



ANNUAL REPORT
2015



Northern Virginia
Transportation Authority

The Authority for Transportation in Northern Virginia

Authority Members



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Voting Members

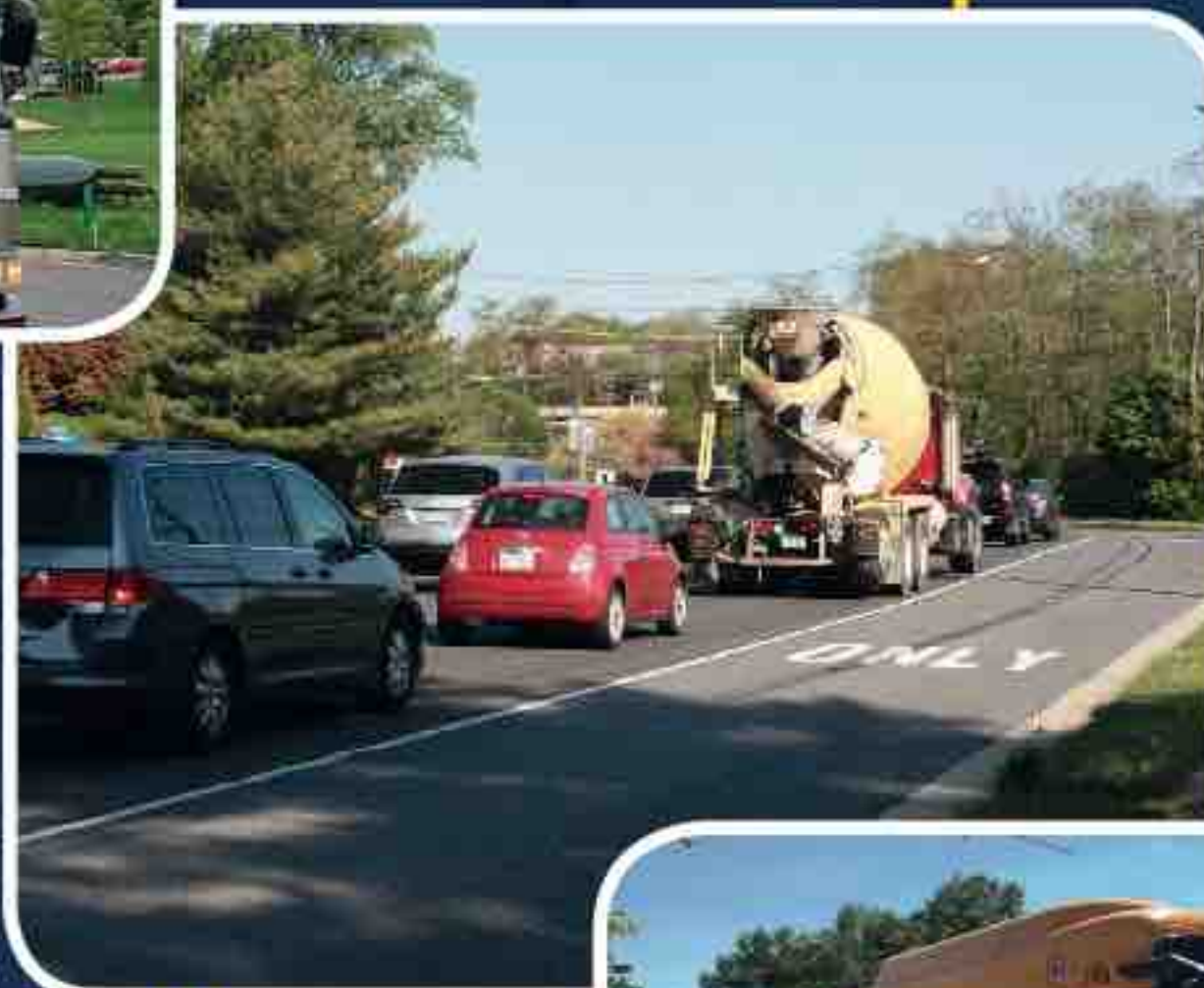
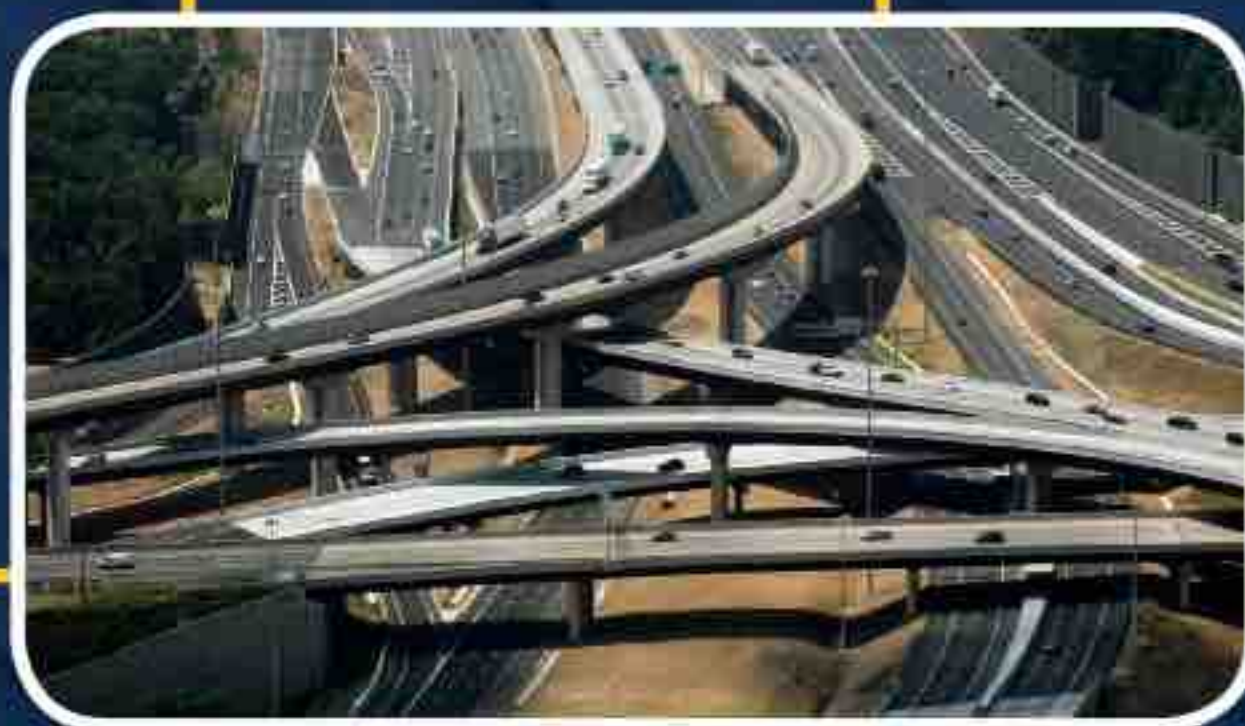
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Sandra Bushue, *Governor's Appointee*
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Helen Cuervo, *Virginia Department of Transportation*
Jennifer Mitchell, *Virginia Department of Rail and Public Transportation*



From top, left to right: I-66 during evening rush hour; VRE train at Crystal City Station; I-495/I-95/I-395 Interchange — Springfield mixing bowl; Loudoun County Transit bus; Congestion on Route 7; Fairfax Connector bus; US Route 1 improvements from Neabsco Mills Road to Featherstone Road; Metrorail at Rosslyn Station.

Table of Contents

Letter from the Chairman	4	Map 1: NVTAs Member Jurisdictions and FY2014-16 Programs.....	6
Letter from the Executive Director	5	Map 2: Congestion Maps: Travel Time Index during weekday 8:00-9:00 AM in 2nd Quarter 2015	8
The Role of the NVTAs	6	Map 3: Congestion Maps: Travel Time Index during weekday 5:00-6:00 PM in 2nd Quarter 2015	8
Regional Transportation Matters	7	Figure 1: Cross Potomac Morning Rush Mode Share.....	8
Congestion Trends	8	Figure 2: People Crossing the Potomac River in the Morning Rush.....	8
FY2015-16 Two Year Program: Project Selection Process	9	Map 4: FY2014 and FY2015-16 Programs: I-95/I-395/US 1 Corridor	10
Sample FY2014 and FY2015-16 Regional Projects ...	10	Map 5: FY2014 and FY2015-16 Programs: Dulles/VA 7 Corridor	11
FY2015-16 Regional Transportation Program	12	Map 6: FY2015-16 Regional Transportation Program.....	12
NVTAs Programming Process	14	Figure 3: NVTAs Programming Process.....	14
Regional Revenues and Funding Allocations	16	Table 1: NVTAs FY2015 Tax Revenue & 30% Local Distribution Funds	16
Local Revenue Distribution	18	Figure 4: NVTAs FY2015 Revenue Breakdown by Tax Type	16
Additional Funding Responsibilities	20	Table 2: NVTAs FY2015-16 Two Year Program.....	17
NVTAs Events	21	Table 3: Projects Programmed by Jurisdictions with 30% Local Distribution Funds	19
Planning for the Future	22	Table 4: Allocation of CMAQ Funds	20
Working Together	24	Table 5: Allocation of RSTP Funds.....	20
The Authority: Working Regionally	Inside Back Cover		



Letter from the Chairman

The end of 2015 marks several major milestones for the Northern Virginia Transportation Authority (NVTa). In its second year as a fully funded and operational entity, the Authority continues to make great strides in improving the transportation network in the region. As I take a moment to reflect, I am amazed at what we've been able to accomplish in just two years as we work to reduce congestion, improve travel times, reduce delays, connect regional activity centers, improve safety and air quality, and move the most people in the most cost-effective manner. The success of the Authority is attributable to the regional collaboration that we've been able to maintain with our local and state partners.

In April, the Authority adopted its FY2015-16 Two Year Program, funding 37 regionally significant, multimodal projects for a total funding package of \$346 million. This Program not only represents a significant investment in regional transportation improvements that reduce congestion, but is also the catalyst for promoting economic vitality in our region.

The Authority held its first groundbreaking ceremony, kicking off a series of widening and improvement projects on Route 28 — a highly congested corridor through Fairfax, Loudoun and Prince William Counties and the Cities of Manassas and Manassas Park. The improvements in this corridor will bring congestion relief to approximately 125,000 drivers DAILY.

In conjunction with Try Transit Week, we held our first ribbon cutting ceremony for 23 new bus purchases funded by the Authority. These new buses will create new and expanded bus service for the Arlington ART, the Fairfax Connector, the City of Fairfax CUE and the Potomac and Rappahannock Transportation Commission (PRTC) OmniRide. Through our FY2014-16 Programs, which also include new buses for Loudoun County Transit and Alexandria DASH, the Authority has funded 34 buses for a total investment of \$16.5 million in new mass transit capital purchases that will provide immediate congestion reduction in addition to new and expanded travel options. The funding of these projects is an excellent example of how the Authority works collaboratively with localities and agencies to address regional transportation issues.

In July, the Authority launched the update to TransAction 2040, the region's long range transportation plan. The update to TransAction, the foundation of how the Authority works to plan, prioritize and program regional transportation projects, will be the first since House Bill 2313 (HB 2313) was adopted. The result of this two year process will guide the Authority's funding recommendations for its first full Six Year Program to be adopted in 2018.

Throughout the year, the Authority has collaborated extensively with the Virginia Department of Transportation (VDOT) to successfully complete the first rating and evaluation process under House Bill 599 (HB 599). The Authority also coordinated with the Commonwealth Transportation Board (CTB) in the development of the weightings for the House Bill 2 (HB 2) prioritization process.

As this year comes to a close, it is with regret that I say goodbye to several Authority members. City of Alexandria Mayor and NVTa Vice Chairman, Bill Euille; Loudoun County Chairman and NVTa Finance Committee Chair, Scott York; Arlington County Board Chair and NVTa Bylaws Committee Chair, Mary Hynes; and Virginia State Delegate Tom Rust will all be leaving their positions on the Authority at the conclusion of 2015.

Mayor Euille has served on the Authority since 2003, acting as its Vice Chairman since 2008. His leadership in transportation initiatives has not only helped grow the economy in Alexandria, but throughout Northern Virginia as well.

As an original member of the NVTa since its establishment in 2002, Chairman York has been a guiding force on the Authority. His drive to improve transportation options for commuters throughout the region has improved our overall transportation system. Chairman York has also served as Chair of the NVTa Finance Committee since its inception two years ago.

While Chair Hynes has only been on the NVTa for a relatively short time, her devotion to the region in working to achieve modal balance in our transportation network serves as a reminder that multimodal solutions are necessary in addressing Northern Virginia's transportation challenges.

And, finally, I would like to thank Delegate Tom Rust for his tireless efforts and commitment to improving transportation in Northern Virginia as evidenced by his leadership on the historic transportation funding bill for the region (HB 2313) and as Chair of the Joint Commission on Transportation Accountability (JCTA). Delegate Rust is recognized as an effective, constructive and bi-partisan leader. The Washington Post called him "one of the more effective lawmakers in the General Assembly." Through his dedication and stewardship, the NVTa has grown into the bi-partisan, regionally collaborative organization it is today. I am sure I speak for all my colleagues on the Authority when I say that Delegate Rust will be sorely missed and we wish him the best in his retirement from the House of Delegates.

I would like to thank these four outgoing members for their service and commitment to the Authority and its mission.

In the coming year I look forward to the implementation of NVTa funded projects, adopting our FY2017 Program, updating TransAction and welcoming our new members to the Authority.



Martin E. Nohe
Chairman



Letter from the Executive Director

What an exciting year it has been for the Authority, as the Chairman's letter states! However, as I look ahead to 2016 and beyond, I am even more enthusiastic about the opportunities the Northern Virginia Transportation Authority has to improve the regional economy and enhance the quality of life for all Northern Virginians.

The Authority has completed its first three years of funding allocations. The recently adopted FY2015-16 Program, combined with our FY2014 Program, complete a total funding package of \$535 million directly invested in our regional transportation network. This FY2014-16 Regional Revenue funding combined with the Local Distribution Funds, which are distributed directly to the member jurisdictions, equal a total funding package of \$704 million in transportation projects in the

region. The dedicated funding from HB 2313, will enable the Authority to continue to make significant regional transportation investments that will reduce congestion in our region.

Over the next two years, the Authority will be developing the update of its long range, regional transportation plan, TransAction. TransAction will guide the Authority in prioritizing and funding future transportation investments in the region starting with the FY2018-2023 Six Year Program. As we continue to advance projects funded through our regional revenues, we look forward to celebrating future groundbreakings and ribbon cuttings with our regional partners and fellow Northern Virginians as new projects are begun or completed.

The Authority will continue to coordinate with the CTB, VDOT and the Department of Rail and Public Transportation (DRPT) as we implement the HB 599 rating and evaluation process, with a goal to streamline this process with the State's HB 2 prioritization process. Authority staff will also continue to coordinate with the Commonwealth as it updates the Virginia Multimodal Transportation Plan.

The Authority is committed to the engagement of and transparency to our community. The first big step to improve our communications was the launch of the Authority's new website this past fall. That launch was followed closely by the launch of the TransAction public engagement website — NVTATransAction.org. Did you know that you can also follow the NVTATransAction on Facebook and Twitter? We will continue to strive for new ways to engage the public and to provide transparency in all that the Authority does.

I, too, would like to thank our outgoing Authority members Delegate Rust, Chairman York, Mayor Euille and Chair Hynes, who have served on the Authority since 2008, 2002, 2003 and 2014, respectively. It is the leadership and guidance of our dedicated members that make the Authority the strong, vibrant, collaborative entity it is today and will guide us into tomorrow.

Monica N. Backmon
Executive Director



July 25, 2013
Bond Validation Suit Filed

April 7, 2014
Bond Validation Suit Prevailed

November 20, 2014
AA+ Aa1, AA+ Credit Rating

December 5, 2014
Offered its First Bond Issuance

March 25, 2015
Public Hearing on Draft FY2015-16 Program

April 23, 2015
FY2015-16 Program Adopted

May 11, 2015
Route 28 Groundbreaking

May 28, 2015
All FY2014 Program SPAs Advanced

July 23, 2015
Launch of TransAction Update

September 21, 2015
Bus Ribbon Cutting

September 24, 2015
FY2017 Program Call for Projects

December 10, 2015
All FY2015-16 Program SPAs Advanced

*A complete listing of NVTATransAction history can be found at www.thenovaauthority.org/history.

The Role of the NVTa

Who We Are

The Northern Virginia Transportation Authority's (NVTa) member jurisdictions are located within the boundaries of Planning District 8.¹ The Authority includes the counties of Arlington, Fairfax, Loudoun and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.

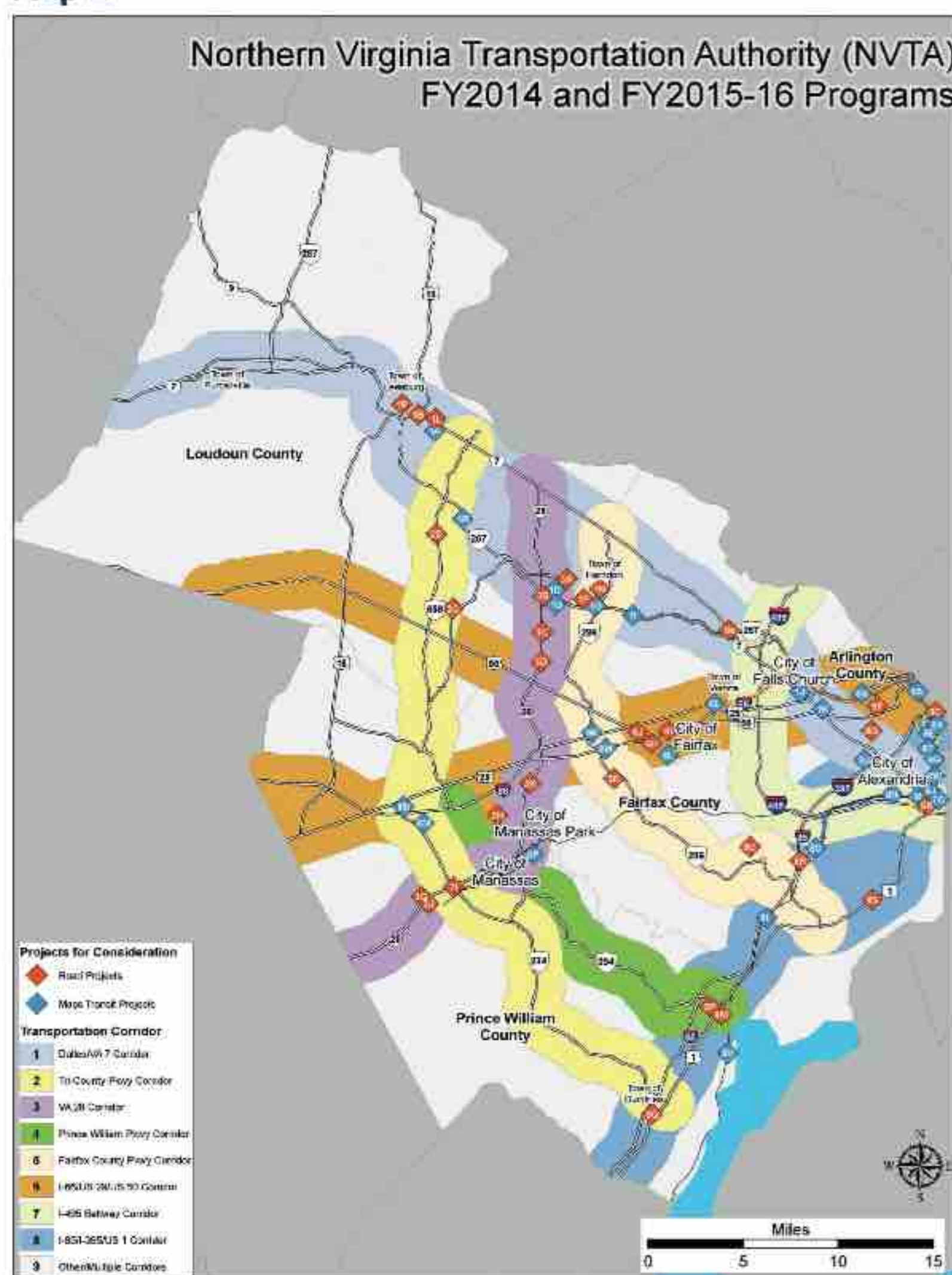
What We Do

The Authority is responsible for developing and updating the long range regional transportation plan for Northern Virginia, currently TransAction 2040. The Authority uses this long range transportation plan to prioritize and fund regional transportation projects in Northern Virginia.

The NVTa's policies and priorities are guided by two overarching criteria: reduce congestion and move the greatest number of people in the most cost-effective manner. These two criteria are combined with performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, and improve safety and air quality. The Authority works toward regional consensus when setting regional priorities and policies for transportation projects.

House Bill 2313 (HB 2313) (2013) established a dedicated, sustainable funding stream for transportation in Northern Virginia, allowing the Authority to begin fulfilling its mission to address regional transportation challenges. HB 2313 separates these funds into "70% Regional Revenues," which are allocated by the Authority for regional transportation projects; and "30% Local Distribution Revenues," which are distributed to localities for their own transportation projects and purposes. On July 1, 2013, revenues began to flow to the Authority. On July 24, 2013, the Authority adopted its first project list, the FY2014 Program, setting in motion a new era of transportation improvements in the Northern Virginia region. On April 23, 2015, the Authority

Map 1



NVTa's Member Jurisdictions, with Regional Corridors and FY2014-16 Programs

adopted its second project list, the FY2015-16 Two Year Program, which can be found on page 17. The Two-Year

Program continues the work of reducing congestion and improving mobility in Northern Virginia.

The Authority is a political subdivision of the Commonwealth of Virginia, created in 2002 by the Northern Virginia Transportation Authority Act, Chapter 25 Title 33.2, of the Code of Virginia.

¹ Designated in the Regional Cooperation Act, Chapter 42 Title 15.2, of the code of Virginia, as amended.

Regional Transportation Matters

The Northern Virginia region experiences the worst traffic congestion in the Commonwealth of Virginia and is consistently ranked among the top five most congested regions in the United States.² A 2015 Texas Transportation Institute (TTI) Urban Mobility Scorecard report places the Washington metropolitan region at the top of the national list of gridlock-plagued cities, with an average commuter enduring 82 hours of delay annually, nearly double the national average.³

Businesses are attracted to Northern Virginia because of our proximity to the federal government, well-educated and highly-qualified workforce and business-friendly environment. Meanwhile, people choose to live and work in Northern Virginia for the broad range of employment opportunities, nationally ranked school systems, and the diverse mix of leisure, entertainment and cultural attractions. As a result, Northern Virginia is attractive to visitors, residents and businesses alike. Our transportation network is critical to the economic vitality of the region and the quality of life of our residents. However, in order to continue to be an attractive destination to live, work and play, our transportation system must work regionally and comprehensively to connect people and places.

Northern Virginia is home to two major airports, long distance rail and bus services, and is easily accessible via the Interstate Highway System. In addition, it is served by a multistate subway system (Metrorail), commuter rail service (Virginia Railway Express), and six commuter and local bus systems. Current travel demands result in significant roadway congestion and over-crowding of transit services. Congestion and over-crowding threaten to undermine our region's economic vitality by reducing access to jobs, making commerce unreliable and potentially resulting in a lower quality of life for residents.



Routine congestion on I-66 near Vienna. (Photo credit: Dan Malouff, Beyond DC)

Regional Roadways

According to the analysis of the National Capital Region Transportation Planning Board's (TPB) 2015 Constrained Long Range Plan (CLRP), approximately three million single occupancy vehicle trips will be taken every weekday in Northern Virginia this year. While there have been significant investments in infrastructure like Metrorail's Silver Line, the I-95/I-395/I-495 Springfield Interchange, the I-495 Woodrow Wilson Bridge replacement, I-95 and I-495 Express Lanes and the I-66 Active Traffic Management system, traffic congestion continues to affect businesses, residents and visitors in many ways.

Regional Transit

Analysis of the 2015 CLRP shows that almost one in three Northern Virginians regularly choose public transportation, ridesharing, walking or biking rather than driving alone for commuter trips. High usage of Metrorail and Virginia Railway Express (VRE), along with capacity constraints, limit the efficacy of these transit systems. Further, due to our region's traffic congestion, customers of bus services can also experience significant delays and increased travel difficulties on a regular basis, as detailed in the sidebar.

The Authority is investing in the region's transportation system to ensure it continues to serve as the foundation of our vibrant community. The Authority supports regional transportation solutions and projects that are

Congestion Impacts Northern Virginia

Roadway Impacts

- longer and more unpredictable travel times;
- a higher cost of doing business;
- increased fuel consumption; and
- poor air quality.

Transit Impacts

- overcrowded buses and railcars;
- congested station platforms;
- longer travel and unpredictable travel times; and
- unpredictable service due to equipment breakdowns.

geographically balanced and multimodal in nature.

By funding projects that provide the greatest level of congestion reduction relative to the cost of the investment, the Authority seeks to improve travel conditions and transportation choices for Northern Virginians.

² Texas A&M Transportation Institute's Annual Urban Mobility Report (<http://mobility.tamu.edu/ums/>).

³ Texas A&M Transportation Institute's Annual Urban Mobility Report (<http://mobility.tamu.edu/ums/media-information/press-release/>).

Congestion Trends

The TPB produces a quarterly congestion report for the Washington metropolitan region, which includes Northern Virginia, covering freeways and major arterials.⁴ For the quarter ending June 30, 2015, the most recent quarter available, the report indicates that journeys on major non-interstate roads in the DC region during peak periods take 22 percent longer than the uncongested travel time. For travel on freeways, this increases to 35 percent longer than the uncongested travel time.

Perhaps the bigger challenge associated with congestion is that it makes it difficult to reliably plan journeys. Motorists on major non-interstate roads in the DC region during peak periods must allow more than *double* the uncongested travel time to arrive on time 95 percent of the time (i.e., 19 out of 20 trips). For travel on freeways, this increases to *quadruple* the uncongested travel time.

The TPB's quarterly congestion report lists the region's top ten bottlenecks for the quarter ending June 30, 2015. While the locations and rankings vary from quarter to quarter, four Northern Virginia bottlenecks are consistently among the worst in the DC region:

- Inner Loop of the Capital Beltway, from Tysons and I-66 to the American Legion Bridge;
- Westbound I-66, from Route 123 to Route 234 in Manassas;
- Northbound I-95, from Lorton to the Franconia Springfield Parkway; and
- Eastbound I-66, from Route 123 to the Capital Beltway.

Congestion intensity maps for the most recent quarter indicate the extent of congestion across the region on freeways and selected arterials [Maps 2 & 3].⁵

While inbound routes towards Washington, DC, are among the most congested in the morning, and outbound

routes the most congested in the afternoon, other trends are noticeable:

- Routes radiating to and from Tysons are among the most congested in Northern Virginia;
- Congestion on Route 7 through Loudoun County, while not as severe as that on I-66 through Prince William County, extends as far west as Leesburg;
- Congestion on southbound Route 28 during the afternoon peak, from the Dulles Airport and Reston/Herndon area, is severe in the vicinity of I-66;
- Congestion on northbound Route 28 from the Manassas Park area is also severe, especially during the morning peak;
- Congestion in the peak direction on I-95 has slightly improved since the opening of the Express Lanes;
- Congestion in the peak direction on the Dulles Toll Road west of the Wiehle/Reston East Metrorail station has slightly worsened since the opening of the Silver Line.



Map 2
Congestion Maps: Travel Time Index⁶ during weekday 8:00-9:00 AM in 2nd Quarter 2015



Map 3
Congestion Maps: Travel Time Index⁶ during weekday 5:00-6:00 PM in 2nd Quarter 2015

⁶ The Congestion Maps are color-coded to show the Travel Time Index (TTI), the ratio of actual travel time to free flow travel time, calculated from the I-95 Corridor Coalition's Vehicle Probe Project data.

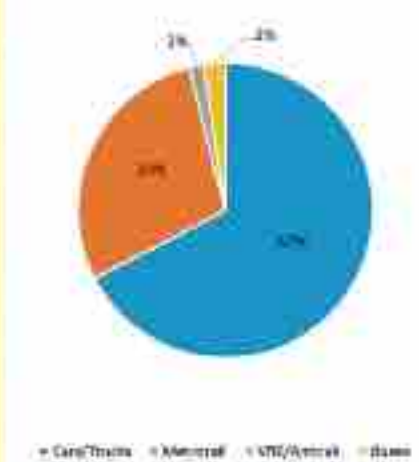
TRAVEL PATTERNS STUDY

Results from a recent study of travel patterns between Northern Virginia and Maryland/Washington, DC, highlighted the use of different modes for crossing the Potomac River during the morning peak period.⁷

- Between the Point of Rocks (US-15) bridge to the north of the Capital Beltway, and the Harry Nice Memorial Bridge (US-301) to the south, 102,570 vehicles crossed from Virginia, including buses;
- Along the same section of the Potomac

Figure 1

Cross Potomac Morning Rush Mode Share

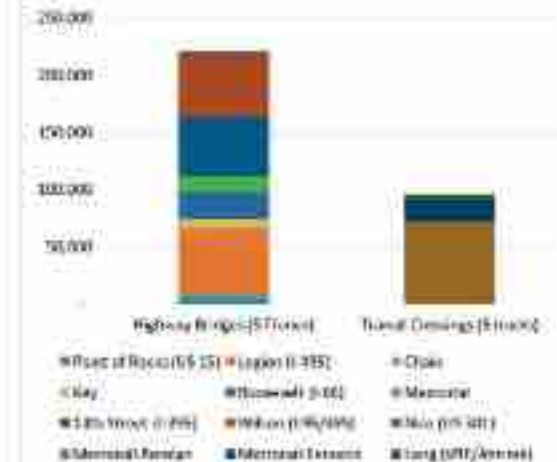


River, 62,200 rail passengers crossed from Virginia.

Other analysis undertaken by the Washington Metropolitan Area Transit Authority (WMATA) showed that two-thirds of the people crossing the Potomac use cars/trucks [Figure 1]. When comparing modes for crossings inside the

Figure 2

People Crossing the Potomac River in the Morning Rush



Capital, the shares for cars/trucks and rail/transit are approximately equal inside the Beltway [Figure 2, excluding the Point of Rocks, Legion, Wilson and Nice bridges].⁸

⁸ Supplementary analysis by WMATA: <http://planitmetro.com/2015/07/29/study-just-six-tracks-carry-30-of-people-across-the-potomac-57-highway-bridge-lanes-carry-the-rest/>

⁴ See TPB website: <http://www.mwcog.org/transportation/activities/congestion/default.asp>

⁵ Congestion maps were generated by the Metropolitan Washington Council of Governments using the University of Maryland Center for Advanced Transportation Technology Laboratory's Vehicle Probe Project Suite.

⁷ VDOT study: <http://www.ctb.virginia.gov/resources/2015/july/pre/pres/PotomacRiverStudy.pdf>

FY2015-16 Two Year Program: Project Selection Process

Forty-four candidate projects were considered by the Authority for funding consideration in its FY2015-16 Two Year Program. In order to evaluate and ultimately choose the 37 projects that were included in the adopted Program, a project selection process was applied.

NVTA's Evaluation Process

The NVTA's evaluation approach used the following screening mechanisms for all projects:

- **Preliminary Screening:** this was a pass/fail filter. Each project had to meet legislative requirements and pass all other applicable criteria to be considered for funding.
- **Detailed Screening:** projects that passed Preliminary Screening were then evaluated in more detail using a combination of quantitative and qualitative criteria in parallel:
 - **Quantitative Score:** a composite score was calculated for each project, using weighted selection criteria. Eleven selection criteria⁹ were used, based on criteria from the TransAction 2040 long range transportation plan, the FY2014 project selection methodology, and (for highway projects only) the legislatively required HB 599 (2012) Evaluation and Rating process.
 - **Qualitative Considerations:** projects were assessed using qualitative factors and considerations that may not lend themselves to be easily scored quantitatively¹⁰.

This approach generally favored projects that offered the potential to deliver a high degree of congestion relief in the near to medium term.

HB 599 (2012) Evaluation and Rating Process

The HB 599 process is a legislatively mandated evaluation process that provides a rating for each project that reflects its impact on reducing congestion relative to the other projects in the study. The final HB 599 rating for each highway project was used by the NVTA as a major criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by the NVTA to determine each project's quantitative score. The HB 599 rating itself is a composite of seven different measures, encompassing congestion (three measures), transit (two measures), accessibility (one measure) and emergency evacuation (one measure).

Project sponsors provided detailed descriptions of each candidate project to the VDOT consultant team, which were then used in determining the HB 599 ratings. The HB 599 ratings were calculated assuming the projects were fully operational in each of the evaluation years — 2020 and 2040 — regardless of the current status of the project (study, design, right of way acquisition, etc.). The HB 599 process was not required to take into account factors such as project cost, environmental impacts or funding availability. These factors were considered as part of the NVTA's project selection process.

Public Involvement

The Authority held a Public Hearing on March 25, 2015 to present and gather input on its draft FY2015-16 Two Year Program, comprising 44 candidate regional projects:

- 27 highway projects
- 17 mass transit projects

The Public Hearing was preceded by an Open House event at which members of the public were invited to discuss the FY2015-16 Two Year Program with the NVTA, jurisdictional staff and agency staff. The formal public comment period, which was from March 11 to April 12, 2015, also provided an opportunity to submit comments via mail, email and telephone. In addition to the formal public hearing, several member jurisdictions held Town Hall

"There was an interesting conversation at the Project Implementation Working Group (PIWG) [meeting] about the fact that while we have two lists here today, road and transit, when the PIWG really started talking about the projects, many of the projects are multimodal. A lot of projects on the list add a trail or improve pedestrian access, as well as adding capacity to roads, or capacity for transit. I encourage the Authority, as we continue to move this forward, to find a way to convey that message to the public, because the solution here in Northern Virginia is not one of anything, the solution is all of it, all of it moving together to give people choices that make sense in their lives."

**Chair Hynes, NVTA
Member and Chair,
Arlington County Board**

meetings on the draft program. Public comments from each of these public engagement opportunities were taken into consideration by the Authority.

Two Year Program Adopted

Following a review and consideration of the public comments, 21 highway and 16 transit projects were adopted by the Authority on April 23, 2015. This completed the FY2015-16 Two Year Program Selection Process.

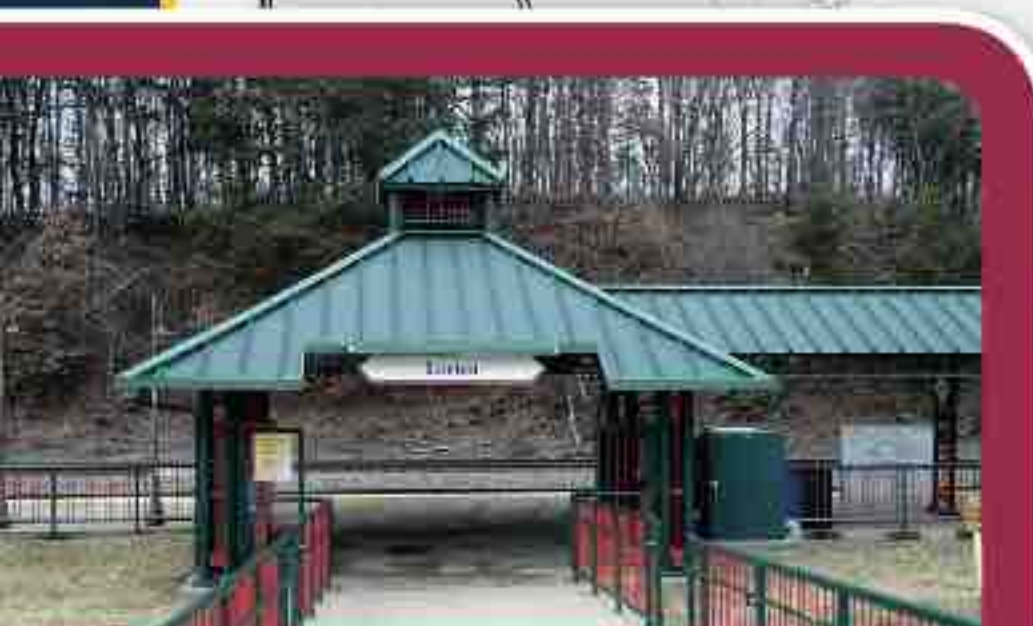
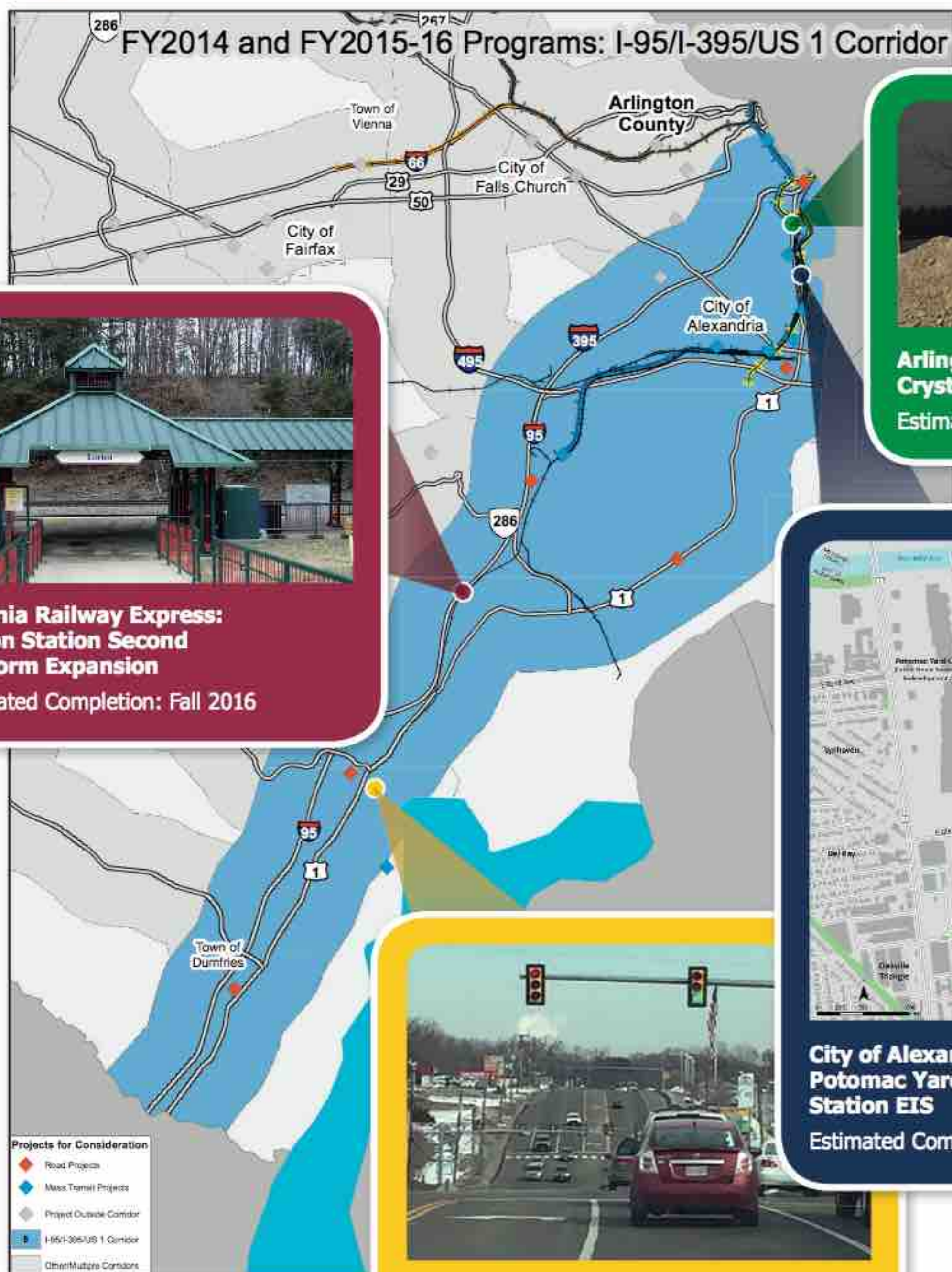
⁹ Congestion reduction, project readiness (two criteria), urgency, reduction of vehicle miles traveled, safety, connection of activity centers, regional connectivity/modal integration, improved bike/pedestrian options, management/operations and cost sharing. Full details can be found at <http://www.thenovaauthority.org/planning-programming/fy2015-16-program/>.

¹⁰ Continuity of project funding, cost sharing, geographic balance, modal balance and any additional information not taken into account elsewhere.

Sample FY2014 and FY2015–16 Regional Projects

Map 4

FY2014 and FY2015-16 Programs: I-95/I-395/US 1 Corridor



**Virginia Railway Express:
Lorton Station Second
Platform Expansion**
Estimated Completion: Fall 2016



**Arlington County:
Crystal City Multimodal Center**
Estimated Completion: March 2016



**City of Alexandria:
Potomac Yard Metrorail
Station EIS**
Estimated Completion: 2018



**Prince William County:
Route 1 Widening from
Featherstone Road to Marys Way**
Estimated Completion: Spring 2018

FY2014 and FY2015-16 Programs: Dulles/VA 7 Corridor



**Town of Leesburg:
Edwards Ferry Road and
Route 15 Bypass Grade
Separated Interchange**

Construction Estimated to Begin: 2022



**Fairfax County:
Innovation Center
Metrorail Station**

Estimated Completion: 2020

Loudoun County

15

267

659

50

29

66

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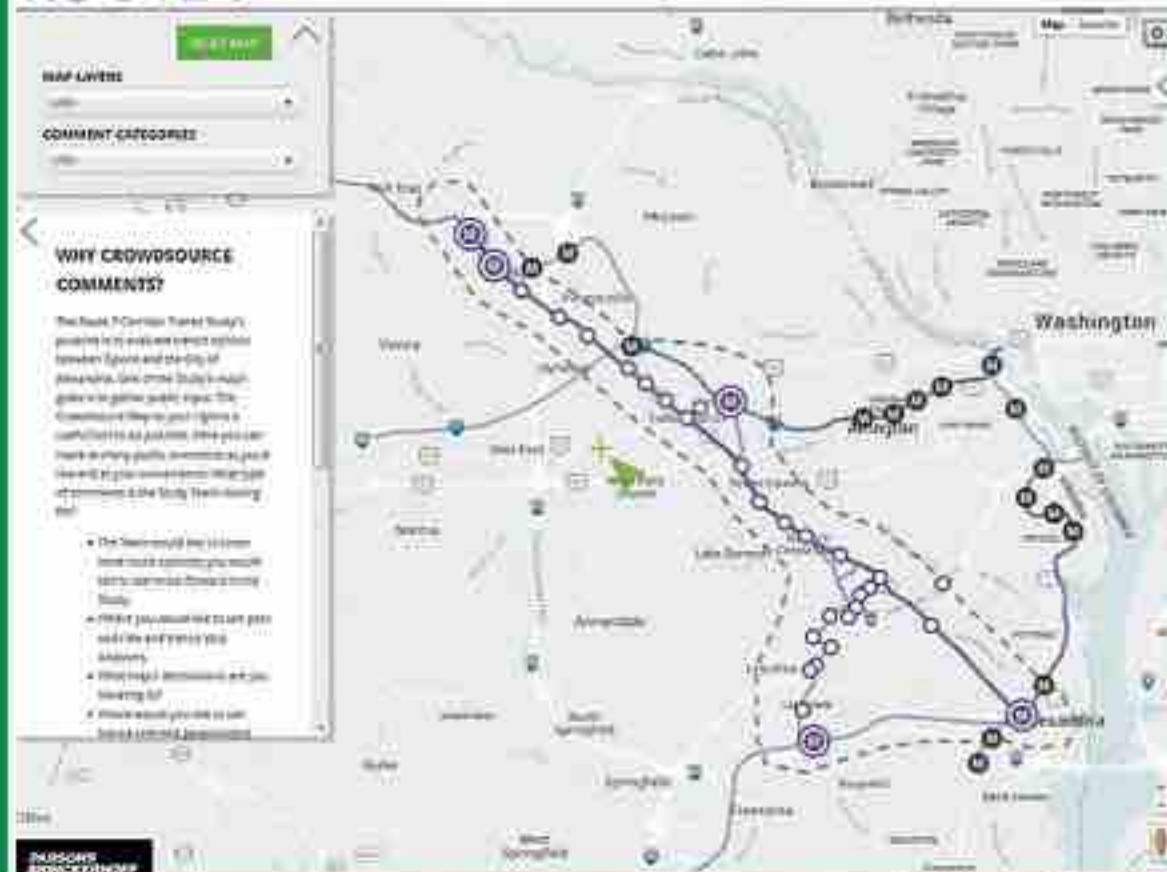


**Loudoun County:
Six New Loudoun County Transit Buses**

Estimated Delivery: Spring 2016

ENVISION
ROUTE 7

Public Comment Crowdsourcing Map



**Northern Virginia Transportation Commission:
Transit Alternatives Analysis Study in the
Route 7 Corridor**

Estimated Completion: March 2016

FY2015–16 Regional Transportation Program


Dulles/VA 7 Corridor

Fairfax County

- 1 Rt 7 Bridge Widening: Over Dulles Toll Rd
\$13,900,000   

- 2 Innovation Center Metrorail Station
\$28,000,000   

Loudoun County

- 3 Transit Buses (4 New)
\$1,860,000 

Town of Herndon

- 4 East Elden St Improvements & Widening
\$10,400,000 

Town of Leesburg

- 5 Rt 7/Battlefield Pkwy Interchange
\$13,000,000   
6 Rt 15 Bypass/Edwards Ferry Rd Interchange
\$1,000,000   

I-66/US 29/US 50 Corridor

Arlington County

- 7 Ballston Metrorail Station West Entrance
\$12,000,000   

City of Fairfax

- 8 Kamp Washington Intersection Improvements
\$1,000,000   
9 Northfax - Intersection Improvements at Rt 29/50 and Rt 123
\$10,000,000   
10 Jermantown/Rt 50 Roadway Improvements
\$1,000,000  

Potomac & Rappahannock Transportation Commission (PRTC)

- 11 Western Bus Maintenance & Storage Facility
\$16,500,000 

Virginia Railway Express (VRE)

- 12 Manassas Park Station Parking Expansion
\$500,000  

Washington Metropolitan Area Transit Authority (WMATA)

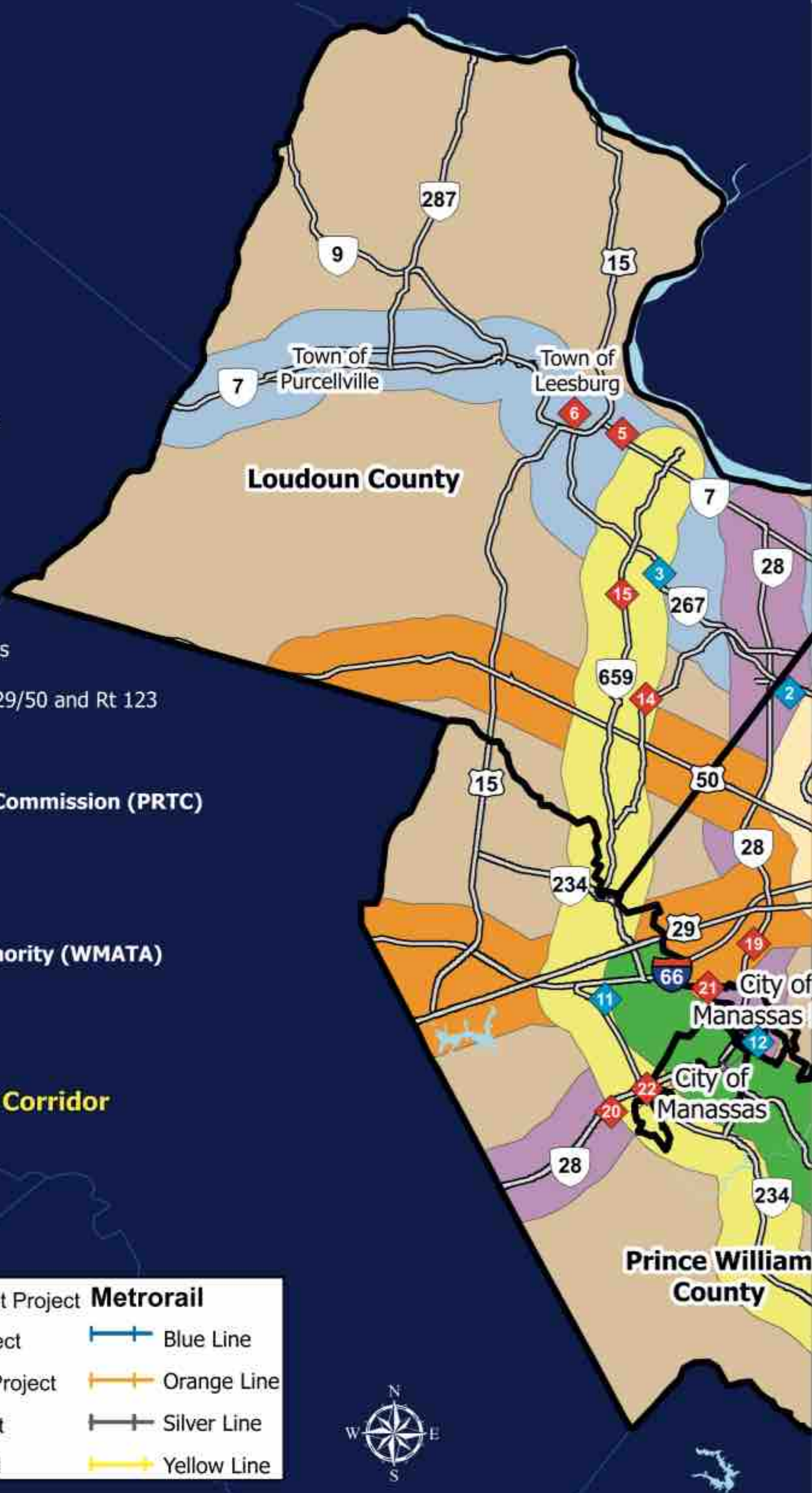
- 13 8-Car Train Traction Power Upgrades
\$8,995,000 

Loudoun Co Pkwy/TriCo Pkwy/ Belmont Ridge Rd/Gum Springs Rd Corridor

Loudoun County

- 14 Loudoun County Pkwy Development
\$31,000,000   
15 Belmont Ridge Rd Widening
\$19,500,000 

	Highway Project		Mass Transit Project	Metrorail
	Bus Project		Bicycle Project	 Blue Line
	Interchange Project		Pedestrian Project	 Orange Line
	Transit Project		Road Project	 Silver Line
	Roadway		VRE Railroad	 Yellow Line



Fairfax County Pkwy Corridor

Fairfax County

- 16** Fairfax County Pkwy Improvements Study
\$10,000,000 🚧
- 17** Rolling Rd Widening: Old Keene Mill Rd
to Franconia-Springfield Pkwy
\$5,000,000 🚧 🚶 🚲

I-495 Beltway Corridor

City of Alexandria

- 18** Duke St Transit Signal Priority Installation
\$190,000 🚦

VA 28 Corridor

Fairfax County

- 19** Rt 28 Widening: Prince William County Line to Rt 29
\$5,000,000 🚧

Prince William County

- 20** Rt 28 Widening: Rt 234 Bypass to Linton Hall Rd
\$16,700,000 🚧

City of Manassas

- 21** Rt 28 Congestion Study - Godwin Dr Extn Alternative
\$2,500,000 🚧
- 22** Rt 28 Widening: Godwin Dr to the Southern City Limits
\$3,294,000 🚧

I-95/I-395/US 1 Corridor

Fairfax County

- 23** Frontier Dr Extn & Interchange Improvements
\$2,000,000 🚧 🚶 🚲
- 24** Rt 1 Widening: Mt Vernon Memorial Hwy to Napper Rd
\$1,000,000 🚧 🚶 🚲

Prince William County

- 25** Rt 1 Widening: Featherstone Rd to Marys Way
\$49,400,000 🚧 🚶 🚲

City of Alexandria

- 26** Potomac Yard Metrorail Station Development
\$1,500,000 🚧 🚶 🚲

Town of Dumfries

- 27** Rt 1 (Fraleys Blvd) Widening: Brady's Hill Rd to Dumfries Rd
\$6,900,000 🚧 🚶 🚲

Virginia Railway Express (VRE)

- 28** Franconia-Springfield Platform Improvements
\$13,000,000 🚧
- 29** Rippon Station Improvements & 2nd Platform
\$10,000,000 🚧
- 30** Slaters Lane Rail Crossover
\$7,000,000 🚧
- 31** Crystal City Platform Extension Study
\$400,000 🚧

Other/Multiple Corridors

Arlington County

- 32** Glebe Rd Corridor Intelligent Transportation
System Improvements
\$2,000,000 🚧 🚶 🚲
- 33** Columbia Pike Multimodal Street Improvements
\$10,000,000 🚧 🚶 🚲

Fairfax County

- 34** Connector Buses (12 New)
\$6,000,000 🚧
- 35** West Ox Bus Garage Expansion
\$20,000,000 🚧

City of Alexandria

- 36** West End Transitway Study
\$2,400,000 🚧 🚶 🚲

City of Fairfax

- 37** Cue 35-Foot Buses (6 New)
\$3,000,000 🚧



Map 6

NVTA's Programming Process

Figure 3

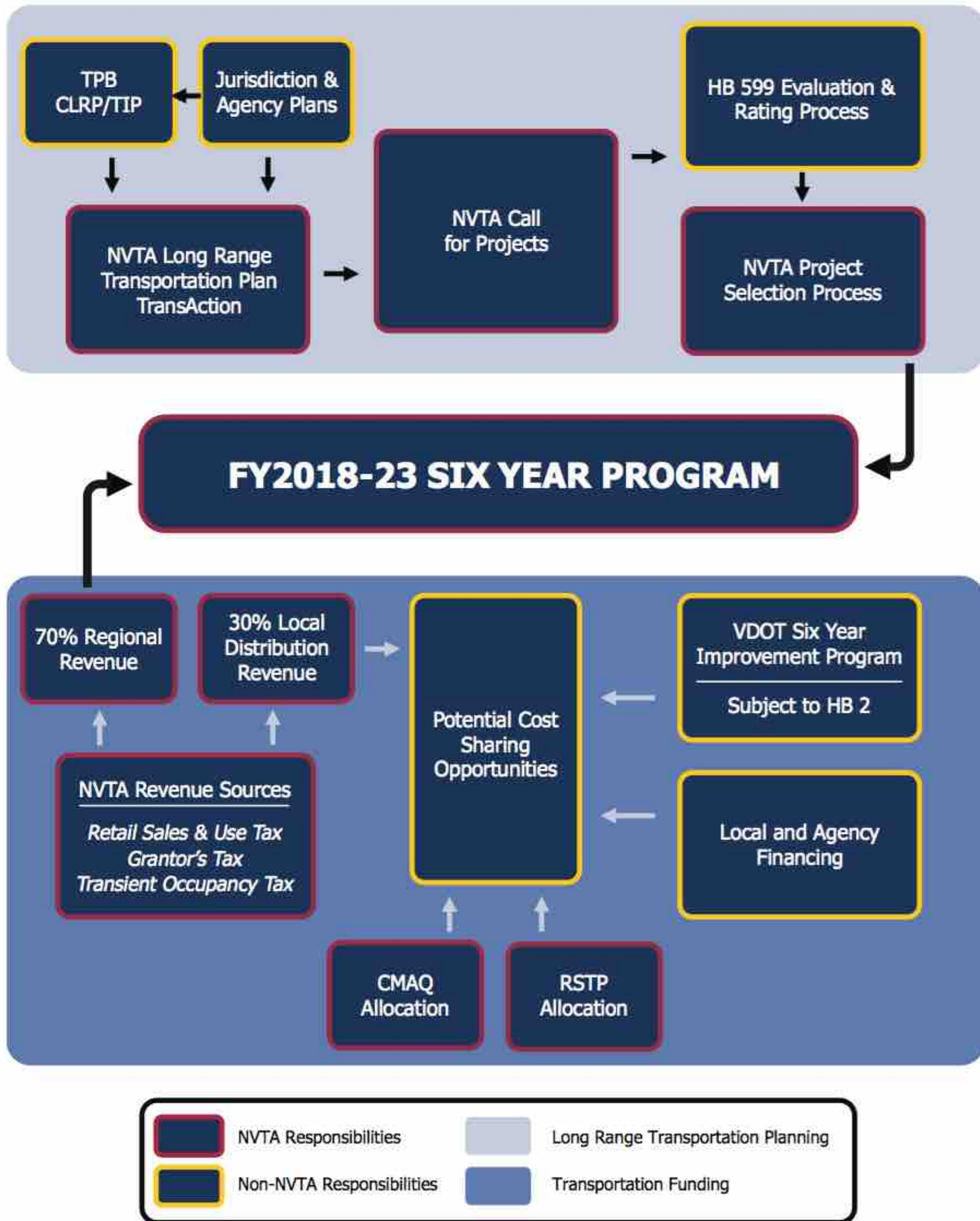


Figure 3 provides a preliminary overview of the NVTAs process for developing its first **Six Year Program**, covering the period from FY2018 thru FY2023. The Six Year Program will list the projects that the Authority intends to fund using its Regional Revenue Funds, over the same time period. The Six Year Program itself is the product of two key processes — long range transportation planning [top half of Figure 3] and funding [lower half of Figure 3]. Each of these processes are summarized below.

Long Range Transportation Planning

The NVTAs is responsible for developing Northern Virginia's Long Range Transportation Plan, with updates every five years. The current plan, TransAction 2040, identified over 200 regional projects. The process to update TransAction 2040, the first update since the passage of HB 2313, began in July 2015. The updated Plan will be adopted in 2017 prior to the development of the Six Year Program. The long range transportation plan takes into account state, regional, local and transit agency planning efforts. To be eligible for funding using the NVTAs Regional Revenue Funds, candidate projects must first be included in TransAction 2040, or subsequent updates.

Periodically, jurisdictions and agencies will be invited to submit projects for funding consideration through the NVTAs 'Call for Projects'. The submitted projects will be subject to the NVTAs Project Selection Process and the HB 599 Evaluation and Rating Process. The HB 599 Process assigns a numerical rating to each project submitted by the NVTAs, which provides an indication of the relative level of congestion reduction attributable to each submitted project. To be eligible for funding using the NVTAs Regional Revenue Funds, candidate projects must have an HB 599 rating.

The NVTAs Project Selection Process takes into account each project's HB 599 rating, among other quantitative and qualitative criteria reflecting the Authority's priorities, to determine which projects will be considered for inclusion in the Six Year Program.

Funding

Projects included in the Six Year Program will be funded using the NVTAs Regional Revenue Funds. The amount of Regional Revenue Funds available each year depends on the performance of three specific revenue streams — Retail Sales & Use Tax, Grantor's Tax and Transient Occupancy Tax. The Regional Revenue Fund can be supplemented through the issuance of bonds. Debt service payments for the bonds are funded through Regional Revenue Fund revenues.

Projects selected for funding may have additional funding sources, including the NVTAs Local Distribution Funds (utilization of these funds is determined by the member jurisdictions). Other non-NVTAs funding sources include Federal (e.g. CMAQ/RSTP allocations), State (subject to various state requirements and processes), local and agency funds.



"The process that has been developed, within a short period of time, for the thoughtful selection of [NVTAs funded] projects has been pretty phenomenal and this speaks well to the work of the Authority. I especially appreciate the outreach the Authority has done in the community to ensure that the community understands the entire process with each project. This is historic."

**Sharon Bulova, NVTAs Member and
Chairman, Fairfax County Board of Supervisors**

Regional Revenues and Funding Allocations

In FY2015, the NVTa received \$307.3 million in HB 2313 revenues. Table 1 details the revenues generated by each locality. The revenues are collected by the Commonwealth of Virginia and disbursed to the Authority on a monthly basis. In addition, the table shows the \$92.2 million in 30% Local Distribution Funds remitted to the localities.

Figure 4 depicts the FY2015 HB 2313 revenues generated in Northern Virginia from the additional Retail Sales and Use Tax, the Grantor's Tax (Regional Congestion Relief Fee), the Transient Occupancy Tax and the Commonwealth of Virginia's NVTa Fund interest.

Table 1

NVTa FY2015 Tax Revenue & 30% Local Distribution Funds		
Jurisdiction	FY2015 Total Tax Revenue	30% Local Distribution Funds
Arlington County	\$ 38,110,794	\$ 11,433,704
Fairfax County	\$ 137,338,167	\$ 41,203,102
Loudoun County	\$ 52,149,476	\$ 15,645,476
Prince William County	\$ 41,548,940	\$ 12,465,207
City of Alexandria	\$ 21,403,479	\$ 6,421,328
City of Fairfax	\$ 7,461,727	\$ 2,238,593
City of Falls Church	\$ 2,703,024	\$ 810,945
City of Manassas	\$ 5,158,359	\$ 1,547,581
City of Manassas Park	\$ 1,390,182	\$ 417,091
Total FY2015 Revenue	\$ 307,264,148	\$ 92,183,027 *

Source: NVTa Financial Reports

* Distribution includes interest accrued on the Local Distribution Funds.

Figure 4

NVTa FY2015 Revenue Breakdown by Tax Type



Source: NVTa Financial Reports

The Authority has committed \$704 million to regional and local projects from FY2014 through FY2016.

NVTa Financial Reports

"The Authority is going to approve a number of projects tonight [April 23, 2015] that is almost equivalent to what the Commonwealth will spend in the entire year throughout the entire state."

Tom Rust, NVTa Member and Delegate, Virginia General Assembly

70% Regional Revenue

The NVTa approved 37 projects in the FY2015-16 Program totaling nearly \$346 million. These projects were funded through pay as you go (PayGo) funding, meaning no bonds were issued to fund these projects. Table 2 lists the projects funded through the FY2015-16 Program.

Table 2 NVTa FY2015-16 Two Year Program

Jurisdiction/Agency	Project Title	FY2015-16 NVTa Funding	Phases Funded
Arlington County	Ballston Metrorail Station West Entrance	\$ 12,000,000	Final Design
Arlington County	Glebe Rd Corridor Intelligent Transportation System Improvements	\$ 2,000,000	PE, CN
Arlington County	Columbia Pike Multimodal St Improvements	\$ 10,000,000	Design, CN
Fairfax County/VDOT	Route 7 Bridge Widening: Over Dulles Toll Rd	\$ 13,900,000	CN
Fairfax County	Innovation Center Metrorail Station	\$ 28,000,000	CN
Fairfax County	Route 28 Widening: Prince William County Line to Rt 29	\$ 5,000,000	Design, PE
Fairfax County	Fairfax County Pkwy Improvements Study	\$ 10,000,000	Study, EA, PE
Fairfax County	Rolling Rd Widening: Old Keene Mill Rd to Franconia Springfield Pkwy	\$ 5,000,000	Design, PE, ROW
Fairfax County	Frontier Dr Extension & Interchange Improvements	\$ 2,000,000	Design, EA, PE
Fairfax County	Rt 1 Widening: Mount Vernon Memorial Hwy to Napper Rd	\$ 1,000,000	EA, PE
Fairfax County	Connector Buses (12 New)	\$ 6,000,000	Bus Purchase
Fairfax County	West Ox Bus Garage Expansion	\$ 20,000,000	CN
Loudoun County	Transit Buses (4 New)	\$ 1,860,000	Bus Purchase
Loudoun County	Loudoun County Pkwy Development	\$ 31,000,000	CN
Loudoun County	Belmont Ridge Rd Widening	\$ 19,500,000	CN
Prince William County	Rt 28 Widening: Rt 234 Bypass to Linton Hall Rd	\$ 16,700,000	PE, CN
Prince William County	Rt 1 Widening: Featherstone Rd to Marys Way	\$ 49,400,000	ROW, CN
City of Alexandria	Duke St Transit Signal Priority Installation	\$ 190,000	Design, CN
City of Alexandria	Potomac Yard Metrorail Station Development	\$ 1,500,000	PE, Final Design
City of Alexandria	West End Transitway Study	\$ 2,400,000	Final Design
City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	CN
City of Fairfax	Northfax - Intersection Improvements at Rt 29/50 and Rt 123	\$ 10,000,000	CN
City of Fairfax	Jermantown/Rt 50 Roadway Improvements	\$ 1,000,000	CN
City of Fairfax	CUE 35-Foot Buses (6 New)	\$ 3,000,000	Bus Purchase
City of Manassas/ Prince William County	Rt 28 Congestion Study - Godwin Dr Extension Alternative	\$ 2,500,000	Study
City of Manassas	Rt 28 Widening: Godwin Dr to the Southern City Limits	\$ 3,294,000	PE, ROW, CN
Town of Dumfries	Rt 1 (Fraleigh Blvd) Widening: Brady's Hill Rd to Dumfries Rd	\$ 6,900,000	PE
Town of Herndon	East Elden St Improvements & Widening	\$ 10,400,000	ROW
Town of Leesburg	Rt 7/Battlefield Pkwy Interchange	\$ 13,000,000	Final Design
Town of Leesburg	Rt 15 Bypass/Edwards Ferry Rd Interchange	\$ 1,000,000	Design
Potomac & Rappahannock Transportation Commission (PRTC)	Western Bus Maintenance & Storage Facility	\$ 16,500,000	CN
Virginia Railway Express (VRE)	Manassas Park Station Parking Expansion	\$ 500,000	Design, PE
Virginia Railway Express (VRE)	Franconia-Springfield Platform Improvements	\$ 13,000,000	PE, EA, CN
Virginia Railway Express (VRE)	Rippon Station Expansion and Second Platform	\$ 10,000,000	Design, PE, CN
Virginia Railway Express (VRE)	Slaters Ln Rail Crossover	\$ 7,000,000	PE, CN
Virginia Railway Express (VRE)	Crystal City Platform Extension Study	\$ 400,000	Study
Washington Metropolitan Area Transit Authority (WMATA)	8-Car Train Traction Power Upgrades	\$ 8,995,000	Construction

KEY

PE – Preliminary Engineering

EA – Environmental Analysis

ROW – Right of Way

CN – Construction

Local Revenue Distribution

30% Local Distribution Funds

HB 2313 requires that 30% of the revenues received by the NVTa be distributed to the member localities on a pro-rata basis, if they meet certain criteria set forth in HB 2313. Each member locality's share is 30% of the total fees and taxes generated by or attributed to the locality. These revenues are deposited into the Local Distribution Fund, then disbursed to member localities as soon as practical. Localities can use their Local Distribution Funds for projects of

their choice, within the following HB 2313 parameters:

- additional urban or secondary road construction;
- other capital improvements that reduce congestion;
- other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or
- public transportation purposes.

Member localities have the option to save multiple years of this revenue to

undertake larger projects. Annually, each locality must certify that the funds were only used under the provisions of HB 2313. Counties are required by law to work cooperatively with towns (with populations greater than 3,500) to ensure the towns receive their respective share of the 30% local revenues.

In FY2015, all NVTa member jurisdictions met the requirements to receive their 30% Local Distribution Funds. Table 3, on page 19, shows the projects which localities are advancing with Local Distribution Funds.



long
frustrating
expensive drivers
time good
traffic slow
hectic stressful crowded
congested
busy dangerous

In a survey commissioned by the Authority in 2015 as part of the TransAction update, Northern Virginians described **typical Northern Virginia travel as slow and congested, unpredictable and frustrating.**

Table 3 Projects Programmed by Jurisdictions with 30% Local Distribution Funds

Jurisdiction	Project Name	Phases Funded	30% Local Fund Amount
Arlington County	Capital Bikeshare	Operations, Expansion	\$ 484,000
	Arterial Street Safety Improvements	Design, CN	\$ 150,000
	Walter Reed Dr (5th St to Columbia Pike)	Design, CN	\$ 356,000
	McKinley Rd Safe Routes to School Accessibility	Design, CN	\$ 100,000
	Bus Stops and Shelters (Clarendon, Courthouse, Shirlington)	Design, CN	\$ 95,000
	Old Dominion Dr, Phase II (Rt 309 from 38th St N to Glebe Rd)	Design, CN	\$ 500,000
	Five Points Intersection	CN	\$ 300,000
	Carlin Springs Rd Signal Rebuilds	CN	\$ 50,000
	Washington Blvd Signal Rebuilds	CN	\$ 350,000
	Transit Development Plan & ART Asset Management Plan	Study	\$ 45,000
	Traffic Counts	Other	\$ 250,000
Fairfax County	Town Center Pwy DTR Underpass Rail Support	PE, Design	\$ 2,104,067
	Seven Corners Interchange Improvements	PE, Design	\$ 103,595
	Soapstone Dr DTR Overpass	PE, Design	\$ 15,055
	Shirley Gate Extn/Fairfax County Pwy/Popes Head Interchange	PE, Design	\$ 136,237
	Braddock Rd Multimodal Study	PE, Design	\$ 251,190
	Spot Roadway Program	All	\$ 69,250
	Frontier Dr Extension	PE, Design	\$ 2,000,000
	Herndon Metrorail Parking Garage	PE, Design	\$ 11,770
	Innovation Center Metrorail Parking Garage	PE, Design	\$ 347,600
	Studies/Planning (Traffic Counts)	Other	\$ 21,860
	Fairfax Connector Service Expansion, including additional service in the Dulles Corridor and from Springfield to Tysons	Other	\$ 3,281,743
	Various Project Implementation Works	Other	\$ 302,033
Loudoun County	Riverside Pwy (Lexington Dr to Loudoun County Pwy)	ROW, Utility, CN	\$ 6,000,000
	Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$ 5,890
Prince William County	Minnieville Rd (Dumfries Rd to Spriggs Rd)	CN	\$ 21,700,000
	Jefferson Davis Hwy (Neabsco Mills to Featherstone)	ROW	\$ 1,200,000
City of Alexandria	Route 1 Transitway Operations	Operations	\$ 1,800,000
	Access to Transit	CN	\$ 60,000
	Bus Shelters and Benches	CN	\$ 1,100,000
	WMATA Capital Contribution	Design, CN	\$ 2,500,000
	DASH Bus Fleet Replacement	Bus Procurement	\$ 4,550,000
	Seminary Rd at Beauregard St Ellipse	Design	\$ 425,000
	Route 1 at E Reed Intersection Improvements	CN	\$ 350,000
City of Fairfax	George Snyder Trail	CN	\$ 60,000
	Old Town Traffic Study	Study	\$ 14,841
	Jermantown Road	CN	\$ 869,302
	CUE Operations	Operations	\$ 1,352,000
City of Falls Church	Bus Stop Changes - Shelters and Wayfinding	PE, ROW, CN	\$ 250,000
	Pedestrian Access to Transit (Rt 29 S Washington St)	PE, ROW, CN, Inspection	\$ 1,465,000
City of Manassas	Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$ 1,100,000
City of Manassas Park	No projects		
Town of Dumfries	Sidewalk along Possum Point Rd	CN	\$ 97,289
Town of Herndon	Elden St and Center St Intersection Improvements	PE, Final Eng, ROW, Utility, CN	\$ 850,000
Town of Leesburg	Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 1,864,037
Town of Purcellville	Nursery Ave Improvements	Design, CN	\$ 389,850
Town of Vienna	No projects		

Note: This list was generated on October 5, 2015 based on responses from jurisdictions to an NVTA staff request for a Local Distribution Funds project list.

KEY

PE: Preliminary Engineering

ROW: Right of Way

CN: Construction

Additional Funding Responsibilities

Congestion Mitigation and Air Quality Improvement and Regional Surface Transportation Program Funding

In addition to programming HB 2313 revenues, the NVTa makes planning and programming recommendations on certain federal funds. The NVTa coordinates Northern Virginia's annual programming of the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP). Working through the recommendations of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) the Authority recommends the programming of over \$69 million annually to projects which are subject to approval by the CTB. While the NVTa programs these funds regionally for Northern Virginia,

the actual funds are received and held by the Commonwealth of Virginia. In Virginia, these funds are available to Metropolitan Planning Organizations (MPOs) with populations greater than 200,000. Although the NVTa is not a federally designated MPO, it fulfills this function for Northern Virginia.

CMAQ Allocation

Regions throughout the US found to be in non-attainment for air quality standards, like Northern Virginia, are eligible for federal CMAQ funds. The federal surface transportation legislation, Moving Ahead for Progress in the 21st Century (MAP 21), also requires non-attainment areas for fine particulate matter (PM 2.5) to allocate a portion of CMAQ funds to projects that will reduce fine particulate matter. In 2015, the NVTa programmed \$29.6 million for projects in FY2021 for CTB approval. The allocation for FY2016-FY2021 is found in Table 4.

RSTP Allocation

Like CMAQ, RSTP is federal funding that can be allocated regionally. RSTP provides flexible funding that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure, and transit capital projects. In March 2015, the NVTa recommended the programming of \$40.4 million in RSTP FY2021 funding for CTB approval. The allocation for FY2016-2021 is found in Table 5.

CMAQ and RSTP are part of the overall mix of transportation funding available to Northern Virginia. These funds can be utilized by the Authority to leverage the maximum amount of money available to critical projects that manage congestion and air quality on local and regional levels.

Table 4

Allocation of CMAQ Funds						
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
CMAQ	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,584,051
PM 2.5	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165	\$ 8,014,165
TOTAL	\$ 29,526,175	\$ 29,526,175	\$ 29,526,175	\$ 29,526,175	\$ 29,526,175	\$ 29,598,216

Source: CMAQ/RSTP Working Group

Table 5

Allocation of RSTP Funds						
	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021
RSTP	\$ 40,331,584	\$ 40,331,584	\$ 40,331,584	\$ 40,331,584	\$ 40,331,584	\$ 40,437,655

Source: CMAQ/RSTP Working Group



NVTA Events

NVTA Launches \$99 Million in Route 28 Widening and Improvement Projects

On May 11, 2015 the Authority kicked off a series of widening and improvement projects along Route 28 — a critical arterial through Fairfax, Loudoun and Prince William Counties and the Cities of Manassas and Manassas Park. In an afternoon ceremony held on the newly constructed Innovation Avenue Bridge in Sterling, Virginia, NVTA Chairman and Prince William County Supervisor Martin E. Nohe, Loudoun County Board Vice Chairman Ralph Buona and Fairfax County Board Chairman Sharon Bulova, along with Authority members, legislators, regional leaders, VDOT and local transportation agencies officially broke ground on a series of projects on Route 28 that received approximately \$99 million in NVTA funding. The Route 28 widening and improvement projects will make commuting easier for an estimated 125,000 drivers daily in Fairfax, Loudoun and Prince William Counties and the Cities of Manassas and Manassas Park.



Counterclockwise from top: Official groundbreaking for the Route 28 projects; Route 28 from the new Route 28 bridge; NVTA Executive Director Monica Backmon, Fairfax County Board Chairman Sharon Bulova and NVTA Chairman Martin E. Nohe; Guests at the groundbreaking view maps of the Route 28 projects.



From top: City of Fairfax City Hall with buses on display; Official ribbon cutting on the new buses; Map depicting new and expanded bus services announced at the ribbon cutting.

NVTA Ribbon Cutting Ceremony: 23 New Buses Represent a \$10.5 Million Investment to Expand Regional Transit Service

In an afternoon ceremony on September 21, 2015, the Authority celebrated the purchase of new buses funded by the NVTA's FY2014 and FY2015-16 Programs. At the City of Fairfax City Hall, NVTA Chairman Martin E. Nohe, City of Fairfax Mayor R. Scott Silverthorne, Fairfax County Board Chairman Sharon Bulova, Arlington County Board Chair Mary Hynes and PRTC Chairman and Prince William County Supervisor John Jenkins, along with NVTA members, regional leaders and local transportation agencies, celebrated the acquisition of 23 new buses that will add capacity to the transit network in our region. The Authority has programmed funding for an additional 11 buses to be purchased in the next year. This \$16.5 million dollar investment in buses is part of the approximately \$535 million dollars in regional transportation projects

programmed by the NVTA in just under two years for roadway and transit congestion reducing projects.



Planning for the Future

The Authority's ongoing planning and programming activities are critical to selecting and funding transportation projects that will reduce traffic congestion in Northern Virginia in the years ahead.

Since the passage of HB 2313 in 2013, which established a dedicated revenue stream for transportation improvements in Northern Virginia, the Authority has moved decisively to program its new 70% Regional Revenues. Two funding programs — for FY2014 and FY2015-16 — have been adopted and a third program for FY2017 is under development and scheduled to be adopted in the summer of 2016. Projects chosen for these programs are guided by the performance measures outlined in TransAction 2040 and contained in the current long range transportation plan.

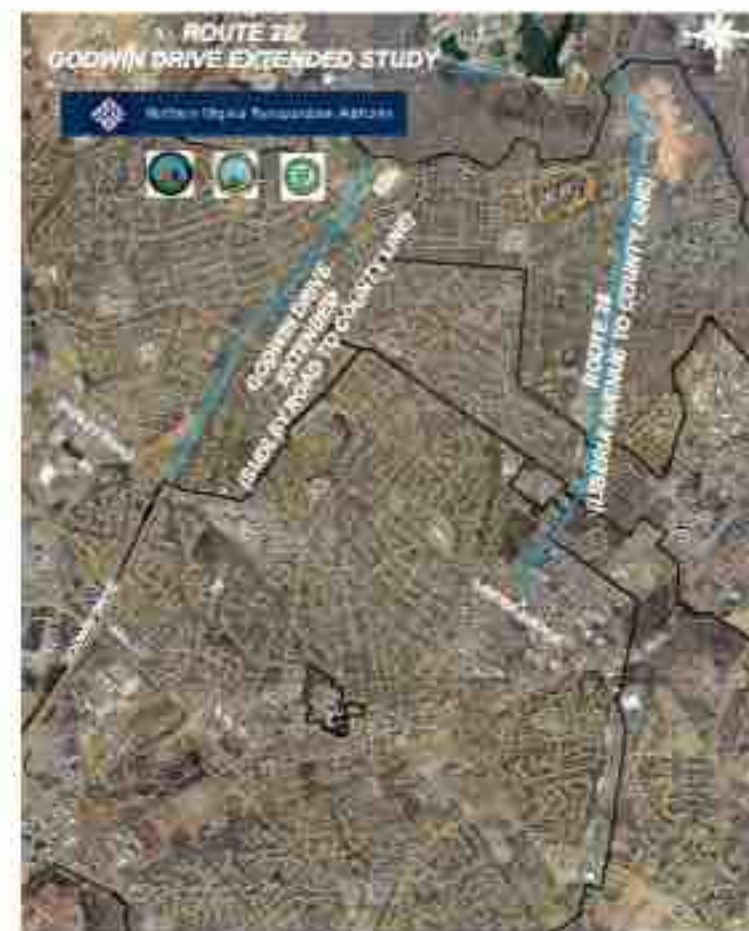
Combined, the Authority has already programmed \$535 million in regional transportation investments. While this is a large amount, it represents only a fraction of the nearly \$42 billion in transportation infrastructure and service

expansion improvements identified in the Northern Virginia portion of the Washington metropolitan region's Constrained Long Range Plan and the additional recommended regional improvements in TransAction 2040.

There are several exciting developments on the horizon. Most important are the projects that are the direct result of NVTa funding.

- Various highway improvement projects along Route 28 in the counties of Loudoun, Fairfax and Prince William.
- 34 bus acquisitions that will provide new and enhanced service by Alexandria DASH, Arlington ART, Fairfax Connector, City of Fairfax CUE, Loudoun County Transit and PRTC OmniRide.
- Several construction projects are expected to open in 2016, with additional projects coming on line starting in 2017.

Through these projects, and others that will follow, the Authority is making



Route 28 Godwin Drive Extended Study funded by the NVTa.



Virginia is poised to be a leader in self-driving vehicle technology.



On November 18, 2015, NVTa Chairman Martin E. Nohe and Fairfax County Board Chairman Sharon Bulova were on hand to kick off the update to TransAction with a press conference. The press conference, the beginning of an extensive public engagement effort, noted the results of a benchmark survey of Northern Virginians' thoughts on traffic congestion in the region. The press conference was held at the Route 7 bridge over the Dulles Toll Road, which is the site of an NVTa funded project to widen the Route 7 bridge.



significant investments in projects that will reduce congestion across the region. These investments will continue to grow as the Authority develops its FY2017 Program. This program will be the first program in which all projects (road and transit) are evaluated using the legislatively mandated HB 599 process.

At the same time, the FY2017 Program will be the last based on the vision and projects evaluated in TransAction 2040. The Authority has recently embarked on a major update to TransAction 2040, the first since the adoption of HB 2313. The updated plan is critical to the Authority's charge, as all projects funded with HB 2313 70% Regional Revenues are required to be in TransAction 2040 or subsequent updates. The updated plan — to be known simply as TransAction — will be adopted in the fall of 2017 and will inform the Authority's inaugural Six Year Program covering the FY2018-2023 period.

Looking ahead, as the Authority continues to grow in its role as the preeminent transportation coordination, planning, programming and funding authority in Northern Virginia, there will continue to be a series of “firsts” regarding goals, accomplishments and opportunities. With the update of TransAction, the development of the first full Six Year Program and the advancement of previously adopted projects to construction, the Authority will continue to work collaboratively with its regional partners to identify and prioritize regional transportation solutions that will benefit the region for years to come.

“This update [of TransAction 2040] will allow the Authority to prioritize projects for funding over a long horizon. It will also enable the Authority to continue to work together through regional cooperation to reduce congestion and make Northern Virginia a better place to live, work and visit.”

Marty Nohe,
NVTA Chairman
and Prince
William County
Board of County
Supervisors



From top, left to right: Fairfax County Parkway in rush hour traffic; Metrorail at Ballston Station; DASH bus in the City of Alexandria; NVTA launches new user friendly website; Route 29 improvements in Gainesville; Plaza Street bike lane in Leesburg; Vint Hill Road construction in Prince William County.

Working Together

The success of the Authority is largely attributed to the collaborative efforts of the member localities and their dedicated staff, many of whom contribute through their participation on NVTa committees and working groups.

The Authority has two statutorily mandated committees, the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC). The Authority may also, in its discretion, form additional advisory committees to include the additional committees listed below.

Finance Committee

The Finance Committee is responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the Authority's professional staff. The Committee consists of five NVTa members who are appointed by the NVTa Chairman for staggered two year terms.

Members

Hon. Scott York, *Chairman*
Hon. Sharon Bulova, *Vice Chairman*
Hon. Mary Hughes Hynes
Hon. Harry J. "Hal" Parrish, II
Hon. Jeanette Rishell

Planning Coordination Advisory Committee

The PCAC is responsible for advising the Authority on broad policy issues related to the periodic update of the NVTa's Long Range Transportation Plan and the development of the NVTa's Six Year Program, with special consideration to regional transportation, land use and growth issues. The Committee consists of 14 members. One elected official, who is not a member of the Authority, shall be appointed annually by the NVTa cities, counties and qualified towns.

Members

Hon. Jerry Foreman, *Town of Dumfries, Chairman*
Hon. Jonathan Way, *City of Manassas, Vice Chairman*
Hon. Kelly Burk, *Town of Leesburg*
Hon. Peter Candland, *Prince William County*
Hon. Linda J. Colbert, *Town of Vienna*
Hon. Phil Duncan, *City of Falls Church*
Hon. Jay Fisette, *Arlington County*
Hon. Frank Jones, *City of Manassas Park*
Hon. David Kirby, *Town of Herndon*
Hon. Joan Lehr, *Town of Purcellville*
Hon. Matthew Letourneau, *Loudoun County*
Hon. Jeff McKay, *Fairfax County*
Hon. David Meyer, *City of Fairfax*
Hon. Paul Smedberg, *City of Alexandria*

Technical Advisory Committee

The TAC consists of individuals who have multi-modal expertise and regional focus. The Committee is responsible for reviewing the development of major projects and potential funding strategies, then providing recommendations to the Authority. The Committee consists of nine members who reside or are employed in counties and cities embraced by the Authority and who have experience in transportation planning, finance, engineering, construction or management. Six members are appointed by the NVTa and three members are appointed by the Chairman of the Commonwealth Transportation Board.

Members

Randy Boice, *Chairman*
Doug Fahl, *Vice Chairman*
Agnes Artemel
Armand Ciccarelli
Robert Dunphy
Kathy Ichter
Meredith Judy
Pat Turner
Shanjiang Zhu

Additional Committees and Working Groups

Bylaws Committee
I-66 Outside the Beltway Committee
Legislative Committee
Project Implementation Working Group
Regional Jurisdiction and Agency Coordinating Committee

Special Acknowledgements

Thank you to all of our member jurisdictions, agencies and staff for their contribution to this report; with special thanks to Thomas Wampler for the GIS maps.

The Authority: *Working Regionally*



Northern Virginia
Transportation Authority

The Authority for Transportation in Northern Virginia



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

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