohue. Secretary Layne addressed the Authority regarding the I-66/Route 28 Interchange project,

noting that it is a large request in the FY2017 Program. He reviewed several points regarding the Authority's consideration of this project:

- ✓ The Authority is being asked to fund the I-66/Route 28 Interchange, not the larger Transform I-66 Outside the Beltway project.
- ✓ Project was scored based on the total funding for the interchange at \$370 million, but the State anticipates the Authority's contribution being no more than \$300 million.
- ✓ The Authority's contribution to this interchange will allow the State to leverage this money in a broader scope to bring the Transform I-66 Outside the Beltway project to fruition.
- ✓ There will be no risk to the Authority. The State is not asking the Authority to take any risk on this project.
- ✓ If the negotiated contract requires less than \$300 million from the NVTA, the State will still split the public contribution amount 50/50 with the Authority, so the request could be less than \$300 million and still deliver the interchange based on project specifications.
- ✓ The Transform I-66 Outside the Beltway project anticipates that over the 50 year term \$350 million of net present value toll revenues will come to the Authority to be used for other projects in this corridor. This return will be based on the final contract with the concessionaire.
- ✓ The State is not looking for the absolute lowest cost contract. This is a mistake the State has made before in negotiating deals, and paid a high price through other provisions like HOV restrictions and alternative facilities limitations.
- ✓ Cash flows will work based on how the contract is negotiated and the State will negotiate to move those monies up as quickly as possible.
- ✓ The State will also work with the concessionaires and the Virginia Department of Transportation (VDOT) to complete the Transform I-66 Outside the Beltway project as quickly as possible and work to expedite this interchange toward the front end of the construction period.
- Secretary Layne concluded that this is what the State is asking for and prepared to team with the Authority on. He noted that there was concern that the federal government or the State should fund the interstate, adding that this would be his wish as well, however, there are no more programs that exist to fund this. The responsibility has been delegated down to the states. He added that the State had about \$7 billion in funding requests for the FY2017-2022 Six Year Improvement Program for the \$1.7 billion available this year. Of this amount, \$300 million is allocated to the Transform I-66 Outside the Beltway project. Secretary Layne stated that the State does not have the money to complete this project without the region participating. He added that the State is doing the same thing in Hampton Roads on I-64, where the State is participating at 40%. He reiterated that the State is hopeful to contract this project at an amount less than the \$300 million ask of the Authority, but cannot guarantee that.
- Delegate Minchew asked if there would be a Memorandum of Agreement (MOA) for this project [related to the \$350 million net present value referenced by the State] that would contain the funding proposal, as well as

cooperative understandings between the Commonwealth and the Authority, to be worked out with the NVTAs Council of Counsels. He asked for additional clarification that this MOA would be in place prior to the approval of the Standard Project Agreement (SPA) for this project. Secretary Layne responded that this would be the States intent, adding that they have a Memorandum of Understanding (MOU) with Hampton Roads that details each party's responsibilities. He noted the duty of this arrangement is to build the interchange, the rest would be contingent. He added the risk of construction of the interchange will be on the State and they will have to deliver the interchange. No other risk in the projects being negotiated with the potential concessionaires would accrue at all, the only thing would be that the revenues from this will come back to the NVTAs. He added that there is over \$700 million from I-66 that is going to transit for the corridor, in present value terms. That is not included in the \$350 million coming to the NVTAs for corridor improvements. Secretary Layne suggested there are substantial benefits in the corridor. He added that although many are saying that all the monies are going to pay the concessionaires, that is not true in this case. Based on the term sheet for this project, the concessionaires should make a lot of money, as long as they meet the term sheet.

- Chairman Nohe added that, presuming we move forward tonight, the adoption of an MOU can be a contingency for the approval of the SPA.
- Delegate Hugo suggested the revenue return to the Authority be lessened from 50 years to 10-20 years. He asked for clarification of the NVTAs voting requirements. Chairman Nohe responded that approval of all Authority actions requires 2/3 of all voting members present, plus 2/3 of the jurisdictional representatives present, and jurisdictional representatives whose populations equal more than 2/3 of the population of the region must vote in the affirmative.
- Delegate Hugo inquired about the preliminary discussions with the concessionaires and how many the State is negotiating with. Secretary Layne confirmed that three concessionaires met the term sheet and negotiations are continuing with two of those concessionaires. He stated that the final proposal is anticipated to be complete in about two weeks, with bids due in September. He added that discussions have been ongoing regarding technical and financial changes and suggestions to make the final proposal work best for the State and the concessionaires.
- Delegate Hugo thanked Secretary Layne, noting that he appreciates that the State is not just looking for the lowest bid.
- Chairman Nohe noted that the PPC had endorsed the ten projects on the NVTAs staff recommended list and to recommend consideration of five additional projects, based on additional information. He stated that he has spoken to most of the Authority members over the last few days, and based on these discussions he proposed an alternate project list for the FY2017 Program. He noted the alternative proposed list includes the 10 recommended projects on the staff list and adds two others:

- ✓ \$11.6 million for the Arlington County Crystal City Streets Project, which fully funds this request.
- ✓ \$20 million for the Leesburg Route 7/Battlefield Parkway Interchange, which does not fully fund this project, but provides a significantly substantial amount for VDOT, who is constructing the project, to continue moving forward with the project. He added that there are some additional details to be worked out to fully fund this request.
- Chairman Nohe stated that this alternative proposed project list represents a total funding request of \$466 million and is still almost \$9 million less than the proposed Finance Committee funding cap.
- Chair Randall moved adoption of the alternate proposed project list to be funded by the Authority in the FY2017 Program; seconded by Board Member Fisette.
- Chair Randall stated that as both a member of the Finance and the Planning and Programming Committees, there have been many good discussions about these proposed projects. She noted that the Authority does have a formulaic process by which to evaluate projects and we don't want to upend this process. She added that we do want to ensure there is a diversity of projects, uses and geographic areas represented. Chair Randall concluded that the alternate proposed project list does this. She added it is important to her to move the Route 7/Battlefield Parkway project forward, noting that with this addition we are still under the Finance Committee funding cap. She suggested this project provides the diversity of project sources and geographic locations that the NVTa would like have.
- Council Member Rishell agreed with Chair Randall's comments and added that this project selection process was a very nuanced approach. She concluded that the list is a "real keeper".
- Council Member Snyder thanked Chairman Nohe for his amazing efforts to bring the group to consensus. He also thanked NVTa and jurisdictional staff for this coordination. He stated that this project selection process was worked on by people of good will trying to reach a compromise and an approach that is in the public's best interest. He noted that moving forward it is important to keep diversity in types of projects and jurisdictional equity, for both small and large jurisdictions. He expressed a hope that in the future there will be more balance with transit, bike and other modes. He recognized that roads are a critical part of getting people to and from where they need to go. Council Member Snyder stated it is important to continue to work on our criteria, adding that cost benefit analysis is important and if applied appropriately can have an application for both large and small projects. He expressed concern about the long term, noting he had the opportunity to serve on the predecessor to the NVTa. He suggested we have made amazing progress and thanked the members of the General Assembly who made this funding possible. Council Member Snyder stated that in the future we need to keep air quality requirements in mind for project approvals. He noted these requirements are



not going to get easier, but will likely get tougher and we will really need to find ways to reduce our reliance on single occupancy vehicles. He added that, otherwise, we are creating a big problem for this region that will need to be dealt with in the future. Council Member Snyder concluded that he plans to abstain from the vote, but if his vote is necessary to pass the package tonight, he will vote for it. He complimented the members present and the staffs for an incredible amount of work that is very much in the public interest.

- Delegate Minchew expressed appreciation that staff and Chairman Nohe worked with Chair Randall and the Mayor of Leesburg, and listened to the concerns about the Route 7/Battlefield Parkway Interchange. He noted that when the interchange is complete, there will be no traffic lights on Route 7 after passing the Dulles Town Center until after you are over the Blue Ridge Mountains. He added that removing this last traffic signal will make Route 7 a well moving road. Delegate Minchew stated that at the last meeting he was financially skeptical about the I-66/Route 28 Interchange project for a couple of reasons, adding he was wondering whether we were approving an interchange or making a capital contribution toward a new venture with the Commonwealth. He acknowledged that he liked the former, but was not comfortable with the latter. Delegate Minchew stated that this is a large interchange, but it is a discreet project. He added that he recently drove through this area to get an idea of the current traffic situation in this interchange. He noted that there is a major inland port of Virginia that will become more active and those containers will likely travel to Dulles Airport by way of the I-66/Route 28 Interchange. Delegate Minchew stated that these are the reasons he will be supporting this project, as big as it.
- Senator Black expressed appreciation for the work that was done, particularly the work to get the Route 7/Battlefield Parkway Interchange added to the alternate proposed project list. He stated that many years ago he got funding for Route 7 in the Six Year Plan, but then it was stripped out. It has been many years in the process, but due to the County's and other funding sources the project has managed to move forward. This particular interchange is going to be the last bottleneck on Route 7. In reference to the I-66/Route 28 Interchange, Senator Black stated that many years ago he put in the legislation that extended the Route 28 tax district with a plan to initially build ten interchanges and we just continue to improve this corridor. He noted this is a big intersection along the way and this improvement will serve to increase the utility of that valuable freeway. Senator Black added he has misgivings about the way the whole I-66 project is being done, but he does very much support the I-66/Route 28 Interchange improvements.
- Chairman Bulova stated that the discussion so far indicates this motion is going to pass. She thanked Chairman Nohe for his work with all the Authority members. She added that she appreciated this process, noting that a question had been raised as to whether it matters if we have a public hearing on the FY2017 Program and will it really matter; or is this solely an academic exercise and only the project scoring matters in the funding decision, therefore, there is no real value to people speaking at the public hearing. Chairman

Bulova stated she thought there was a lot of value in the public comment process. She added that she had not had much appreciation for the Route 7/Battlefield Parkway Interchange before people spoke at the public hearing. She suggested that the project had been added to the alternate proposed project list not because a number of people came to testify, but because things were brought to our attention that we were not necessarily aware of. She stated that it changed her opinion from just looking at the project scoring, to also looking at other information that needed to be taken into consideration. Chairman Bulova concluded that the process has been very good, respectful of larger jurisdictions and smaller jurisdictions, and working together to try to accommodate all needs. She thanked the jurisdictional staffs and Ms. Backmon, adding that this was well done.

- Mayor Silberberg echoed Chairman Bulova's sentiments and added that she had also been unaware of the concerns about the Route 7/Battlefield Parkway Interchange. She stated that the funding of the Potomac Yard Metrorail Station is a huge influx of funding for the City of Alexandria and is critical to being able to build this Metro station. She added that this is truly a regional Metro station, that she is grateful for the funding and that the City is working very hard to ensure the funds are handed very well. Mayor Silberberg acknowledged that the jurisdictions cannot get everything they want on the project list. She thanked Chair Randall for expressing herself so well for her community's needs; Chairman Nohe for his leadership in this process; and NVTA staff for keeping the members informed and for their hard work.
- Mayor Parrish stated that he takes a different tact than what he has heard tonight. He stated that the vote tonight is difficult for him for many reasons. He acknowledged that he had not contacted members to discuss this issue, as he did not see it as his effort to try to get votes. He thanked Secretary Layne and Deputy Secretary Donohue for their kindness. He also thanked Chairman Bulova, adding that she is a good friend. Mayor Parrish stated that Chairman Nohe had done an outstanding job. He added that it is obvious that this body is going to vote for the motion at hand. He stated that he has significant concerns and shared some of his concerns.
  - ✓ Federal government is not investing heavily and substantially in this project, particularly the I-66/Route 28 Interchange.
  - ✓ Commonwealth should invest more in the Transform I-66 Outside the Beltway project.
  - ✓ Major concern about turning our roadways over to the private sector, acknowledging that he comes from the private sector, so this is difficult to say. He added that he does believe in the private sector.
  - ✓ TAC expressed concerns, as noted earlier.
  - ✓ When I-66 is built, as planned by the Commonwealth, it will be another cost our citizens bear and there will be another toll road – I-66 Inside the Beltway.
  - ✓ Largest concern is turning our roads over to the private sector.
  - ✓ Suggested it is a good value to always save some from your paycheck and pay yourself first. We could do that.

- ✓ If you own a piece of property that is valuable, you don't sell it, and he is afraid that is what we are doing.
- Mayor Parrish thanked Chairman Nohe for the opportunity to express his thoughts. He added that he is mindful of his friends around the table who have come to the conclusion that this is the right thing to do. He concluded that he hopes we all think that is the case for 50 years.
- Delegate Minchew expressed appreciation for Mayor Parrish's comments. He stated that in light of Secretary Layne's comment about the federal government getting out of the road business for the Eisenhower Interstate System, they might want to consider taking the 18.4 cents/gallon federal gas tax and the 24.4 cents/gallon diesel tax and turn this money back to the states, if they are going to stop maintaining the Eisenhower Interstate System.
- Delegate Hugo agreed with Mayor Parrish on some of his issues, noting that he makes a point and he hopes everyone listens to it. He suggested this is a dangerous precedent. He stated that when this program was set up, it was to fund ancillary roads, not to fund interstates. Delegate Hugo suggested this is a challenging precedent we are beginning. He added that the federal government support for roads has devolved over the years and funding has lessened. He stated the Authority has to be careful, adding that the perfect is the mortal enemy of the good on this one. Delegate Hugo reiterated that Mayor Parrish made good points and the Authority is right to listen to him. He stated that his overwhelming concern is that this is the number one congestion project in Northern Virginia and it impacts the entire region, from Arlington to Loudoun. He added that he hopes everyone takes this very seriously. Delegate Hugo stated that a number of members of the General Assembly have contacted him to make the point that the NVTa should not be funding interstate roads, and they are absolutely right, adding that he hopes this is the exception to the rule and that this does not become a precedent. Delegate Hugo stated that if this becomes habitual, it will be dangerous for the program long-term. He urged the Authority members to take Mayor Parrish's words to heart and added that many members of the House and Senate have voiced the same concerns.
- Senator Black agreed with Mayor Parrish's two main points. He stated that there are a handful of things that government does and that government should do exclusively, and one of them is to run the roads. He added that Loudoun has the preeminent example of a problem caused by privatizing a road, the Greenway. The Greenway has been a nightmare for everyone who has dealt with it and that the County is stuck contractually. Senator Black stated that it concerns him that I-95 has a vast expanse of right-of-way and we have segmented the road so that the main part down the center is a limousine highway, if you can pay for it. He expressed hope that over time we can begin to move away from this model, adding that everyone ought to be equal on the highway, whether rich or poor because it is a public roadway. Senator Black concluded that he supports Mayor Parrish's comments, however, he believes the projects as proposed have been done in a very thorough way.
- Board Member Fisette thanked Mayor Parrish for his philosophical conversation, adding that he expects the Authority may grapple with these

issues over time, especially if other projects like this arise. He expressed appreciation to the State for making it known early on that this project was not just going to automatically happen, adding they were incredibly diligent in informing the Authority. He suggested that from what we know, this is a different approach to this kind of a Public-Private Partnership project than in the past. He added that it behooves us all to be aware of the points made by Delegate Hugo and Mayor Parrish. Board Member Fisette thanked Ms. Backmon, Chairman Nohe and the State. He noted that the conversation at last month's PPC meeting was very good. He stated that the evolution of the alternate proposed project list validates that this complicated, multifaceted formula that is the scoring system is valuable and has been honored by what we are doing today. He added that it also validates that scoring systems are not perfect and cannot be purely applied, therefore it is important that the Authority retain some of the judgment and flexibility to apply to the backbone that comes through the scoring system. Board Member Fisette stated that he had always heard that the NVTa worked by consensus, to a large degree, and today's action proves this is true, adding this was a collaborative effort throughout with many effective partners making it happen. He concluded that he is happy to support the motion.

- Chairman Nohe recalled the process after the FY2014 Program was adopted and the steps necessary for bond funding. He asked about the next steps in the FY2017 Program funding process. Mr. Longhi responded that NVTa staff will begin working with the project sponsors to determine their cash flow demands and will build a plan of finance this fall. The plan will work through the Finance Committee and come back to the Authority with a plan of finance in late fall.
- Chairman Nohe requested that the maker and seconder of the motion consider two friendly amendments. He stated that it had been suggested that we need more information about the potential excess toll revenues and that we enter into the MOU with the State prior to the adoption of the SPA. He suggested including in the motion the distinction that this needs to happen. Chairman Nohe also noted that there are some additional issues that need to be smoothed out in terms of when project funding will be needed and will begin to drawdown. He stated that one example was the Metro Blue Line Power Traction Upgrades, where we have most of the answers from WMATA, but there are still some concerns. He added that the project applications include an Appendix B that lays out the timeline and expected cash flows of each project. He suggested including in the motion that prior to the adoption of any SPAs, the sponsoring agencies and jurisdictions will revisit that Appendix B with staff to ensure that if a project falls apart, we do not allocate money through the SPA and then not be able to pay it out. Chair Randall stated these amendments are not only reasonable, but will help the member jurisdictions stay on track, adding that she agrees with the friendly amendments. Board Member Fisette agreed as well.

- **Amended motion:** Chair Randall moved adoption of the alternate proposed project list to be funded by the Authority in the FY2017 Program, with the contingencies that the Memorandum of Understanding (MOU) with the State on the I-66/Route 28 Interchange project be complete prior to the approval of the Standard Project Agreement (SPA) and that project sponsors revisit their funding requests to ensure projects will stay on track prior to SPA approvals; seconded by Board Member Fisette.
- Chairman Nohe stated that NVTa staff has worked very hard over the last ten months, thanking Ms. Backmon, Mr. Longhi and all the NVTa staff. He noted the staff is comprised of six members and this is a body of work that in many places would require a team of 40 people. Chairman Nohe add that there are truly countless jurisdictional and agency staff that have worked on this process as well and thanked all the staff who have worked so hard to meet deadlines and get this done. He added that when he does NVTa presentations, he describes the NVTa as the premiere regional planning, programming and funding transportation agency, noting this has set a gold standard for what we do for regionalism here in Northern Virginia. Chairman Nohe added that he has often heard that we do not work well together as a region. He stated that the next time he hears this, he will point to this process and program list and will state that no one in the state is working as well as a region as Northern Virginia.
- Chairman Nohe called for a roll call vote.
 

Chairman Nohe	yea
Mayor Silverthorne	yea
Chairman Bulova	yea
Chair Randall	yea
Board Member Fisette	yea
Mayor Silberberg	yea
Council Member Snyder	abstain
Council Member Rishell	yea
Mayor Parrish	yea
Senator Black	yea
Delegate Hugo	yea
Delegate Minchew	yea
Ms. Hynes	yea
Mr. Kolb	yea
- Motion carried with thirteen (13) yeas and one (1) abstention.

## VI. **Adoption of Revised Policy 17 - FY2017 Program First Drawdown Commitment**

Mr. Longhi, CFO

- Mr. Longhi briefed the Authority on the Revised Policy 17 – FY2017 Program First Drawdown Commitment. He noted that this revised policy has been

coordinated with all of the NVTa Committees, as well as the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Council of Counsels. He highlighted the key points:

- ✓ Applies to the FY2017 Program only.
  - ✓ Current policy sets a three year benchmark and when combined with Policy 16, offers the Authority two milestones with which to check-in on projects. Policy 16 check-in is at six months and Policy 17 is at three years.
  - ✓ Revisions to Policy 17 allow for a monthly check-in through communications with the jurisdictions on project activation and progress. These findings will be reported through the Executive Director's monthly report to the Authority.
- Chairman Bulova moved adoption of the revisions to Policy 17 – FY2017 Program First Drawdown Commitment; seconded by Council Member Rishell.
  - Chairman Nohe stated he is pleased with the revisions to Policy 17, adding that he almost wishes they were more aggressive. He warned that this year and in coming years, it will be very important that when the Authority funds projects, those projects actually get built. Chairman Nohe noted the NVTa has cash in the bank from FY2014 and FY2015-16 projects that are moving along, but the credibility of our region hinges on knowing that when we approve a project we know when it is going to start.
  - Motion carried unanimously.

### **Discussion/Information**

#### **VII. Finance Committee Report**

Mayor Parrish, Chairman

- Mayor Parrish stated that he missed the last Finance Committee meeting and thanked Council Member Rishell for taking the lead as Vice-Chairman.
- Council Member Rishell briefed the Authority on the June 16, 2016 Finance Committee Meeting. She noted:
  - ✓ Mr. Garber with PBMares introduced himself to the Committee to ensure a direct and open line of communication between the Committee and the NVTa's audit firm.
  - ✓ The Committee had several meetings prior to unanimously agreeing to the FY2017 Program funding recommendation not to exceed \$475 million, which would require project fund financing of approximately \$208 million. She noted this number was revised earlier in this evening's meeting.
  - ✓ The Committee unanimously recommended the adoption of the revisions to Policy 17 – FY2017 Program First Drawdown Commitment in order to ensure project progress.

#### **VIII. Planning Coordination Advisory Committee Report**

Mayor Foreman, Chairman

- No verbal report.

**IX. Technical Advisory Committee Report**

Mr. Boice, Chairman

- No verbal report.

**X. Monthly Revenue Report**

Mr. Longhi, CFO

- Mr. Longhi advised the Authority that the Authority's revenues continue to perform above their estimates, despite what we are hearing from the broader state level.

**XI. Operating Budget Report**

Mr. Longhi, CFO

- No verbal report.

**XII. Executive Director's Report**

Ms. Backmon, Executive Director

**A. Approval of Fairfax County CMAQ/RSTP Reallocation Request**

- Ms. Backmon stated that at the Authority's next meeting she will present the draft vision and goals for the Five Year Strategic Plan. She noted that the input from the Authority members' Work Session in April has been fine-tuned working with the RJACC. Final drafts of the vision and goals are anticipated to come to the Authority for adoption at the next meeting.
- Ms. Backmon added that the next Thursday's Finance Committee meeting has been cancelled, as well as next Wednesday's TAC meeting. The Planning Coordination Advisory Committee is scheduled to meet on Wednesday, July 27, 2016.

**XIII. Chairman's Comments**

- Chairman Nohe noted that with Ms. Bushue's departure from the Authority, there is a vacancy on the Governance and Personnel Committee (GPC).
- Chairman Nohe appointed Ms. Hynes to the Governance and Personnel Committee.
- Chairman Nohe stated that currently there are presentations planned for the September Authority meeting and asked for confirmation that are not any time-sensitive action items for that meeting. Ms. Backmon confirmed that there are not. Chairman Nohe stated that he may be out of town in September, but suggested that the Authority should not meet if there are no action items.

- Delegate Minchew moved to authorize the NVTa Chairman to cancel the September Authority meeting if it is not necessary; seconded by Chairman Bulova. Motion carried unanimously.
- Chairman Nohe thanked NVTa and jurisdictional staff for their work.
- Council Member Snyder stated that in view of the virtually unanimous vote on the FY2017 Program he respectfully requested the permission of the Authority to change his vote to be in support of the Program. Chairman Nohe suggested there could be a motion to suspend the rules and allow a member to change their recorded vote.
- Council Member Rishell moved to suspend the standing rules to reopen the vote on the FY2017 Program adoption; seconded by Chair Randall. Motion carried unanimously.
- Council Member Snyder changed his vote on the adoption of the FY2017 Program from abstention to yea. That motion, as recorded previously, carried unanimously.
- Delegate Hugo stated that there are no General Assembly members on the PPC. He suggested it might be useful to have a General Assembly member on the Committee and asked the Chairman to consider this in the future. He suggested Delegate Minchew would be an able candidate. Chair Randall stated she believes this is a good idea, but questioned whether this would be practical if issues are time sensitive and General Assembly members are not available to attend meetings. Delegate Minchew added that he attended the last PPC meeting, sat at the table, fully participated and was recognized by the Chair. Chairman Nohe responded that he will take this under consideration with the GPC Chair.

#### **XIV. Adjournment**

- Meeting adjourned at 8:24 pm.



# A New Era of Transportation Solutions



## Overview of NVTA Regional Investments Presentation to JCTA

**Monica Backmon, Executive Director**  
***September 8, 2016***

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

# NVTA and the JCTA

- HB 5002 (2014) requires an Annual Report of NVTA activity related to HB 2313 (2013) to the General Assembly - Joint Commission on Transportation Accountability (JCTA).
- NVTA submits Annual Report by November 15<sup>th</sup> of each year for the prior fiscal year.
- The November 2016 report will be for FY2016.



# JCTA Membership

Del. Tim Hugo (Chairman)

- Sen. R. Creigh Deeds
- Sen. Frank W. Wagner
- Sen. Charles W. Carrico, Sr.
- Sen. David R. Suetterlien
- The Honorable Martha Sedwick Mavredes
- Del. Ronald A. Villanueva
- Del. David E. Yancey
- Del. Vivian E. Watts
- Del. Eileen Filler-Corn
- Del. James M. LeMunyon



# 2016 Governor's Transportation Conference

- Conference to be held on October 19, 2016 in Arlington County.
- The House/Senate Transportation Committees will meet jointly with the JCTA.
- The JCTA had previously requested a June 2016 presentation on NVRTA's roles, responsibilities and outlook for the future.
- The June meeting was moved to October.



# October NVTA Presentation to the JCTA

- The full presentation will be attached to the Executive Director's Report in your October meeting package.
- The annual JCTA report will be ready in November, after the Authority receives its audited financial statements.
- The presentation is responsive to the JCTA request on roles, responsibilities, and future; while also providing an overview of the NVTA and the impacts of NVTA regional investments.



# Presentation Highlights

## 1. NVRTA provides Northern Virginia with a regional transportation organization responsible for:

- Long-range transportation planning – TransAction.
- Allocating projects funds made available through HB 2313.
- Recommending to federal, state, and regional agencies regional transportation priorities, including public-private transportation projects and CMAQ and RSTP funding allocations.



# Presentation Highlights

## 2. NVTa provides Northern Virginia with a regional transportation organization responsible for:

- Serving as an advocate for the transportation needs of Northern Virginia before the state and federal governments.
- Developing, in coordination with affected counties and cities, regional priorities and policies to improve air quality.
- Providing general oversight of regional transportation issues of a multijurisdictional nature, including intelligent transportation systems, signalization, and preparation for and response to emergencies.



# Presentation Highlights

## 3. NVRTA has Statutory Authority to do the following:

- Providing general oversight of regional programs involving mass transit or congestion mitigation, including carpooling, vanpooling and ridesharing.
- Acting as a responsible public entity for the purpose of the acquisition, construction, improvement, maintenance and/or operation of a qualifying transportation facility under the Public-Private Transportation Act of 1995.
- Imposing, collecting, and setting the amount of tolls for use of facilities in the area embraced by the Authority, when the facility is either newly constructed or reconstructed solely with revenues of the Authority or solely with revenues under the control of the Authority in such a way as to increase the facility's traffic capacity.
- Applying to and negotiating with the government of the United States, the Commonwealth of Virginia, or any agency or instrumentality thereof, for grants and any other funds available.





# Additional Presentation Highlights

## These presentation items will also be addressed in the Annual Report:

- Regional Revenues allocated to projects
- Local Revenues distributed to member localities
- NVTa revenue sources and amounts
- Regional investments to date (79 projects, \$990 million)
- Member Locality 30% Projects
- Congestion Reduction Impacts



# Sample of Regional Investments Made by NVTA

- I-66/Route 28 Interchange Improvements
- Route 28 Widening (multiple segments)
- Route 1 Widening (multiple segments)
- Route 7 Widening (multiple segments)
- Loudoun County Parkway
- Fairfax County Parkway
- Columbia Pike Multimodal Improvements
- Belmont Ridge Road (multiple segments)



# Sample of Regional Investments Made by NVTA

- 34 New Bus Purchases
  - Providing 20 new and/or expanded bus service/routes
- 2 Bus Garage Facilities
- New 300 Space Park & Ride Facility
- 2 New Metro Stations (Innovation and Potomac Yard)
- New Crystal City Multimodal Center
- Metrorail Traction Power Upgrades (Orange and Blue Lines)
- 8 VRE System/Infrastructure Expansion Projects
  - Additional station parking
  - Platform expansions



# Congestion Reduction Impacts of NVRTA Funded Projects

## Analysis of 33 Projects

- Reduction in 30 MILLION person hours of travel time above free flow travel time annually by 2020; 59 MILLION by 2040
- Reduction in 220,500 HOURS annually on heavily congested facilities by 2020; 361,300 HOURS by 2040
- Reduction in 33 MILLION person hours of travel annually in automobiles on heavily congested facilities by 2020; 67.7 MILLION by 2040
- Increase in 60,000 jobs that can be accessed based on a 45 minute travel time by automobile and a 60 minute travel time by transit by 2020; 73,400 jobs by 2040

\*\*Data is for the 33 Highway Projects adopted in the FY2015-17 Programs, and 3 transit projects adopted in the FY2017 Program---does not include transit projects adopted in previous programs.



# NVTA Moving Forward

- **Update of TransAction, Region's Long-Range Transportation Plan**
  - First update since the passage of HB 2313
  - **Guide the Region's first Six Year Program (FY2018-2023)**
  - \$1.7 billion in anticipated Revenues for the Six Year Program
- **Develop First Strategic Plan**
  - Five Year Strategic Plan
- **Continue to focus on Regional Projects and Priorities, not different Local Interests**
- **Transparency and Collaboration**





## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** September 2, 2016

**SUBJECT:** Five-Year Strategic Plan Vision & Goals

---

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of the vision and goals for the Authority's Five Year Strategic Plan.
2. **Suggested Motion:** *I move approval of the vision and goals for the Authority's Five Year Strategic Plan.*
3. **Background.** Authority members, NVTa staff and the Regional Jurisdiction and Agency Coordinating Committee (RJACC) have engaged in a series of work sessions to develop a Five Year Strategic Plan for the Authority. The work sessions were well attended and were highly productive. Work sessions held to date include:
  - a. On April 11, 2016, a work session was held with Authority members to develop the draft vision and goals for the strategic plan.
  - b. On May 26, 2016, a work session was held with NVTa staff and RJACC members to review and provide feedback and input on the draft vision statement as developed from the work session with the Authority.
  - c. On July 7, 2016, a follow up work session was held with NVTa staff and RJACC members to review and provide feedback and input on the draft goals as developed from the work session with the Authority.
4. **Vision and Goals.** Based on input received from these work sessions, the draft vision and goals statements, as noted below, were developed for the Authority's Five Year Strategic Plan:
  - a. **Vision:** *The Northern Virginia Transportation Authority leads Northern Virginia into a transportation future equipped with multi-modal transportation options for the community that advance the overall quality of life and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVTa delivers effective long term planning, transparent policy processes and decision making, and the efficient allocation of critical transportation resources that advance projects moving Northern Virginia forward as a preeminent region in the country.*



b. **Goals:**

- **Regional Prosperity**

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

*Sample Measure: % change in commute time*

- **Mobility**

Through sound planning and programming, increase transportation connectivity, increase available transportation options, manage\*/reduce/mitigate congestion.

\*RJACC Group preference

*Sample Measure: TBD*

- **Funding**

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

*Sample Measure: Per capita funding available to NVTA*

- **Innovation**

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

*Sample Measure: Innovative technologies adopted by the region*

- 5. Next steps.** Additional work sessions will be held this fall with NVTA staff and the RJACC to develop strategy areas, specific objectives and performance measures for each goal, as adopted. Once drafted the strategies, objectives, performance measures and complete Five Year Strategic Plan will be presented to the Authority for approval.

The tentative schedule for upcoming work sessions and Authority approvals includes:

- a. September 29, 2016: RJACC Work Session – Draft Strategies, Objectives and Measures #1
- b. November 3, 2016: RJACC Work Session – Draft Strategies, Objectives and Measures #2
- c. November 10, 2016: Authority Approval of Draft Strategies, Objectives and Measures
- d. December 8, 2016: Authority Adoption of Strategic Plan



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Randy Boice, PE, Chairman, Technical Advisory Committee

**DATE:** August 29, 2016

**SUBJECT:** Report from the Technical Advisory Committee

---

**1. Purpose.** To inform the Authority on the recent activities of the Northern Virginia Transportation Authority's Technical Advisory Committee (TAC).

**2. Background.** The TAC met on August 17, 2016. The Committee received an update on the action and information items, including the adopted FY2017 Program, of the July 14, 2016 Authority meeting.

The TAC received a presentation on the TransAction Update, which included needs assessment and performance measures. The Committee expressed a desire to see comparison of TransAction scenario outputs and the National Capital Transportation Planning Board's Constrained Long Range Plan (CLRP). The Committee suggested that NVTA work collaboratively towards developing regional projects that cross jurisdictional boundaries, including those outside the Northern Virginia region.

The TAC also received a presentation on the development of the Authority's first Six Year Program based on the update to TransAction, including a discussion on performance measures. The Committee suggested limiting the performance measures to a few key measures. The Committee also stressed the need to have the opportunity to refine projects during the Plan evaluation to improve the projects, if necessary.

**3. Next steps.** We will continue to be engaged with the TransAction update and provide technical input and advice as needed. The next meeting of the Technical Advisory Committee is scheduled for September 21, 2016, 7:00PM at the NVTA offices.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** September 1, 2016

**SUBJECT:** Executive Director's Report

---

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **NVTA Regional Transportation Projects Groundbreakings:** The NVTA will be hosting two Groundbreaking Ceremonies for projects funded with Regional Revenues in the month of September.
  - **Thursday, September 22, 2016 at 11:00am,** the NVTA, in collaboration with Fairfax County and in conjunction with Try Transit Week, will be hosting a groundbreaking ceremony for the West Ox-Maintenance Facility. The Authority funded the construction of this facility (\$20 million) as part of its FY2015-16 Program.
  - **Tuesday, September 27, 2016 at 1:00pm,** the NVTA is hosting a groundbreaking ceremony, in collaboration with Loudoun County, for the Belmont Ridge Road Project. This ceremony is for the Belmont Ridge Road Project from Gloucester Parkway to Hay Road funded in the Authority's FY2014 Program. The Authority has also funded additional improvements to Belmont Ridge Road (from Turo Parish Road to Croson Lane) as part of its FY2015-16 Program, resulting in the total investment of \$39.5 million dollars for this facility.
3. **TransAction Update Work-Sessions and Pop Ups:** The first round of Workshops and Pop-Up events for the update to TransAction have been concluded. The consultant team is preparing a summary of the feedback heard at these events. This data will be shared with the Authority at the October Authority meeting.
4. **NVTA Finances:** The annual financial statement audit for FY2016 is nearing completion. The Finance Committee will receive end of year revenue details for FY2016 at their September 22, 2016 meeting. The Authority's FY2016 revenues will end the year above estimates, positively impacting both the Regional Revenue Fund and 30% distributions to member localities. Operating Expenses (administrative Budget) ended FY2016 slightly under budget. Full details will be presented at the Authority's October meeting.
5. **Joint Commission on Transportation Accountability:** The NVTA has been asked to give a presentation to the Joint Commission on Transportation Accountability (JCTA) on October

19, 2016, on the Authority's roles, responsibilities and investments made in the region, as the Authority is required to present annually to the JCTA on how NVTAs revenues are expended.

**6. NVTAs Standing Committee Meetings:**

- **Finance Committee:** The NVTAs Finance Committee will meet on Thursday, September 22, 2016 at 1:00pm.
- **Planning and Programming Committee:** The NVTAs Planning and Programming Committee will meet on Friday, September 30, 2016 at 10:00am.
- **Governance and Personnel Committee:** The Governance and Personnel Committee is tentatively scheduled to meet on Thursday, October 13, 2016 at 6:00pm, prior to the October Authority meeting.

**7. NVTAs Statutory Committee Meetings:**

- **Planning Coordination Advisory Committee:** The PCAC will meet on Thursday, September 22, 2016 at 6:30pm.
- **Technical Advisory Committee:** The TAC meeting schedule for Wednesday, September 21, 2016 at 7pm.

**Attachments:**

- A. CMAQ Transfer Requests for the City of Alexandria and the Town of Herndon, RSTP Transfer Requests for Fairfax and Prince William Counties
- B. FY2014-2016 NVTAs Regional Projects Status

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** September 2, 2016

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

---

- 1. Purpose:** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of CMAQ Reallocation Requests for the City of Alexandria and the Town of Herndon.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On August 23, 2016, the City of Alexandria requested the following reallocations:

- \$52,000 from Dedicated Transit Corridors (UPC 79794) to Purchase DASH Buses (UPC 103734).
- \$33,535 from Dedicated Transit Corridors (UPC 79794) to King Street Metro Parking (UPC 79792)

On August 22, 2016, the Town of Herndon requested the following reallocation:

- \$11,531 from Washington & Old Dominion Trail Crossing Improvements (UPC 79812) to the Herndon Metrorail Intermodal Access Improvements (UPC 104328). The transfer will enable the Town to direct surplus funds towards its Metrorail intermodal access project.

The RJACC approved these requests on August 25, 2016.

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



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

September 8, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for the City of Alexandria and the Town of Herndon.

Dear Ms. Cuervo:

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

On August 23, 2016, the City of Alexandria requested the following reallocations:

- \$52,000 from Dedicated Transit Corridors (UPC 79794) to Purchase DASH Buses (UPC 103734).
- \$33,535 from Dedicated Transit Corridors (UPC 79794) to King Street Metro Parking (UPC 79792)

On August 22, 2016, the Town of Herndon requested the following reallocation:

- \$11,531 from Washington & Old Dominion Trail Crossing Improvements (UPC 79812) to the Herndon Metrorail Intermodal Access Improvements (UPC 104328). The transfer will enable the Town to direct surplus funds towards its Metrorail intermodal access project.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on August 25, 2016, and the NVTA was informed at their September 8, 2016, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez  
NVTA RJACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA  
Monica Backmon, Executive Director, NVTA  
Yon Lambert, AICP, Director, City of Alexandria Department of Transportation and Environmental Services  
Robert B. Boxer, P.E., Director, Town of Herndon Department of Public Works



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

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

**alexandriava.gov**

August 23, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the City of Alexandria

Dear Ms. Dominguez,

The City of Alexandria requests the NVTA RJACC's and Authority's concurrence to reallocate:

- \$52,000 of previously allocated CMAQ funds from UPC # 79794 (Dedicated Transit Corridors) to UPC # 103734 (Purchase DASH Buses) to supplement the project cost. The recipient project received previous CMAQ funds in FY'13 and '14.

Thank you for your assistance in this matter. Please feel free to contact Carrie Sanders, Deputy Director of Transportation, at 703.746.4088 should you have further questions.

Sincerely,

A handwritten signature in blue ink that reads "Carrie Sanders for YL".

Yon Lambert, AICP  
Director

cc: Carrie Sanders  
Allan Fye

**CMAQ/RSTP Transfer Request Form**  
(One Sheet Needed Per Donor Project)

Date: 17-Aug-16

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): CMAQ-\$83,535

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
79794	Build Dedicted Transit Corridors	CMAQ	N		\$52,000.00	103734	Acquire DASH Replacement Buses	Y	FY13-FY14				

TOTAL OF TRANSFER \$52,000.00

Attach Signed Request of Transfer Letter



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

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

**alexandriava.gov**

August 23, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the City of Alexandria

Dear Ms. Dominguez,

The City of Alexandria requests the NVTA RJACC's and Authority's concurrence to reallocate:

- \$33,535 of previously allocated CMAQ funds from UPC # 79794 (Dedicated Transit Corridors) to UPC # 79792 (King St Metro Parking).

This reallocation will provide additional funding for a project to rebuild the bus loading area and parking lot at the King Street Metro station

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

Sincerely,

*Carrie Sanders for YL*

Yon Lambert  
Director  
Transportation & Environmental Services



**CMAQ/RSTP Transfer Request Form**  
(One Sheet Needed Per Donor Project)

Date: 22-Aug-16

Name of Jurisdiction/Agency Requesting: City of Alexandria

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): CMAQ-\$33,535

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
79794	Build Dedicited Transit Corridors	CMAQ			\$33,535.00	79792	King St Metrorail Station Improvements	y					

TOTAL OF TRANSFER \$33,535.00

Attach Signed Request of Transfer Letter

**TOWN OF**  
**Herndon**  
**DEPARTMENT OF PUBLIC WORKS**

**Robert B. Boxer**  
**DIRECTOR**  
T (703) 435-6853  
F (703) 318-8492  
bob.boxer@herndon-va.gov

**TOWN COUNCIL**  
Lisa C. Merkel, Mayor  
Jennifer Baker, Vice Mayor  
David A. Kirby  
Steven Lee Mitchell  
Sheila A. Oldm  
Jasbinder Singh  
Grace Han Wolf

August 22, 2016

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

**RE: Town of Herndon - request to Transfer Regional Congestion Mitigation and Air Quality Funds (CMAQ)**

Dear Ms. Dominquez,

The Town of Herndon requests the approval of the Regional Jurisdiction and Agency Coordinating Committee and the Northern Virginia Transportation Authority to transfer the following CMAQ funds:

- \$11,531 of surplus CMAQ funds from the Washington & Old Dominion Trail Crossing Improvements CMAQ project (UPC 79812) to the Herndon Metrorail Intermodal Access Improvements CMAQ project (UPC 104328).

The town's W&OD trail crossing improvements have been completed. Both CMAQ projects have been previously approved by the NVTA. This transfer request will enable the town to direct additional funds towards the town's Metrorail intermodal access project. If there are any questions or more information is needed, please contact me at (703)787-7368 or Mark Duceman, Transportation Program Manager at (703)787-7380. Thank you for your assistance.

Sincerely,



Robert B. Boxer, P.E.  
Director of Public Works

c: Art Anselene, Town Manager  
Dana Singer, Deputy Director of Public Works  
Zoran Dragacevac, Senior Engineer  
Mark Duceman, Transportation Program Manager  
Jan Vaughan, Urban Program Manager, VDOT

**CMAQ/RSTP Transfer Request Form**  
(One Sheet Needed Per Donor Project)

Date: 25-Aug-16

Name of Jurisdiction/Agency Requesting: Town of Herndon

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$345,000

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	IACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
79812	W&OD Trail Crossing Improvements	CMAQ	Y		\$11,531.00	104328	Herndon Metrorail Intermodal Access Improvements	Y	2011			JSV - 8/5/2016	

TOTAL OF TRANSFER

\$11,531.00

Attach Signed Request of Transfer Letter

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** September 2, 2016

**SUBJECT:** Approval of Reallocation of Regional Surface Transportation Program (RSTP)  
funds for Fairfax County and Prince William County

---

1. **Purpose:** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of RSTP Reallocation Requests for Fairfax County and Prince William County.
2. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On August 25, 2016, Fairfax County requested the reallocation of a total of \$50,255,628 in RSTP funds to the Route 7 Widening Project from Jarrett Valley Drive to Reston Avenue (UPC 106917) from the following projects:

- \$9,000,000 from Tysons Corner Roadway Improvements (UPC 100478) since the Route 7 project was one of those included in this programmatic UPC.
- \$1,200,000 from Route 286 (Fairfax County Parkway) (UPC 107937) since this project will be funded from other sources.
- \$19,150,210 from Reston Roadway Improvements (UPC 106939) since VDOT's new funding policy will not allow these funds to be used unless this phase is fully funded.
- \$14,744,444 from Route 236/Beauregard (UPC 102894) since this project has been funded with other sources.
- \$6,160,974 from Route 29/Gallows Road Intersection Improvements (UPC 11395), since this project is complete.

On August 11, 2016, Prince William County requested the following reallocation:

- \$839,885 in residual RSTP funds from the installation of noise barriers on Linton Hall/Route 619 (UPC 87035) to the Neabsco Mills Improvement Project (UPC 107947). The Linton Hall noise barriers project has been completed and the transfer of the residual funds will allow the County to initiate the widening of Neabsco Mills Road to four lanes from Smoke Court to Route 1. The funding is to support the early stages of the project design.

The RJACC approved these requests on August 25, 2016.

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



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

September 8, 2016

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Fairfax County and Prince William County

Dear Ms. Cuervo:

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

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On August 11, 2016, Prince William County requested the following reallocation:

- \$839,885 in residual RSTP funds from the installation of noise barriers on Linton Hall/Route 619 (UPC 87035) to the Neabsco Mills Improvement Project (UPC 107947). The Linton Hall noise barriers project has been completed and the transfer of the residual funds will allow the County to initiate the widening of Neabsco Mills Road to four lanes from Smoke Court to Route 1. The funding is to support the early stages of the project design.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on August 25, 2016, and the NVTA was informed at their September 8, 2016, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez  
NVTARJACC Chairman

Cc: Martin E. Nohe, Chairman, NVTAR  
Monica Backmon, Executive Director, NVTAR  
Tom Biesiadny, Director, Fairfax County Department of Transportation  
Ricardo Canizales, Director, Prince William County Department of Transportation



# County of Fairfax, Virginia

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

August 25, 2016

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

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

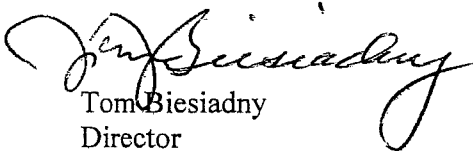
Dear Ms. Dominguez:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$50,255,628 in RSTP funds to Route 7 Widening (Jarrett Valley Drive to Reston Avenue) (UPC 106917) from the following projects:

- \$9,000,000 in FY 2022 from Tysons Corner Roadway Improvements (UPC 100478) since the Route 7 was one of the projects included in this programmatic UPC.
- \$1,200,000 in FY 2022 from Route 286 (Fairfax County Parkway) (UPC 107937) since this project will be funded from other sources.
- \$19,150,210 in FY2018-22 from Reston Roadway Improvements (UPC 106939) since VDOT's new funding policy will not allow these funds to be used unless this phase is fully funded.
- \$14,744,444 in FY2017-20 from Route 236 and Beauregard (UPC 102894) since this project has been funded with other sources.
- \$6,160,974 from Route 29 at Gallows Road Intersection Improvements (UPC 11395) remaining RSTP funds balance from previous years since this project is complete.

If you have any questions or concerns about this request please contact Ray Johnson at (703) 877-5617.

Sincerely,



Tom Biesiadny  
Director

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

Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
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**CMAQ/RSTP Transfer Request Form**  
(One Sheet Needed Per Donor Project)

Date: 8/18/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): (107937) \$1.2M, (100478) \$9M, (106939) \$19,150,210, (102894) \$14,744,444  
(11395) \$7,091,588, (81009) \$15,921,789

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No. Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
107937	Rte 286 Fairfax Cty Improvements	RSTP	N	FY 2022	\$1,200,000.00	106917	Route 7 Corridor Improvement - Phase I	Y					
100478	Tysons Corner Roadway Improvements	RSTP	N	FY 2022	\$9,000,000.00	106917	Route 7 Corridor Improvement - Phase I	Y					
106939	Reston Roadway Improvements	RSTP	N	FY 2018-22	\$19,150,210.00	106917	Route 7 Corridor Improvement - Phase I	Y					
102894	Rte 236 and Beauregard	RSTP	N	FY 2017-20	\$14,744,444.00	106917	Route 7 Corridor Improvement - Phase I	Y					
11395	Rte 29 at Gallows Road	RSTP	Y		\$6,160,974.00	106917	Route 7 Corridor Improvement - Phase I	Y					

TOTAL OF TRANSFER \$50,255,628.00

Attach Signed Request of Transfer Letter



## COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201  
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF  
TRANSPORTATION

Ricardo Canizales  
Director

August 11, 2016

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

Dear Chairman Dominguez:

Prince William County requests the approval of the NVTa RJACC for the following transfer of residual Regional Surface Transportation Program (RSTP) funds.

The request is to transfer \$839,885 in residual (RSTP) previous year funds from the installation of noise barriers on Linton Hall/Route 619 (UPC 87035) to the Neabsco Mills Improvement Project (UPC 107947). The project to install Linton Hall Road noise barriers has been completed and there is a surplus balance of \$839,885. The transfer of these residual funds to the Neabsco Mills project would allow the County to initiate the widening of Neabsco Mills Road to four lanes from Smoke Court to Route 1. The funding is to support the early stages of the project design.

The Neabsco Mills Improvement Project already has RSTP funds; therefore, only NVTa RJACC approval is needed. If you have any questions or comments on this request, please contact me at (703) 792-5985.

Sincerely,

Ricardo Canizales  
Director of Transportation

cc: Brentsville District Supervisor  
Woodbridge District Supervisor  
Acting County Executive  
Claudia Llana, Prince William Preliminary Engineering Manager, VDOT  
Jan Vaughn, Programming Manager, VDOT

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# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 6/24/2016

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$13,446,804

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
87035	Linton Hall Road, Installation of Sound Barriers	RSTP	Y		\$839,885.00	107947	Widening of Neabsco Mills Road from two to four lanes, with multi-use trail.	Y	2015				
Total Transfer					\$839,885.00								

TOTAL OF TRANSFER - \$839,885

Attach Signed Request of Transfer Letter



## NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	<b>Boundary Channel Drive Interchange</b> – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2018; construction of the local road that connects to the interchange (Long Bridge Drive) begins in Fiscal Year 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2020 (interchange)	2020
Arlington County	<b>Columbia Pike Multimodal Improvement</b> – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release Nov 2016, with construction expected to be under way in early 2017. Contract amendment for administration contract going to the County Board in July 2016. Construction Management contract anticipated to go before County Board in Sept. 2016.	Spring 2019	Spring 2019
Arlington County	<b>Columbia Pike Multimodal Street Improvements (East End)</b> – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2014. Final design will start by fall 2016.	Start of construction in Fall 2017	Start of construction in Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	<b>Crystal City Multimodal Center</b> – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping will be completed in January 2017 at the same time as an adjacent County project. Lighting and signage also needs to be completed.	January 2017	January 2017
Arlington County	<b>Ballston-MU Metrorail Station West Entrance</b> – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from summer 2016.	Start of construction in winter 2019	Summer 2018
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	PE began in January 2016. Communication upgrade underway.	Start of construction in June 2017	Start of construction in June 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
	<b>Innovation Metrorail Station (Continuation)</b> - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
Fairfax County	<b>West Ox Bus Garage</b> - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The employee parking lot is complete; FCDOT took possession on June 16, 2016. Utilities and foundation work for the Maintenance Building are ongoing. Materials are ordered for the administration building expansion; and, demolition on the conference room for the new office space has started.	July 2017	July 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	<b>VA Route 28 Widening – Prince William County Line to Route 29 -</b> Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Notice to Proceed (NTP) issued to consultant mid-January 2016. Draft 15% plans received on 6/1/16, held with FCDOT staff on 7/11/16. 15% plans submitted to FCDOT and VDOT on 8/12/16. Comments due 9/12/16. Comment resolution meeting will follow. Project PIM anticipated in Oct-Nov 2016. Survey: Substantial completion on 5/15/16. Environmental: NTP issued late-February 2016 for Preliminary Environmental Inventory (PEI), received PEI on 5/1/16. Soliciting proposal for the Cultural Resources section of NEPA documentation. Traffic: NTP issued mid-March 2016, counts completed in May 2016, modeling complete in September 2016. Utility Designation: Designation estimate was provided in September 2015. NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: Solicited proposal for Phase I geotechnical analysis. This would include soil and pavement borings and analysis for existing pavement depths, proposed pavement section, storm water facilities and retaining walls. NTP issued on 8/12/16.	2020	February 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	<b>Fairfax County Parkway Improvements</b> – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT has the final RFP for a design consultant, and planning to advertise the project in July 2016.	2020	2018
Fairfax County	<b>Rolling Road Widening</b> – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Design is 20% completed. Staff met with elected officials to discuss the typical section. Public Information Meeting (PIM) was held on June 22, 2016. Meetings with individual HOAs ongoing. Project Public Hearing anticipated in early 2017.	2018	Summer 2017
Fairfax County	<b>Frontier Drive Extension</b> - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project and the design contract has been finalized with NTP issued by VDOT to the consultant on March 21, 2016. The County will meet with VDOT July 12, 2016, to discuss pedestrian and bicycle facilities. A project scoping/kickoff meeting was held on April 13, 2016 and IMR Framework Document Meeting was held on April 26, 2016. Data collection and IMR development are underway with the delivery of the Draft IMR and Final IMR scheduled in September, 2016 and February, 2017, respectively. Design approval anticipated in early 2018.	2022-2023	Fall 2017



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	<b>US 1 (Richmond Highway) Widening</b> – Widen US 1 for 2.9 miles from Mt. Vernon Memorial Highway (south) to Napper Road. This project will provide a 6 lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. Project includes both pedestrian and bicycle facilities and provision for future transit.	\$1,000,000 (FY2015-16)	PE, Environmental	Project is administered by VDOT and currently is in the very early stage of project development. Consultant has been selected. The scope and fee proposal has been negotiated and NTP issued on June 30, 2016. VDOT has also initiated survey of the corridor and the development of the NEPA document. Survey data is expected to be available by July 2016. Environmental document development is under way. The first citizen information meeting for the environmental document is anticipated to happen in early fall 2016.	2025	2018
Fairfax County/ Virginia Department of Transportation	<b>Route 7 Bridge over Dulles Toll Road</b> - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	Construction of new bridge in between two existing Route-7 bridges over DATR and utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Beam Erection begin at the median of the existing bridged. Final design for the roadway is underway; anticipating ROW acquisition soon. Lighting plans along the roadway under review by MWAA, Fairfax County and VDOT.	Spring 2018	Spring 2017
Loudoun County	<b>Leesburg Park and Ride</b> – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	Negotiations underway for the acquisition. Board approval for acquisition of land anticipated in Fall 2016.	Acquisition of land anticipated by Summer 2017.	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	<b>LC Transit Buses (2 buses)</b> – New transit buses to introduce Silver Line connecting service.	\$880,000 (FY2014)	Asset Acquisition	Buses are deployed, NVTA Ribbon cutting held on May 24, 2016. Final invoice is expected to be submitted soon.	Completed in May 2016.	Completed in May 2016
Loudoun County	<b>Belmont Ridge Road (North)</b> – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. Final ROW plans were approved on April 25, 2016. Design and ROW to be completed by Spring 2016 and construction to begin in late 2016. Coordinating with property owners who have approved land development applications along this segment. The next phases of the project include approval of the construction plans and right-of-way acquisition. Ground breaking at 1:00 on Tuesday, 9/27	December 2018	December 2018
Loudoun County	<b>Belmont Ridge Road - Truro Parish Road to Croson Ln</b> – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	30% plans have been completed, and a public design hearing was held on 6/23/2015. 60% design plans were submitted on 6/29/2015. Currently coordinating utility relocation with utility companies; 90% design plans were submitted to B&D and VDOT on April 6, 2016. The next phase of this project will be submission of the dedication and easement plats. Dedication plats have been submitted to Building and Development for review.	February 2018	February 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	<b>Acquisition of Four Buses</b> – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	Buses have been ordered.	Winter 2016	Winter 2016
Loudoun County	<b>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd</b> – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	Project is administered by VDOT as a Design Build contract. Dewberry prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018. VDOT provided interim configuration for Route 606/Loudoun County Parkway intersection and communication plan to County.	Fall 2017	Fall 2017
Prince William County	<b>Route 1 Widening from Featherstone Road to Marys Way</b> – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. NEPA is ongoing. Advancing plans to Public Hearing Level.	Construction advertisement July 2018.	Design October 2017.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	<b>Route 1 Widening from Featherstone Road to Marys Way</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 multimodal trail and a five foot wide sidewalk along the sides of the route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	VDOT Preliminary Field Inspection Plans were submitted to VDOT in Nov 2015. Construction to begin in January 2017. There are approximately 73 parcels impacted with 17 properties with possible major impacts, 10 parcels with total takes, and 7 probable total takes. Over 75 people attended the citizen information meeting held on March 23. Design public hearing to be held in September 2016.	May 2021	May 2021
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 relocation and re-alignment of Route 215 (Vint Hill Road) and construction of a multi-use trails on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are complete. Utility relocation to be completed by fall 2016. All utilities, plans and estimates have been approved. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project.	December 2018	December 2018
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	Scoping documentation began in early 2016 and construction to start in May 2018. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project.	May 2020	May 2020

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Manassas/Prince William County	<b>Route 28 (Manassas Bypass) Study – Godwin Drive Extended</b> - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Consultant (JMT) has been procured. Staff will begin steering committee planning in August.	Location study (phase 1 of the overall study) to be completed early by 2017	Location study (phase 1 of the overall study) to be completed by early 2017
City of Alexandria	<b>Potomac Yard Metrorail Station EIS</b> – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	The project is progressing. Final Environmental Impact Statement has been released. Records of Decision (ROD) expected in Fall 2016.	Expected to open by year-end 2020.	2017
	<b>Potomac Yard Metrorail Station (continuation)</b> - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Conceptual design of the station began in Fall 2015. Design-build package being prepared for advertisement of the contract by WMATA in Fall 2016 (following signing of the RODs by FTA and NPS).	2020	2017
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	Preconstruction meeting was held on June 16, 2016. Notice to proceed was given to Russell Gage Corporation on June 16, 2016. Contractor is currently preparing schedule and submittals for review. Contractor anticipates breaking ground at first shelter in November.	September 2018	September 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	A contractor was selected to perform the design work. Work should commence in the Fall of 2016. The project should be completed in the summer of 2018.	Summer 2018	Summer 2018
City of Alexandria	<b>Duke Street Transit Signal Priority</b> - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	A contractor was selected to perform the design work. Work should commence in the Fall of 2016. The project should be completed in the summer of 2018. City is working with DASH and NVTA to determine approximate cost of upgrading hardware and software on DASH buses.	Summer 2018	Summer 2018
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	FONSI is expected in late Winter 2016. RFP for project design (bridging documents) is anticipated to be advertised late Summer 2016.	2021	2019
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place</b> – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	Construction is commencing soon (NTP will be issued on September 19, 2016)	2018	2018

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

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Falls Church	<b>Bus Stops Changes</b> – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering Construction Inspection Services	Construction of four shelters began in March. Easement acquisition is on-going with construction of the shelters in summer of 2016.	Summer 2016	Summer 2016
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	90% design completed. Final plans anticipated August 2016. Finalizing utility undergrounding plans.	Summer 2017	Summer 2017
City of Falls Church	<b>Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station</b> – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design Construction	90% design completed. Final plans anticipated August 2016. Coordinating easement needs with Arlington County, anticipated completion July 2016.	Early 2017	Early 2017
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 75%. Design Public Hearing Scheduled for July 27, 2016, 8500 Public Works Drive, Manassas 6-8pm.	October 2019	October 2019



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Dumfries	<b>Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</b> - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The full six lane design concept will be developed to 30% level by Spring 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	FY2018
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Sterling Road)</b> – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in early 2017.	Early 2017
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Van Buren Street)</b> – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Herndon	<b>Access Improvements (Silver Line Phase II – Herndon Metrorail Station)</b> – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. ROW acquisition/street dedication is to begin in early 2016 to be ready for construction in 2018.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018
Town of Herndon	<b>East Elden Street Improvement &amp; Widening</b> - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Environmental review completed and Preliminary Field Inspection completed. 35% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing scheduled for October 27, 2016.	2021	December 2018
Town of Leesburg	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange</b> – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design Environmental	Interchange Justification Report Traffic Framework document is currently under review with the VDOT Central Office. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Design approval expected in Summer 2017.	June 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	<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 currently under review with the VDOT Central Office. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Design approval expected in Summer 2017.	
Town of Leesburg	<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	Kickoff meeting held on 3/29/16. Traffic Modeling coordination meeting held on 4/8/16. Interchange Justification Report Traffic Framework document is being prepared. The design consultant is developing / considering different interchange configurations to evaluate once the travel demand forecasting model is ready. The consultant has provided an updated schedule.	2020	2018
Northern Virginia Transportation Commission	<b>Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria)</b> – Corridor study to study transit options on Route 7.	\$838,000 (FY2014)	Planning for Phase 2 of Study	Commission approved the recommendations at the July 7, 2016 meeting. Final report will be completed soon.	Expected completion September 2016.	September 2016.
Potomac and Rappahannock Transportation Commission	<b>Western Maintenance Facility</b> – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended through December 2016. Start of construction expected in Summer 2017.	Spring 2019	Spring 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Department of Transportation	<b>Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1</b> – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	ROW acquisition, storm water installation, clearing, and grubbing are complete. Completed panel installation, electric conduit and light pole bases, and backfill at the MSE wall between Sterling Blvd and Route 606; dual box culvert extension at Sterling Blvd; guardrail installation north of Sterling Blvd; overhead signs #18 and #19; footings for Overhead Signs #14, #15, #16, and #17; intermediate asphalt within Sterling Blvd. interchange. Work currently underway includes installation of the base asphalt for the added travel lane, construction of added travel lane 50% complete, and applicable earth work. Shoulder construction from RT606 to Innovation Ave will likely be delayed till fall.	Summer 2017	Summer 2017
Virginia Department of Transportation	<b>Route 28 Widening Dulles Toll Road to Route 50/Area 2</b> – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	ROW acquisition and clearing within existing ROW are complete. Construction of double box culvert extension south of Dulles Toll Road is complete. Placement of aggregate subbase and asphalt as well as roadway work going on.	Summer 2017	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Department of Transportation	<b>Route 28 Widening McLearen Road to Dulles Toll Road/Area 3</b> – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Clearing within existing ROW is complete. Work in progress to widen the Horsepen Bridge. Roadway construction between Frying Pan Road and the Dulles Toll Road and installation of drainage items between McLearen and Frying Pan are underway. Final slope grading will likely be delayed till fall.	Summer 2017	Summer 2017
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	Met with stakeholders to review the comments on 60% plans. Met with City of Alexandria to review the Site Permit Completeness Review comments. Project cost increase has required a search for new sources of funds for construction. Design on hold until construction funding identified.	Fall 2017	Fall 2017
Virginia Railway Express	<b>Gainesville to Haymarket Extension</b> – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Final ridership and cost estimates are being refined. Alternatives Evaluation Report is under development.	Summer 2017	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 Scope and Schedule Discussion 8/2/2016. NTP issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2018. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019
Virginia Railway Express	<b>Manassas Park Station Parking Expansion</b> - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. Project kicked off in July 2016. Data collection and analysis for the Alternatives Analysis base task is underway.	Fall 2017	Fall 2017
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 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	Preliminary Scope and Schedule Discussion 8/2/2016. NTP issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2018. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Preliminary Scope and Schedule Discussion 8/2/2016. NTP issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2019. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019
Virginia Railway Express	<b>Slaters Lane Crossover</b> - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT began in July 2016 and construction planned to begin in January 2017. All work to be done by CSXT forces.	Summer 2017	Summer 2017
Virginia Railway Express	<b>Crystal City Platform Extension Study</b> - Includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. RFP under development. Contract award estimated September 2016.	Fall 2017	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Washington Metropolitan Transit Authority	<b>8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Contractor protest is under review. Anticipated award/NTP is anticipated by end of Sept. 2016.	Projected Contract Close-out December 2017	July 2017