



Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

2016 Annual Report

Investing Wisely. Delivering Results.





Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Economic Impacts of **\$1.1 BILLION*** in Regional Projects Funded through the **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

NVTA IMPACTS 2014-2017

ECONOMIC ACTIVITY

**\$1.8
BILLION**

Value of business
transactions generated

VALUE ADDED

**\$937.4
MILLION**

Gross Regional Product

LABOR INCOME

**\$687.3
MILLION**

Salaries, wages and
benefits paid

JOBS

10,209

Person years of
employment generated

STATE AND LOCAL TAXES

**\$26
MILLION**

Taxes and fees received by
state and local jurisdictions

* See complete footnote on page 4.



This research was performed by the Center for Regional Analysis at George Mason University. It estimates the economic impacts of recent and anticipated funding by the NVTA. This funding supports transit capital investments, roadway planning and design, right-of-way acquisition, and facility construction.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Voting Members

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

Hon. Phyllis J. Randall, *Loudoun County, Vice Chairman*

Hon. Sharon Bulova, *Fairfax County*

Hon. Richard Black (appointed 4/19/16), *Virginia Senate*

Sandra Bushue (1/1/16–6/30/16), *Governor's Appointee*

Hon. Adam Ebbin (1/1/16–4/19/16), *Virginia Senate*

Hon. Jay Fisette, *Arlington County*

F. Gary Garczynski (1/1/16–6/30/16), *Governor's Appointee, Commonwealth Transportation Board Member*

Hon. Timothy Hugo, *Virginia House of Delegates*

Hon. Mary Hughes Hynes (appointed 6/30/16), *Governor's Appointee, Commonwealth Transportation Board Member*

Jim Kolb (appointed 6/30/16), *Governor's Appointee*

Hon. J. Randall Minchew, *Virginia House of Delegates*

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

Hon. Jeanette Rishell, *City of Manassas Park*

Hon. Allison Silberberg, *City of Alexandria*

Hon. R. Scott Silverthorne (1/1/16–8/11/16), *City of Fairfax*

Hon. David Snyder, *City of Falls Church*

Hon. Steven Stombres (as of 8/17/16), *City of Fairfax*

Non-Voting Members

Hon. Gerald "Jerry" Foreman, *Town of Dumfries*

Helen Cuervo, *Virginia Department of Transportation*

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

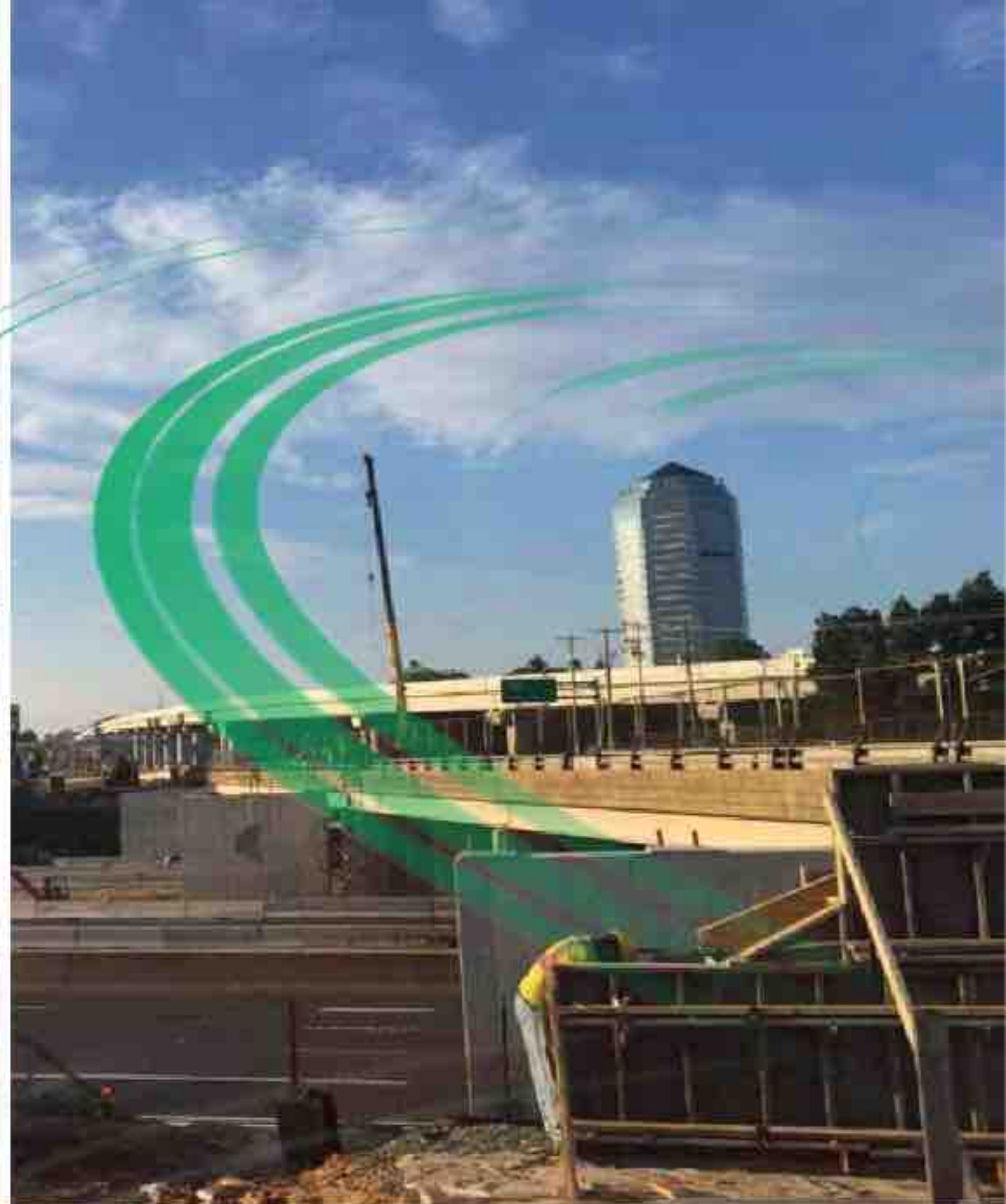


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Top left: Widening and improvement of the Loudoun County Parkway.

Top middle: Construction underway at the new Innovation Metrorail Station in Fairfax County.

Top right: Construction on the Route 7 Bridge over the Dulles Toll Road to improve travel in Fairfax County. Photo: Dave Leber, Wagman Heavy Civil

Middle left: Improvement in the City of Fairfax Kamp Washington intersection.

Bottom: New DASH buses funded for the City of Alexandria.



Left to right: DRPT Director Jennifer Mitchell, VDOT Northern Virginia District Engineer Helen Cuervo, NVTA Chairman Marty Nohe and NVTA Executive Director Monica Backmon at the Governor's announcement for the I-66 Outside the Beltway agreement on November 3, 2016.



July 1, 2002
NVTa created

November 8, 2012
TransAction 2040 Adopted

April 3, 2013
HB 2313 Became Law

July 1, 2013
Funding to NVTa Began

July 24, 2013
Public Hearing on Draft
FY2014 Program

July 24, 2013
FY2014 Program Adopted

July 25, 2013
Bond Validation Suit Filed

April 7, 2014
Bond Validation Suit Prevailed

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

Letter from the Chairman

In other parts of the country people talk about the weather; in our region, people talk about the traffic. Well, the Northern Virginia Transportation Authority (NVTa) is doing something about transportation. With over \$340 million (average seven year projection) to allocate annually to regional and local transportation investments in Northern Virginia, the NVTa is leading the way for our improved transportation future by investing wisely and delivering results. Having just completed our third funding program, we have now funded almost \$1 billion in transportation infrastructure improvements since July 1, 2013.

This past year, 2016, was another pivotal year for the Authority. With the adoption of the FY2017 Program, the Authority has approved funding for 79 projects totaling over \$990 million*. We've funded major road improvements including multiple segments of Route 28 from Prince William to Loudoun County and Route 1 in Fairfax and Prince William Counties; in addition to major transit projects such as the Potomac Yard Metrorail Station, 8-car traction power upgrades on the Metrorail Orange and Blue lines and VRE station expansions throughout Northern Virginia's system. Through June 2016, we have distributed over \$273 million to member jurisdictions for local transportation projects of their choice, within the parameters set by HB 2313.

In addition, as the premier transportation planning and programming entity in Northern Virginia, we are responsible for the long range transportation plan for the region. Throughout 2016, the Authority has been robustly engaged with our member jurisdictions, agencies, stakeholders and the public as we work to update TransAction, Northern Virginia's long range transportation plan. The updated plan will be complete in late 2017 and will provide a comprehensive multimodal vision of how we will improve transportation reliability and options for commuters and visitors alike.

Following the update to TransAction, the Authority will produce our first Six Year Program with a potential allocation of \$1.7 billion for regional transportation investments from FY2018 to 2023. This is still only a drop in the bucket when compared to the needed improvements in the region. However, when combined with the \$990 million* already allocated, it equates to nearly \$2.7 billion in regional transportation investments that we could have only wished for a few years back.

Investing Wisely. Delivering Results.

**"We truly strive for
balance, consensus and
transparency in all the
Authority does."**

Over the years, but especially in 2016 with the unanimous adoption of the FY2017 Program, the Authority has demonstrated a seventeen member board can work synergistically and effectively as a regional body. All seventeen members, along with jurisdictional staff, have rolled up their sleeves and gotten down to the challenging, yet rewarding, work of making transportation investment decisions that improve the quality of life for our citizens and advance economic prosperity for our region. I am honored to work with this body and the individuals who make the Authority the regionally collaborative entity it is today. We truly strive for balance, consensus and transparency in all the Authority does. This is what makes the Authority the strong and cohesive leader it is today and how we are indeed making a difference in the future of transportation for all Northern Virginians.

As 2016 comes to a close, we say goodbye to several NVTa members no longer serving on the Authority, Virginia Senator Adam Ebbin, Governor's Appointee and Commonwealth Transportation Board (CTB) Member Gary Garczynski, Governor's Appointee Sandy Bushue and former City of Fairfax Mayor R. Scott Silverthorne. I would like to thank each of these four outgoing members for their service and commitment to the Authority and its mission.

In the coming year, I look forward to moving Northern Virginia forward through the adoption of the update to TransAction and the continued implementation of new NVTa funded projects that will be identified in the Authority's Six Year Program (FY2018-2023). These projects will continue the congestion reduction which will improve the lives of all Northern Virginians.

Martin E. Nohe
Chairman

- ◆ As part of the FY2017 Program, the Authority approved \$300 million for the I-66/Route 28 Interchange project. These interchange improvements, such as new and improved access bridges and ramps, are planned to occur as part of the Commonwealth's I-66 Outside the Beltway High Occupancy Toll Lane Project (I-66 Outside the Beltway).

On November 3, 2016, the Commonwealth announced that the I-66 Outside the Beltway Project, as currently planned, would not require the use of the NVTa's \$300 million in funding for the interchange.

Once the Commonwealth's plans are finalized, the Authority will make a determination on removing the \$300 million programmed for the I-66/Route 28 Interchange project. This potential future Authority action will reduce the FY2017 Program to 11 projects at \$166 million in funding. The FY2014-17 Program totals will change to 78 projects funded for \$690 million.

December 5, 2014
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
(1st Groundbreaking)

July 23, 2015
Launch of TransAction Update
Bus Ribbon Cutting

September 21, 2015
Bus Ribbon Cutting

June 9, 2016
Public Hearing on Draft
FY2017 Program

July 14, 2016
FY2017 Program Adopted

September 22, 2016
Bus Garage Groundbreaking

September 27, 2016
Belmont Ridge Road
Groundbreaking

A complete timeline of NVTa history can be found at www.thenovaauthority.org/history.

Letter from the Executive Director

This has been a busy and exciting year for the Authority; with Groundbreakings and Ribbon Cuttings, our third funding program and updating TransAction, the region's long range transportation plan. NVTa members, staff and regional partners have worked diligently and cohesively to bring these important activities to fruition.

One of the most important activities undertaken by the Authority in 2016 has been the update to TransAction. This year was full of public engagement opportunities, public surveys, the development of performance measures, scenario planning and corridor level analysis. The combination of

comment period during which we received 346 individual comments on the list of 24 candidate projects. It is through regional transportation funding programs, such as this, that the NVTa will continue to invest wisely and deliver results!

Throughout the year, the NVTa had several Groundbreakings and Ribbon Cuttings throughout Northern Virginia. In June, we celebrated the opening of new lanes on Jermantown Road in the City of Fairfax and the start of new bus service provided by NVTa funded buses in Loudoun County. In September, we broke ground on two new projects: the West Ox Bus Garage expansion in Fairfax County and the Belmont Ridge Road widening and improvement project in Loudoun County. More details on these projects and events can be found on page 20.

The Authority remains committed to the engagement of and transparency to the region. In the spring, the NVTa hosted a series of fifteen public engagement events and on-line

On July 14, 2016, the Authority adopted its FY2017 Program, investing \$466 million in 12 multimodal and geographically balanced projects.*

public input, research and analysis from these efforts will result in the most comprehensive and strategic regional transportation plan ever developed for Northern Virginia. In 2017, we look forward to unveiling the first draft of TransAction and hearing your comments and feedback.

In July 2016, the Authority adopted its FY2017 Program, investing \$466 million in 12 multimodal and geographically balanced projects (see complete list on page 10). A key project included in the FY2017 Program is the I-66/Route 28 Interchange, which is part of the I-66 Outside the Beltway Project. The Commonwealth of Virginia has selected Express Mobility Partners to construct the I-66 Outside the Beltway Project and they have committed to fund the project in its entirety. Based on the lack of need for public funds for the I-66/Route 28 Interchange project, it is anticipated that the Authority will remove this project from its FY2017 Program, thereby making funds available for its FY2018-2023 Six Year Program. The Program adoption followed an extensive public

TransAction will be "the most comprehensive and strategic regional plan ever developed for Northern Virginia."

interaction for TransAction, as well as a public hearing and public comment period for the FY2017 Program. This past fall marked the second round of TransAction public engagement. Looking ahead to 2017, additional public engagement activities for TransAction are planned, including a public hearing and public comment period on the draft TransAction Plan. We welcome your continued involvement and feedback on our plans and programs. Please continue to stay engaged!

While 2016 was a great year for the Authority, as I look ahead to 2017 and beyond, I am even more enthusiastic about the opportunities the Northern Virginia Transportation Authority has to enhance the quality of life and improve the regional economy for all Northern Virginians.

Monica Backmon
Monica N. Backmon
Executive Director



The Authority

When does a regional Authority, in place since 2002, become a potent solution for providing regional transportation investments in nine counties and cities? For the NVTa that change came in 2013 with the passage of HB 2313.

Under the parameters of HB 2313, the NVTa has funded 79 projects totaling \$990 million* in regional transportation investments, and distributed an additional \$273 million directly to member localities to fund their local transportation priorities.

Critical to the success of the Authority is the regional collaboration exhibited by the nine member localities, including the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The culture of transparency and regional collaboration has been demonstrated through the Authority's public engagement process and the adoption of its first three funding programs. The Authority has developed a history of reaching decisions by consensus. This consensus oriented approach is supported by transparency, strong internal policies and planning practices. The NVTa represents some of the most nationally and regionally recognized counties and cities. In addition to one representative from each of the member jurisdictions, the Authority's governing body includes two members of the Virginia House of Delegates, one member of the State Senate, the Director of Rail and Public Transportation, the Commissioner of Highways, one town representative and two citizens appointed by the Governor. This membership composition strengthens the NVTa by focusing resources and collaboration to move the entire region forward by investing wisely to reduce congestion, improve mobility and deliver regional transportation solutions.

Functioning as the sub metropolitan planning organization for Northern Virginia, one of the NVTa's primary responsibilities is the development and updating of TransAction, the region's long range transportation plan. TransAction is the regional unconstrained, multimodal transportation plan that guides current and future transportation decisions and investments. TransAction is undergoing the first update since the passage of HB 2313. This update, with a 25-year horizon, will be complete in the fall of 2017 and is anticipated to guide \$1.7 billion in regional transportation investments.

**The NVTa: Investing Wisely—
Delivering Results for Northern Virginia!**

Map 1: Northern Virginia Regional Transportation Map



NVTa 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, environment and economic prosperity for the region. Using innovation, partnerships and collaboration, the NVTa delivers effective long term planning, transparent policy processes and decision making, and the efficient allocation of critical transportation resources that advance projects moving Northern Virginia forward as a preeminent region in the country.

* See complete footnote on page 4.

FY2017 Program: Project Selection Process

Twenty-four applications were evaluated by the Authority for its FY2017 Program. In order to evaluate and ultimately choose the 12 projects included in the adopted Program, a quantifiable project selection process was applied. The project selection process included the NVTa Evaluation Process, the HB 599 Evaluation and Rating Process and public involvement as noted below. The Preliminary Screening applied a pass/fail filter to the projects based on the listed criteria. The projects that passed were put through the Detailed Screening.

NVTa's Evaluation Process

- ◆ **Preliminary Screening:** this was a pass/fail filter. Projects must:
 - ◇ Be included in the TransAction 2040 Plan;
 - ◇ Not be a study;
 - ◇ Demonstrate a need for financial support by submitting the first reimbursement request by June 30, 2019.
- ◆ **Detailed Screening:** (for projects that passed Preliminary Screening)
 - ◇ **Quantitative Score:** A composite score was calculated for each project, using nine weighted selection criteria.¹
 - ◇ **Congestion Reduction Relative to Cost (CRRC) Ratio:** The ratio of cumulative reduction of travel time delay for each project from the year the project is opened through the year 2040 (horizon year for travel demand model) to the total cost of the project.
 - ◇ **Qualitative Considerations:** Projects were assessed using qualitative factors and considerations that did not lend themselves to be easily scored quantitatively (e.g. geographic balance, modal balance, etc).

This approach generally favored projects that offered the potential to deliver a high degree of congestion relief in a cost-effective manner, while also addressing the Authority's regional priorities.

HB 599 (2012) Evaluation and Rating Process

- ◆ This 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 considered. The NVTa cannot use regional revenues to fund a project unless it has been rated under this process.
- ◆ The rating is a composite of seven different measures, encompassing congestion (three measures), transit (two measures), accessibility (one measure) and emergency evacuation (one measure).
- ◆ The final HB 599 rating, representing the projected congestion reduction of that project, was weighted the highest of all nine selection criteria used by the NVTa to determine each project's quantitative score.
- ◆ The HB 599 results 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.).

Public Involvement

- ◆ Open House & Public Hearing were held on June 9, 2016.
- ◆ Public comment period was from May 13 to June 17, 2016. Comments were received by mail, email, telephone and in person.
- ◆ Six Town Hall meetings were held in several jurisdictions.
- ◆ 346 comments were received.

Program Adoption

Funding for 12 projects, totaling \$466,043,951, was adopted by the Authority on July 14, 2016*. These projects represent highway, transit, technology and multimodal improvements.

2040 Performance Measures (4/29/16 Final)			Reduce Congestion Duration (hrs*in-mi)
ICI	Project Name	Location	27.9%
	Northern Virginia Totals		12,053
7	6T I-66/Route 28 Interchange Improvements	Fairfax	(53.3)
10	3M Route 28 Widening (PWC Line to Route 29)	Fairfax	(48.9)
9	15 Route 7 Widening (Colvin Forest to Jarrett Valley)	Fairfax	(49.9)
24	8FF Metrolink Blue Line Traction Power Upgrade	WMATA	(17.6)
11	SD Fairfax County Parkway (Route 125 to Route 29)	Fairfax	(40.4)
17	8DD Potomac Yard Metrolink Station	Alexandria	(24.1)

CANDIDATE PROJECTS

Item #	Map Ref #	Jurisdiction/Agency	Project Description
7	6T	Fairfax	I-66/Route 28 Interchange Improvements
9	15	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr)
17	8DD	Alexandria	Potomac Yard Metrolink Station
24	8FF	WMATA	Metrolink Blue Line Traction Power Upgrades
10	3M	Fairfax	Route 28 Widening (PWC Line to Route 29)
14	8BB	Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Marys Wky)
1	6R	Arlington	Lee Highway Corridor ITS Enhancements

Map Ref #	Jurisdiction/Agency	Project	CRRC (Reduction in annual person hours of delay / Total project cost)
1	6R	Arlington	Lee Highway Corridor ITS Enhancements
10	3M	Fairfax	Route 28 Widening (PWC Line to Route 29)
19	1P	Manassas	Sully Road Westbound Third Lane (Godwin Dr to Dorsey Cir)
23	3Q	VRE	VRE Manassas Park Station Parking Expansion
18	6W	Falls Church	Bikeshare Connections to Orange and Silver Line Metrolink Stations, Falls Church
11	SD	Fairfax	Route 286 Fairfax County Parkway Widening (Route 125 to Route 29)
13	3N	Prince William	Widen Route 28 to Six Lanes (Route 286 to Linton Hall Road)
5	8P	Fairfax	Fairfax Connector Bus Purchases (11 buses) for Service Expansion

¹ Congestion reduction, project readiness, 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/fy2017-program/>.

Regional Impacts

1,6,8



Rendering of future Potomac Yard Metro Station in the City of Alexandria.

Northern Virginia Metro Projects (6N, 1D, 1Q, 8G, 8T, 1G, 8DD, 6B, 8FF)

Through the investment of \$174 million in Metro, the NVTA is funding new stations in Fairfax County and the City of Alexandria. It will also provide station improvements in Arlington County, access improvements for the future Herndon Metrorail Station and 8-car Train Power Traction Upgrades on the Orange and Blue Lines.

1



Route 7 Bridge widening over the Dulles Toll Road in Fairfax County.

Route 7 Corridor Improvement Projects (1M, 1S, 1L, 1U, 1K)

\$56.9 million in NVTA investments along the Route 7 corridor will improve travel through Fairfax County, and allow Route 7 through the Town of Leesburg to become a limited access freeway.

3



Route 28 widening and improvements in Loudoun County.

Route 28 Corridor Improvement Projects (3C, 3D, 3K, 3M, 3B, 3G, 3J, 3N, 3H, 3I)

A series of widening, realignment and intersection improvement projects on Route 28 will provide benefits for Fairfax, Prince William and Loudoun Counties, and the Cities of Manassas and Manassas Park. This \$114 million NVTA investment will greatly improve traffic flow throughout the Route 28 corridor.

♦ See complete footnote on page 4.

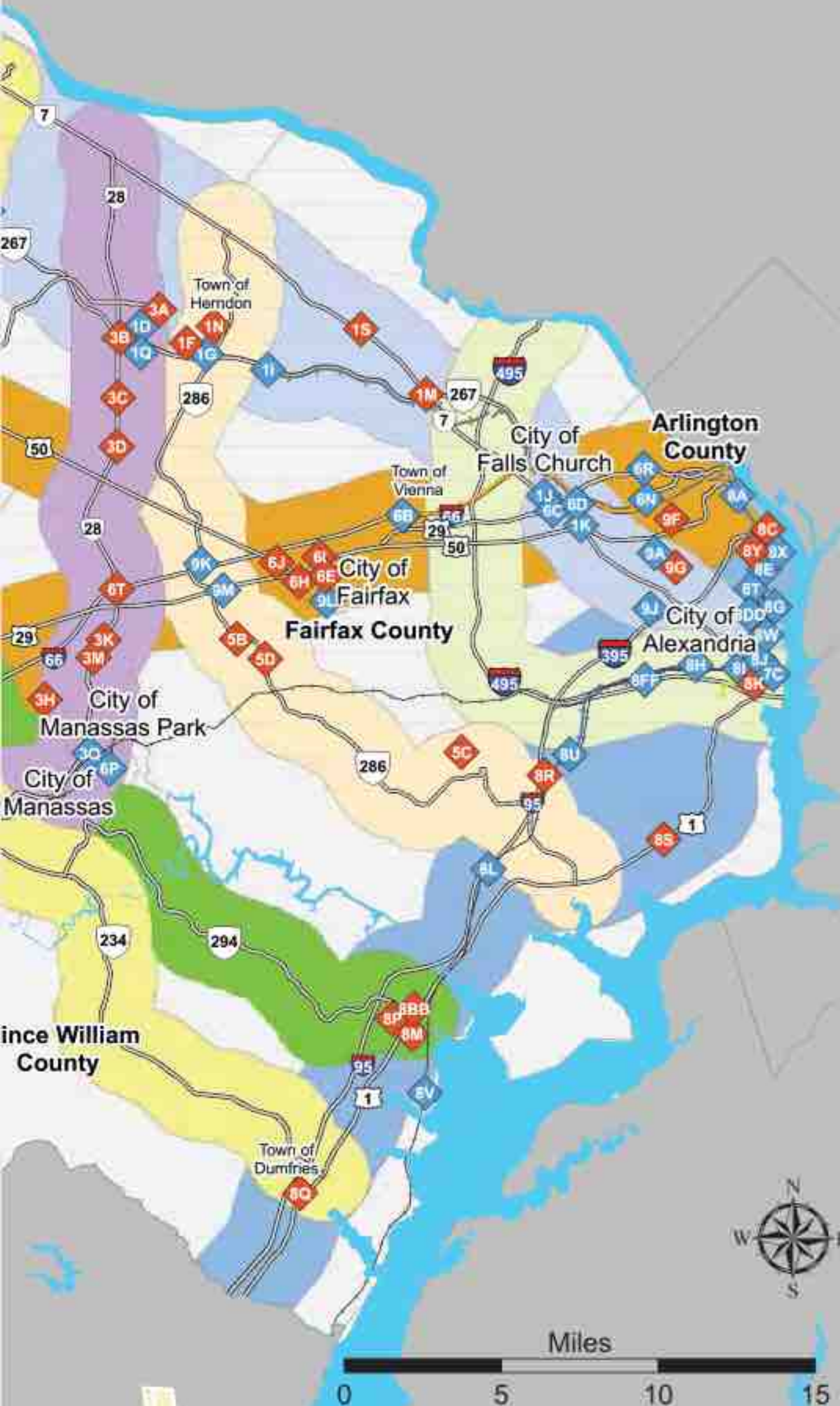
Map 2: NVTA FY2014–2017 Programs

Projects

- ◆ Road Projects
- ◆ Mass Transit Projects

Transportation Corridors

- | | |
|---|---|
| 1 Dulles/VA 7 Corridor | 6 I-66/US 29/US 50 Corridor |
| 2 Tri-County Pkwy Corridor | 7 I-495 Beltway Corridor |
| 3 VA 28 Corridor | 8 I-95/I-395/US 1 Corridor |
| 4 Prince William Pkwy Corridor | 9 Multiple/Outside Corridors |
| 5 Fairfax County Pkwy Corridor | |



6



Draft conceptual design for the I-66/Route 28 interchange.

I-66/Route 28 Interchange Project (6T)

This \$300 million* NVTA investment is part of a \$2.1 billion project bringing Express Lanes and multimodal improvements to the I-66 Outside the Beltway Corridor.

1,8,9



Two new Loudoun County Transit buses purchased.

Northern Virginia New Bus Purchases

(8A, 9K, 1L, 1R, 8J, 9L, 8B)

The NVTA regional investment of \$14.8 million has made possible the purchase of 34 more buses for Arlington Transit ART, Fairfax Connector, Loudoun County Transit, Alexandria DASH, City of Fairfax CUE and PRTC OmniRide. These new buses will provide new and expanded service throughout the region.

8



Newly completed Crystal City Multimodal Center in Arlington County.

Crystal City Multimodal Center (8E)

The NVTA investment of \$1.5 million helped make this new multimodal center a reality for Arlington County.

8



Current congestion on Route 1 from Featherstone Road to Marys Way in Prince William County.

Route 1 Corridor Improvement Projects

(8S, 8M, 8P, 8BB, 8Q)

A series of roadway improvement projects on Route 1 in Fairfax and Prince William Counties and the Town of Dumfries will reduce congestion by utilizing \$71.3 million in NVTA investments.

Regional Revenues and Funding Allocations

In FY2016, the NVTa received \$316.9 million in HB 2313 revenues. Table 1 details the revenues generated by each locality. In addition, the table shows the \$95.1 million in 30% Local Distribution Funds received by each locality.

Table 1: NVTa FY2016 Tax Revenue & 30% Local Distribution Funds

Jurisdiction	FY2016 Total Tax Revenue	30% Local Distribution Funds
Arlington County	\$ 39,850,462	\$ 11,956,376
Fairfax County	\$ 137,123,568	\$ 41,141,068
Loudoun County	\$ 57,505,148	\$ 17,253,257
Prince William County	\$ 43,009,727	\$ 12,904,251
City of Alexandria	\$ 21,814,731	\$ 6,545,085
City of Fairfax	\$ 7,970,562	\$ 2,391,454
City of Falls Church	\$ 2,747,692	\$ 824,403
City of Manassas	\$ 5,489,001	\$ 1,646,891
City of Manassas Park	\$ 1,435,847	\$ 430,754
Total	\$ 316,946,738	\$ 95,093,539

Source: NVTa Financial Reports

Note: Distribution includes interest accrued on the 30% Local Distribution Funds.

70% Regional Revenue

The NVTa approved 12 projects for funding in the FY2017 Program totaling \$446 million*. These projects will be funded through a combination of pay as you go (PayGo) and future bond financing. Table 2 lists the projects funded (including phases and modes) through the FY2017 Program.

Table 2: NVTa FY2017 Program

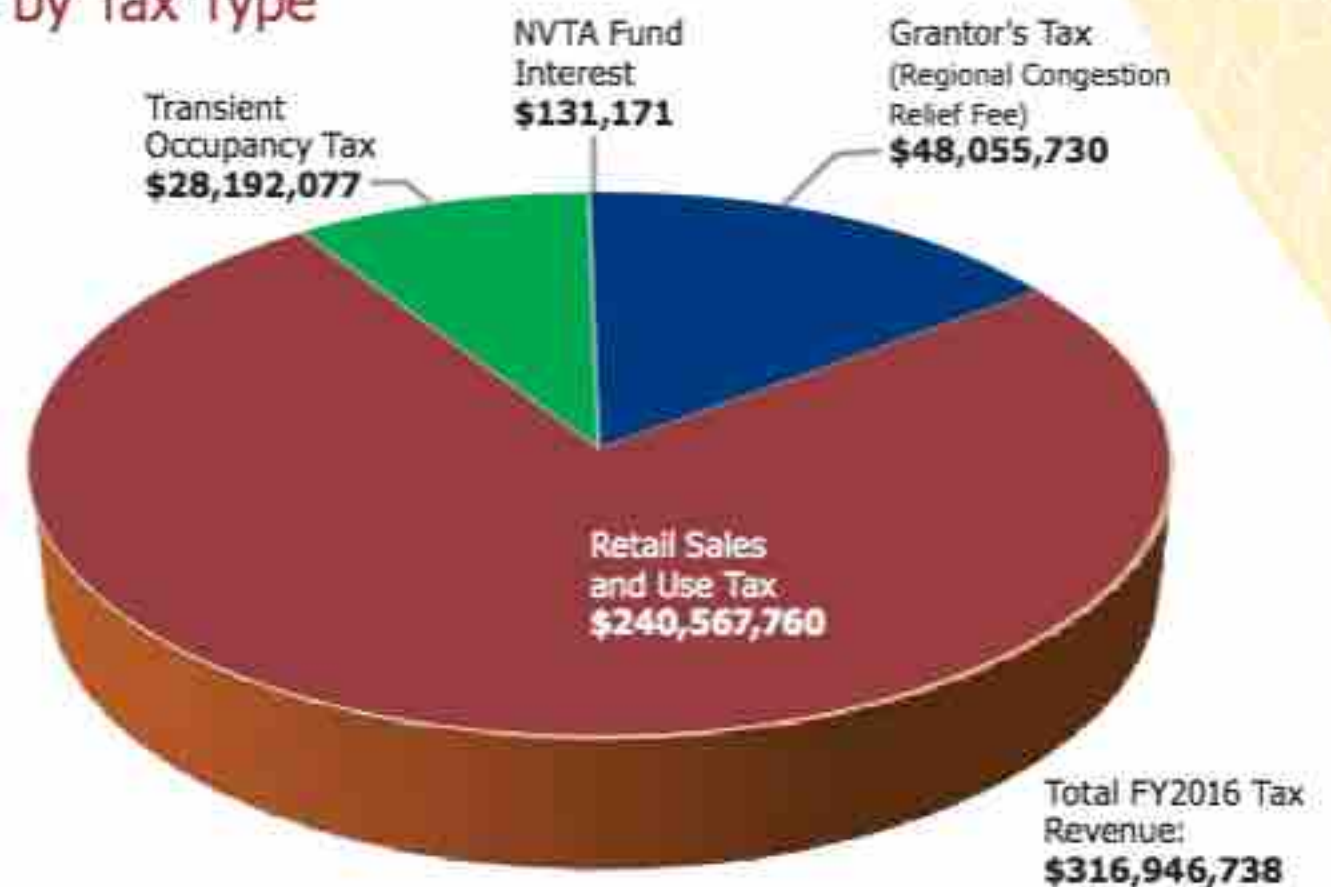
Agency	Project Title	FY2017 NVTa Funding	Project Cost	Phase Funded	Modes
Arlington	Lee Highway Corridor Intelligent Transportation System Enhancements	\$ 3,000,000	\$ 3,000,000	Des, Eng, ROW, Con	Road, Transit, Bike, Ped
Arlington	Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements	\$ 11,600,000	\$ 11,600,000	Des, Eng, Env, Con	Road, Transit, Bike, Ped
Fairfax	I-66/Route 28 Interchange Improvements	\$ 300,000,000*	\$ 385,000,000	Des, Eng, Env, ROW, Con	Road, Transit
Fairfax	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive	\$ 10,000,000	\$ 135,900,000	ROW	Road, Transit, Bike, Ped
Fairfax	Route 28 Widening: Prince William County Line to Route 29	\$ 5,000,000	\$ 68,910,000	Des, Eng, Env, ROW, Con	Road, Ped
Fairfax	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29	\$ 10,000,000	\$ 82,400,000	ROW	Road, Ped
Prince William	Route 1 Widening: Featherstone Road to Marys Way	\$ 11,000,000	\$ 85,725,114	Con	Road, Ped
Prince William	Route 28 Widening: Route 234 Bypass to Linton Hall Road	\$ 10,000,000	\$ 28,774,000	Con	Road, Ped
Alexandria	Potomac Yard Metrorail Station	\$ 66,000,000	\$ 287,484,000	Des, Con (Design-Build)	Transit
Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$ 20,000,000	\$ 58,000,000	Con	Road, Bike, Ped
VRE	Manassas Park Station Parking Expansion	\$ 2,000,000	\$ 19,600,000	Eng, Env, Des	Road, Transit, Ped
WMATA	Blue Line Traction Power Upgrades	\$ 17,443,951	\$ 88,625,564	Eng, Con	Transit
NVTa Funding Total:		\$ 466,043,951*			

KEY: Des=Design; Eng=Engineering; Env=Environmental; ROW=Right of Way; Con=Construction; Acq=Acquisition

* See complete footnote on page 4.
2 NVTa Financial Reports

Figure 1 depicts the FY2016 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.

Figure 1: NVTa FY2016 Revenue Breakdown by Tax Type



Source: NVTa Audited Financial Reports







The Authority has committed \$990.2 million* for regional congestion reducing projects from FY2014 through FY2017², and distributed \$272.9 for local projects from FY2014 through FY2016.²

FY2017 Regional Transportation Program
on following spread. 

FY2017 Regional Transportation Program

Dulles/VA 7 Corridor

Fairfax County

- 1 Route 7 Widening: Colvin Forrest Dr to Jarrett Valley Dr
\$10,000,000   
- 2 Route 7 (East Market St)/Battlefield Pkwy Interchange
\$20,000,000   

VA 28 Corridor

Fairfax County

- 3 Route 28 Widening: Prince William County Line to Route 29
\$5,000,000  
- 4 Route 28 Widening: Route 234 Bypass to Linton Hall Rd
\$10,000,000  
- 5 Manassas Park Station Parking Expansion
\$2,000,000 

Fairfax County Pkwy Corridor

Fairfax County

- 6 Route 286 Fairfax County Pkwy Widening: Route 123 to Route 29
\$10,000,000  

I-66/US 29/US 50 Corridor

Arlington County

- 7 Lee Hwy Corridor Intelligent Transportation System Enhancements
\$3,000,000   
- 8 I-66/Route 28 Interchange Improvements*
\$300,000,000   

♦ See complete footnote on page 4.

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



I-95/I-395/US 1 Corridor

Arlington County

9 Crystal City Streets: 12th St Transitway, Clark/Bell Realignment & Intersection Improvements
\$11,600,000

Prince William County

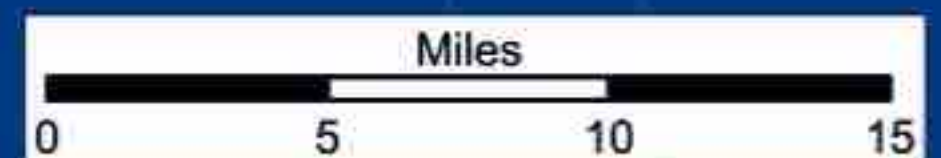
10 Route 1 Widening: Featherstone Rd to Marys Way
\$11,000,000

City of Alexandria

11 Potomac Yard Metrorail Station
\$66,000,000

Washington Metropolitan Area Transit Authority (WMATA)

12 Blue Line Traction Power Upgrades
\$17,443,951



Local Distribution Fund Projects

Arlington County

- 1 Arlington Transit Vehicle Facility and Satellite Parking
\$2,199,582
- 2 Capital Bikeshare (Multiple Locations)
\$1,499,442
- 3 Old Dominion Dr, Phase II (Rt 309 from 38th St N to Glebe Rd)
\$1,193,732
- 4 Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (Multiple Locations)
\$879,451
- 5 Walter Reed Dr (5th Street to Columbia Pike)
\$356,000
- 6 Washington Blvd Signal Rebuilds
\$350,000
- 7 Traffic Counts (Multiple Locations)
\$304,857
- 8 Five Points Intersection
\$300,000
- 9 Arterial Street Safety Improvements (Multiple Locations)
\$208,199
- 10 ART Bus Procurement
\$139,504
- 11 McKinley Rd Safe Routes to School Accessibility
\$127,301
- 12 Transit Development Plan & ART Asset Management Plan
\$125,613
- 13 Bus Stops and Shelters (Clarendon, Courthouse, Shirlington)
\$119,458
- 14 Program Administration
\$63,140
- 15 Carlin Springs Rd Signal Rebuilds
\$50,000
- 16 Old Dominion Dr Missing Link
\$44,703
- 17 Arlington Blvd and Manchester St Intersection
\$32,360
- 18 Ballston-MU Metrorail Station West Entrance
\$12,512
- 19 N Glebe Rd (Carlin Springs Rd to Pershing Dr)
\$3,920
- 20 Walter Reed Dr (Arlington Mill and Four Mile Run)
\$3,650
- 21 Court House Metrorail Station Second Elevator
\$1,723

Fairfax County

- 22 Fairfax Connector Service
\$8,483,924
- 23 Frontier Dr Extension
\$3,000,000
- 24 Town Center Pkwy DTR Underpass Rail Support
\$2,104,067
- 25 Various Project Implementation Works
\$1,245,168
- 26 Braddock Rd Multimodal Study
\$1,017,971
- 27 Herndon Metrorail Station Parking Garage
\$552,725
- 28 Studies/Planning (Traffic Counts)
\$505,563
- 29 Innovation Center Metrorail Station Parking Garage
\$318,232
- 30 Spot Roadway Program
\$299,908
- 31 Soapstone Dr DTR Overpass
\$200,127
- 32 Shirley Gate Extn/Fairfax County Pkwy/Popes Head Interchange
\$258,842
- 33 Rt 1 Bus Rapid Transit
\$121,449
- 34 Seven Corners Interchange Improvements
\$113,885
- 35 Tysons Projects (Boone Blvd/Gosnell Feasibility Study)
\$66,587
- 36 Rt 1 Widening (Pohick to Ocoquan)
\$33,940

Loudoun County

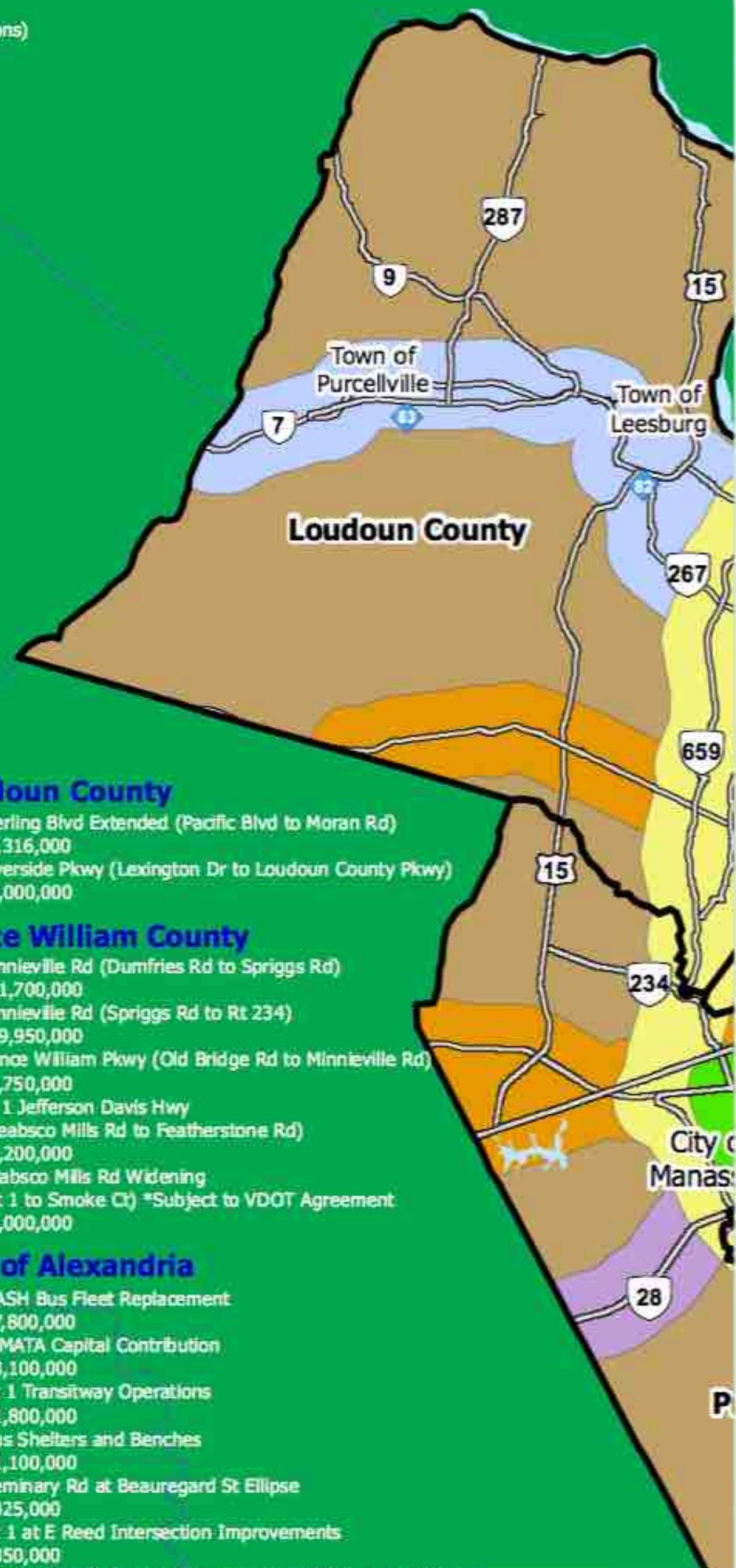
- 37 Sterling Blvd Extended (Pacific Blvd to Moran Rd)
\$7,316,000
- 38 Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)
\$6,000,000

Prince William County

- 39 Minnieville Rd (Dumfries Rd to Spriggs Rd)
\$21,700,000
- 40 Minnieville Rd (Spriggs Rd to Rt 234)
\$19,950,000
- 41 Prince William Pkwy (Old Bridge Rd to Minnieville Rd)
\$1,750,000
- 42 Rt 1 Jefferson Davis Hwy
(Neabsco Mills Rd to Featherstone Rd)
\$1,200,000
- 43 Neabsco Mills Rd Widening
(Rt 1 to Smoke Ct) *Subject to VDOT Agreement
\$1,000,000

City of Alexandria

- 44 DASH Bus Fleet Replacement
\$7,800,000
- 45 WMATA Capital Contribution
\$3,100,000
- 46 Rt 1 Transitway Operations
\$1,800,000
- 47 Bus Shelters and Benches
\$1,100,000
- 48 Seminary Rd at Beauregard St Ellipse
\$425,000
- 49 Rt 1 at E Reed Intersection Improvements
\$350,000
- 50 Cameron St & Prince St Pedestrian and Bicycle Facilities
\$300,000
- 51 Access to Transit - City Sidewalk Connections
\$60,000



City of Fairfax

- 52 CUE Operations
\$3,101,752
- 53 Jermantown Road
\$869,302
- 54 Roadbed Reconstruction (Rt 50 Kamp Washington to Fairchester Dr)
\$264,760
- 55 Traffic Signal Preemption
\$100,188
- 56 George Snyder Trail
\$93,329
- 57 Traffic Signal Upgrades
\$35,214
- 58 Old Town Sidewalk Spot Widening Study and Preliminary Engineering
\$34,976
- 59 Burke Station Rd Sidewalk
\$32,259

- 60 Old Town Traffic Study
\$14,841
- 61 Orchard Dr Sidewalk Design
\$14,775
- 62 Government Center Pkwy Extension
\$12,715
- 63 Orchard St/C&R Intersection Evaluation
\$11,517
- 64 University Dr Road Diet
\$6,618
- 65 University Dr Extension
\$3,014
- 66 Northfax West Planning
\$2,258
- 67 Emergency Power Battery Backup
\$437

City of Falls Church

- 68 Pedestrian Access to Transit (Rt 29 S Washington St)
\$2,603,520
- 69 WMATA Capital Contribution (Citywide)
\$700,000
- 70 Bus Stop Changes - Shelters and Wayfinding (Rt 7, Multiple Locations)
\$475,739
- 71 Pedestrian Access Program (Citywide)
\$195,000
- 72 Bridges (Citywide)
\$125,000

City of Manassas

- 73 Prince William St (Grant Ave to Wellington Rd)
\$1,259,000
- 74 Dean Dr Extended (Rt 28 to existing Dean Drive)
\$1,219,000
- 75 Battle St (Portner St to Quarry Rd)
\$280,000
- 76 Grant Ave (Lee Ave to Wellington Rd)
\$135,000
- 77 Mathis Ave Sidewalk (Maple St to Sudley St)
\$135,000
- 78 Citywide Traffic Improvements
\$19,620

Town of Dumfries

- 79 Sidewalk along Possum Point Rd
\$97,289

Town of Herndon

- 80 Elden St and Center St Intersection Improvements
\$850,000
- 81 Van Buren St Improvements (Old Spring St to Herndon Pkwy)
\$778,000

Town of Leesburg

- 82 Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)
\$3,783,037

Town of Purcellville

- 83 Nursery Ave Improvements
\$792,323

Town of Vienna

- 84 Follin Ln SE Reconstruction (Echols St SE to Maple Ave)
\$1,300,000

NOTE: This list was generated on October 5, 2016 based on responses from jurisdictions to an NVTA staff request for a Local Distribution Funds project list.

Corridors

- Dulles/VA 7
- Tri-County Pkwy
- VA 28
- Prince William Pkwy

- NVTA 30% Project
- Fairfax County Pkwy
- I-66/US 29/US 50
- I-495 Beltway
- I-95/I-395/US 1

- VRE Railroad
- Blue Line Metrorail
- Orange Line Metrorail
- Silver Line Metrorail
- Yellow Line Metrorail

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Local Revenue Distribution

30% Local Distribution Funds

HB 2313 requires that 30% of the revenues received by the Authority be distributed to the member localities based on revenues generated in the locality, if they meet certain criteria set forth in the legislation. These revenues are 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, as there is no sunset provision on these funds. 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 FY2016, all member jurisdictions met the requirements to receive their 30% Local Distribution Funds. Table 3, below, shows the projects which localities are advancing with Local Distribution Funds.

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

Jurisdiction	Project Name	Phases Funded	30% Local Fund
Arlington County	Arlington Transit Vehicle Facility and Satellite Parking	Design, CN	\$ 2,199,582
	Capital Bikeshare (Multiple Locations)	Operations, Expansion	\$ 1,499,442
	Old Dominion Dr, Phase II (Rt 309 from 38th St N to Glebe Rd)	Design, CN	\$ 1,193,732
	Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities (Multiple Locations)	CN	\$ 879,451
	Walter Reed Dr (5 th Street to Columbia Pike)	Design, CN	\$ 356,000
	Washington Blvd Signal Rebuilds	CN	\$ 350,000
	Traffic Counts (Multiple Locations)	Other	\$ 304,857
	Five Points Intersection	CN	\$ 300,000
	Arterial Street Safety Improvements (Multiple Locations)	Design, CN	\$ 208,199
	ART Bus Procurement	CN	\$ 139,504
	McKinley Rd Safe Routes to School Accessibility	Design, CN	\$ 127,301
	Transit Development Plan & ART Asset Management Plan	Study	\$ 125,613
	Bus Stops and Shelters (Clarendon, Courthouse, Shirlington)	Design, CN	\$ 119,458
	Program Administration	Other	\$ 63,140
	Carlin Springs Rd Signal Rebuilds	CN	\$ 50,000
	Old Dominion Dr Missing Link	Design	\$ 44,703
	Arlington Blvd and Manchester St Intersection	Design	\$ 32,360
	Ballston-MU Metrorail Station West Entrance	Design	\$ 12,512
	N Glebe Rd (Carlin Springs Rd to Pershing Dr)	Design	\$ 3,920
	Walter Reed Dr (Arlington Mill and Four Mile Run)	Design	\$ 3,650
	Court House Metrorail Station Second Elevator	Design	\$ 1,723
Fairfax County	Fairfax Connector Service	Operations	\$ 8,483,924
	Frontier Dr Extension	PE, Design	\$ 3,000,000
	Town Center Pkwy DTR Underpass Rail Support	PE, Design	\$ 2,104,067
	Various Project Implementation Works	N/A	\$ 1,245,168
	Braddock Rd Multimodal Study	PE, Design	\$ 1,017,971
	Herndon Metrorail Station Parking Garage	PE, Design	\$ 552,725
	Studies/Planning (Traffic Counts)	N/A	\$ 505,563
	Innovation Center Metrorail Station Parking Garage	PE, Design	\$ 347,600
	Spot Roadway Program	All	\$ 299,908
	Soapstone Dr DTR Overpass	PE, Design	\$ 200,127

Jurisdiction	Project Name	Phases Funded	30% Local Fund
Fairfax County (continued)	Shirley Gate Extn/Fairfax County Pkwy/Popes Head Interchange	PE, Design	\$ 258,842
	Rt 1 Bus Rapid Transit	Study	\$ 121,449
	Seven Corners Interchange Improvements	PE, Design	\$ 113,885
	Tysons Projects (Boone Blvd/Gosnell Feasibility Study)	Study	\$ 66,587
	Rt 1 Widening (Pohick to Occoquan)	Study	\$ 33,940
Loudoun County	Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$ 7,316,000
	Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)	ROW, Utility, CN	\$ 6,000,000
Prince William County	Minnieville Rd (Dumfries Rd to Spriggs Rd)	CN	\$ 21,700,000
	Minnieville Rd (Spriggs Rd to Rt 234)	ROW, CN, Project Mgmt	\$ 19,950,000
	Prince William Pkwy (Old Bridge Rd to Minnieville Rd)	ROW, CN, Project Mgmt	\$ 1,750,000
	Rt 1 Jefferson Davis Hwy (Neabsco Mills Rd to Featherstone Rd)	ROW	\$ 1,200,000
	Neabsco Mills Rd Widening (Rt 1 to Smoke Ct) *Subject to VDOT agreement	ROW	\$ 1,000,000
City of Alexandria	DASH Bus Fleet Replacement	Bus Procurement	\$ 7,800,000
	WMATA Capital Contribution	Design, CN	\$ 3,100,000
	Rt 1 Transitway Operations	Operations	\$ 1,800,000
	Bus Shelters and Benches	CN	\$ 1,100,000
	Seminary Rd at Beauregard St Ellipse	Design	\$ 425,000
	Rt 1 at E Reed Intersection Improvements	CN	\$ 350,000
	Cameron St and Prince St Pedestrian and Bicycle Facilities	CN	\$ 300,000
City of Fairfax	Access to Transit—City Sidewalk Connections	CN	\$ 60,000
	CUE Operations	Operations	\$ 3,101,752
	Jermantown Rd	CN	\$ 869,302
	Roadbed Reconstruction (Rt 50 Kamp Washington to Fairchester Dr)	CN	\$ 264,760
	Traffic Signal Preemption	CN	\$ 100,188
	George Snyder Trail	CN	\$ 93,329
	Traffic Signal Upgrades	CN	\$ 35,214
	Old Town Sidewalk Spot Widening Study and Preliminary Engineering	Study, Engineering	\$ 34,976
	Burke Station Rd Sidewalk	PE, ROW	\$ 32,259
	Old Town Traffic Study	Study	\$ 14,841
	Orchard Dr Sidewalk Design	PE	\$ 14,775
	Government Center Pkwy Extension	PE	\$ 12,715
	Orchard St/CBR Intersection Evaluation	PE	\$ 11,517
	University Dr Road Diet	PE	\$ 6,618
	University Dr Extension	PE	\$ 3,014
	Northfax West Planning	PE	\$ 2,258
	Emergency Power Battery Backup	CN	\$ 437
City of Falls Church	Pedestrian Access to Transit (Rt 29 S Washington St)	PE, ROW, CN, Inspection	\$ 2,603,520
	WMATA Capital Contribution (Citywide)	Operations	\$ 700,000
	Bus Stop Changes—Shelters and Wayfinding (Rt 7, Multiple Locations)	PE, ROW, CN	\$ 475,739
	Pedestrian Access Program (Citywide)	PE, ROW, CN	\$ 195,000
	Bridges (Citywide)	PE, ROW, CN	\$ 125,000
City of Manassas	Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$ 1,259,000
	Dean Dr Extended (Rt 28 to existing Dean Drive)	PE, ROW, CN	\$ 1,219,000
	Battle St (Portner St to Quarry Rd)	PE, ROW, CN	\$ 280,000
	Grant Ave (Lee Ave to Wellington Rd)	PE, ROW, CN	\$ 135,000
	Mathis Ave Sidewalk (Maple St to Sudley St)	CN	\$ 135,000
	Citywide Traffic Improvements	CN	\$ 19,620
City of Manassas Park	No projects		

Jurisdiction	Project Name	Phases Funded	30% Local Fund
Town of Dumfries	Sidewalk along Possum Point Rd	CN	\$ 97,289
Town of Herndon	Elden St and Center St Intersection Improvements	PE, Eng, ROW, Utility, CN	\$ 850,000
	Van Buren St Improvements (Old Spring St to Herndon Pkwy)	ROW, Utility	\$ 778,000
Town of Leesburg	Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 3,783,037
Town of Purcellville	Nursery Ave Improvements	Design, CN	\$ 792,323
Town of Vienna	Follin Ln SE Reconstruction (Echols St SE to Maple Ave)	PE, ROW, CN	\$ 1,300,000
TOTAL			\$ 119,563,386

Note: This list was generated on October 5, 2016 based on responses from jurisdictions to an NVTa staff request for a 30% Local Distribution Funds project list.

KEY: PE=Preliminary Engineering; ROW=Right of Way; CN=Construction

Additional Funding Responsibilities

Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation (RSTP) 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 CMAQ and RSTP funds, which are part of the overall mix of transportation funding available to Northern Virginia. The Regional Jurisdiction and Agency Coordinating Committee (RJACC), formed by the NVTa Executive Director, makes programming recommendations of over \$80 million annually to the Authority, which are subject to approval by the Commonwealth Transportation Board (CTB). While the NVTa programs these funds regionally for Northern Virginia, the actual funds are received and held by the Commonwealth of Virginia.

CMAQ Allocation

Regions throughout the United States found to be in non-attainment for air quality standards (air pollution), including Northern Virginia, are eligible for federal CMAQ funds. The most recent federal surface transportation legislation, Fixing America's Surface Transportation Act (FAST), along with its predecessor Moving Ahead for Progress in the 21st Century (MAP 21), requires non-attainment areas for fine particulate matter (PM 2.5)—an air pollutant related to public health—to allocate a portion of CMAQ funds to projects that will reduce fine particulate matter. In May 2016, the NVTa recommended \$29.6 million in FY2022 funding for projects for CTB approval. The allocation for FY2017–2022 is shown in Table 4.

Table 4: NVTa Allocation of CMAQ Funds

	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CMAQ	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,512,010	\$ 21,584,051	\$ 21,584,051
CMAQ 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	\$ 29,598,216	\$ 29,598,216

Source: CMAQ/RSTP Working Group

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 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. In May 2016, the NVTa recommended the programming of \$52.6 million in RSTP FY2022 funding for CTB approval. The allocation for FY2017–2022 is found in Table 5.

Table 5: NVTa Allocation of RSTP Funds

	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
RSTP	\$ 40,331,584	\$ 40,331,584	\$ 40,331,584	\$ 40,331,584	\$ 40,437,655	\$ 52,644,909

Source: CMAQ/RSTP Working Group

In 2016, CMAQ and RSTP funding availability was revised for FY2017–2022 due to revised allocations under the FAST Act. NVTa staff and the RJACC worked to ensure timely programming of these funds.

NOVEMBER 2015

TransAction
Kickoff

SPRING 2016

Identify Needs
and Trends

Public Outreach

TransAction Update & Public Engagement

NVTA is currently updating TransAction, the long range regional transportation plan for Northern Virginia. As part of this update, the Authority conducted two major rounds of public engagement in 2016.



Falls Church Memorial Day participants shared their transportation problems.

Using the tagline “What’s your (transportation) problem?,” the Authority hosted a series of workshops and pop-up events across the region this spring, listening to residents’ concerns and suggestions about transportation.

What is your (transportation) problem?
Go to <http://nvtatransaction.org/> to tell us!



During the fall, the Authority hosted a workshop, focus groups, and an online survey to seek Northern Virginians’ feedback on priorities for future transportation investments.

Further opportunities for public engagement will be provided during spring 2017. TransAction is expected to be adopted in fall 2017.

<http://nvtatransaction.org/>

@NVTATransAction



Mayor Silberberg visits the TransAction pop-up event at Alexandria’s Bike-to-Work Day Pit Stop, one of more than ten similar events during the spring.



Manassas Heritage Rail Festival visitors share their ideas about improving transportation.

FALL 2016Identify
Regional Priorities

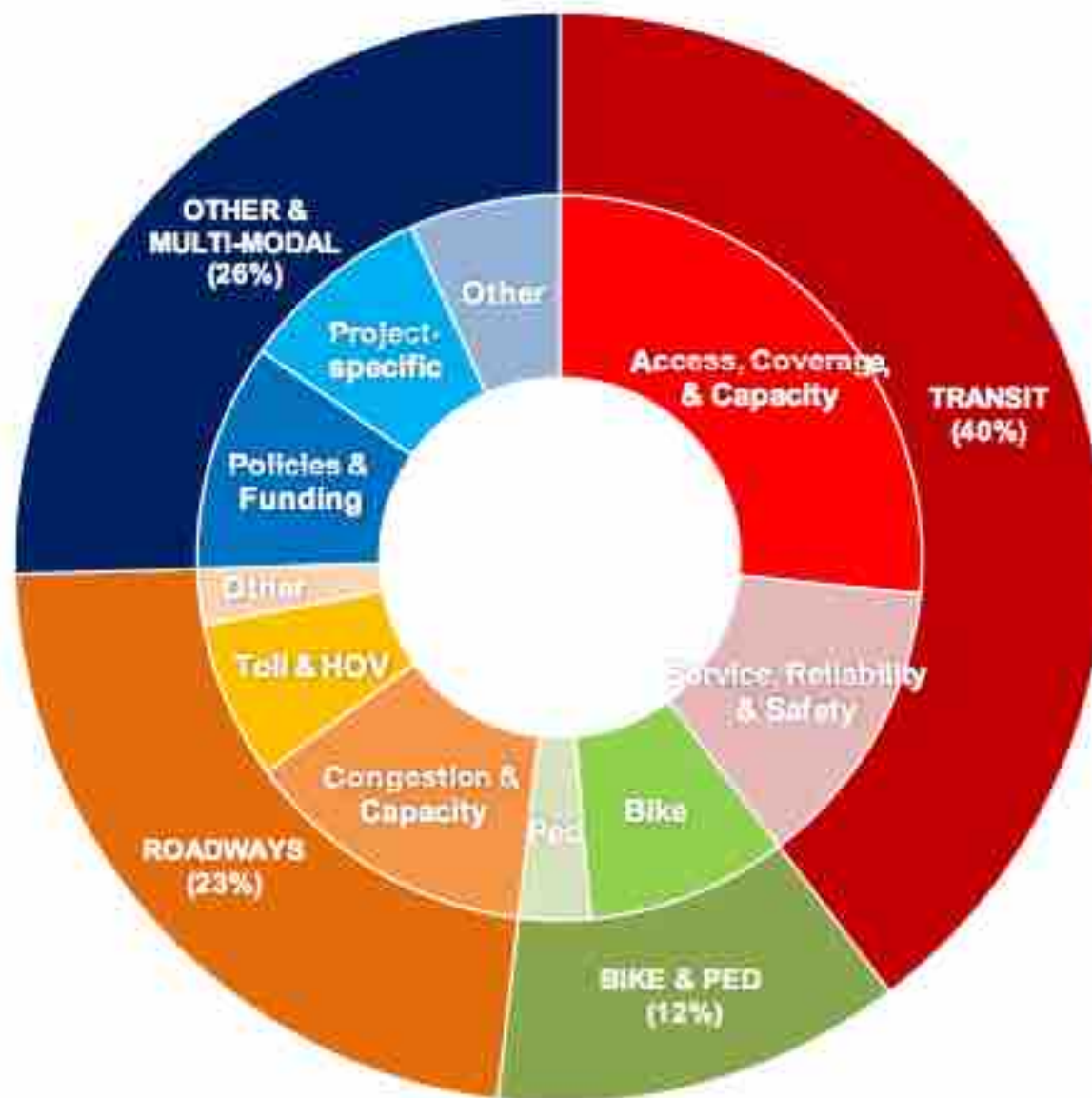
Public Outreach

WINTER 2016-17Evaluate
Regional Priorities**SPRING 2017**Review Draft
Report

Public Outreach

FALL 2017

Adoption by NVT

Figure 2: TransAction Spring Public Engagement Comments by Mode and Topic

Which one of the following best describes why reducing congestion is important to you personally?

	Votes	Percent
Saves time driving (or commuting)	163	71%
Fewer cars on the highway (improves air quality)	36	6%
It is safer (fewer accidents)	22	10%
More affordable (saves money)	9	4%
Total	230	101%*

*Total is greater than 100% due to rounding.

Table 6: Comment Topics

Topic	Comments	Percent
Improve transit access or coverage.	380	25%
Address congestion or improve auto capacity.	202	13%
Improve transit service, reliability, or safety.	201	13%
Improve planning, development, transportation policy, or funding processes.	156	10%
Improve bike infrastructure.	138	9%
(Do not) build, widen, or extend specific project.	133	9%
Address issue with toll, HOT, HOV, or express lanes.	109	7%
Improve walkability or pedestrian infrastructure.	49	3%
Improve regional connectivity.	34	2%
Improve technology (driverless cars, etc.).	32	2%
Improve transit capacity (8-car trains, third rail, etc.).	29	2%
Maintain or monitor existing roads (pot holes, police presence, snow clearance, etc.).	28	2%
Improve transportation design.	15	1%
Comment on the outreach process itself	13	1%
Improve driver training, attitude, or behavior.	10	1%
Transportation in Northern Virginia is already good.	9	1%
Total	1,538*	100%

*Total is greater than the number of comments received because some comments were categorized into multiple topics. No comments addressed more than three topics.



Loudoun seniors discuss their transportation concerns and suggestions at one of five TransAction workshops conducted across Northern Virginia.

NVTA Events

On September 22, 2016 the NVTA celebrated the groundbreaking of a major expansion to the West Ox Bus Garage. The event was held in conjunction with Try Transit Week and the regional Car Free Day. This \$20 million NVTA investment will help expand Fairfax Connector and Metrobus service in Northern Virginia. In a ceremony at the construction site, NVTA Chairman Marty Nohe, Fairfax County Chairman Sharon Bulova and Fairfax County Supervisors Pat Herrity and Kathy L. Smith, along with Delegate Ken Plum, regional leaders and local transportation agencies participated in the groundbreaking.

Try Transit Week



From left to right: Official groundbreaking for the West Ox Road Bus Garage Expansion, WMATA Managing Director Dana Baker, Fairfax County Supervisor Kathy Smith, NVTA Executive Director Monica Backmon, Fairfax County Chairman Sharon Bulova, Fairfax County Supervisor Pat Herrity, NVTA Chairman Marty Nohe, Virginia State Delegate Ken Plum, and Fairfax County Director of Transportation Tom Blesiadny. NVTA members, elected officials and transportation staff at groundbreaking.

On September 27, 2016, the NVTA celebrated the start of construction on major improvements to Belmont Ridge Road in Loudoun County. The \$39.5 million NVTA investment will improve a critical north-south corridor that is one of the Commonwealth's designated Corridors of Statewide Significance. When completed the improvements to Belmont Ridge Road will enhance north-south connectivity for the region. Designed to reduce traffic congestion, these projects are anticipated to provide a smooth flow of traffic for those that live, work and play in Loudoun County. In a ceremony held at the construction site, NVTA Chairman Marty Nohe, NVTA Vice-Chair Phyllis Randall and Loudoun County Supervisor Ralph Buona, along with NVTA members, legislators, regional leaders and the Virginia Department of Transportation broke ground on this important roadway project.



From left to right: Official groundbreaking for the Belmont Ridge Road Construction project, Virginia State Delegate Randy Minchew, Loudoun County Supervisors Ron Meyer and Ralph Buona, Loudoun County Chair Phyllis Randall, Virginia State Senator Dick Black, NVTA Chairman Marty Nohe, NVTA Executive Director Monica Backmon and VDOT Northern Virginia District Engineer Helen Cuervo. NVTA members and Executive Director at the groundbreaking ceremony.

NVTA Chairman Marty Nohe, NVTA Vice-Chair Phyllis Randall, and NVTA members Virginia State Senator Dick Black and Virginia State Delegate Randy Minchew celebrate the ribbon cutting of two new Loudoun County Transit buses in June 2016. In June 2016, NVTA Chairman Marty Nohe and City of Fairfax Mayor Scott Silverthorne celebrated the opening of new lanes on Jermantown Road.



From left to right: NVTA Chairman Marty Nohe and NVTA Vice-Chair Phyllis Randall. In June 2016, NVTA Chairman Marty Nohe and City of Fairfax Mayor Scott Silverthorne celebrated the opening of new lanes on Jermantown Road.

In April 2016, the NVTa hosted a roundtable discussion in partnership with the Intelligent Transportation Society (ITS) of Virginia. The Northern Virginia Transportation Roundtable was entitled “*Planning for Tomorrow’s Transportation, Today*” and featured robust discussions about the topics “Disruptive Technologies” and the “Impact of Today’s Technologies”.



From left to right: Panel discussion with Ric Canizales, Transportation Director, Prince William County; Annaliese Rosenthal, Uber; Zachary Doerzaph, Virginia Tech; Nicole Barranco, Volkswagen; Dick Mudge, Compass Transportation and Technology; and moderator Max Smith, WTQP Transportation Reporter. Attendees at the ITS Roundtable.

For the first time, the NVTa hosted a break-out session at the annual Governor’s Transportation Conference. The session entitled “The Northern Virginia Transportation Authority: Investing Wisely – Delivering Results” highlighted the successes and challenges the Authority has faced in its first years of implementing HB 2313. Presenters NVTa Chairman Marty Nohe and Executive Director Monica Backmon also discussed the regional impact HB 2313 funding and the Authority are making on congestion reduction in Northern Virginia.

In October 2016, the NVTa hosted a workshop with Northern Virginia chambers, associations, business development and industry advocate leaders to gain their input in developing the best possible long range transportation plan for the region. The workshop provided a highly focused opportunity for attendees to roll up their sleeves, work on identifying transportation solution priorities and weigh in on proposed measures to improve the transportation network and quality of life in Northern Virginia.



NVTa Chairman Marty Nohe presents at the Governor’s Transportation Conference.



From left to right: NVTa Executive Director Monica Backmon addresses the attendees at the TransAction Fall Workshop. Attendees share their views on regional transportation issues.

NVTa Chairman Marty Nohe participated in a panel discussion at the Northern Virginia Transportation Alliance’s “What You Need to Know About Transportation Seminar” in October 2016. The event featured keynote speaker Virginia Secretary of Transportation Aubrey L. Layne, Jr., and transportation and business leaders from the region. The discussion focused on what’s being done and what needs to be done to ensure Virginia and the Washington Metropolitan Region remain competitive in the future.



NVTa Alliance Chairman Mark Looney, Virginia Secretary of Transportation Aubrey Layne, NVTa Chairman Marty Nohe, WMATA Board Member Jim Corcoran, VDOT Northern Virginia District Engineer Helen Cuervo and VRE CEO Doug Allen.

Looking Ahead

The NVTa will achieve two important milestones in 2017:

- ◆ **TransAction** will be adopted. This is the first update to TransAction since the passage of the historic HB 2313 legislation in 2013, which established a dedicated revenue stream for local and regional transportation improvements in Northern Virginia. TransAction will forecast likely travel conditions in the year 2040 and evaluate a host of possible transportation improvements to address these conditions over the next 25 years. TransAction will help to identify multimodal transportation investments the Authority should make in the short term through its first ever Six Year Program. The Six Year Program will be adopted in 2018 and is anticipated to fund an additional \$1.7 billion in regional transportation improvements.
- ◆ **The Strategic Plan** will be adopted, with a five-year time horizon. The Strategic Plan, the NVTa's first, will set a plan of strategic priorities as the Authority continues to grow in its legislatively mandated roles and responsibilities. More importantly, it will include an action plan and performance measures to monitor progress toward achieving the plan's vision and goals.

Together, the Strategic Plan, TransAction, and the Six Year Program will guide the Authority as it seeks to address the region's transportation challenges.

Research and analysis conducted as part of the TransAction development process has highlighted some of the challenges and opportunities facing the Northern Virginia region over the coming decades:

- ◆ By 2040, population in Northern Virginia is forecast to grow by nearly 25 percent compared to today's levels, and employment will grow by more than 35 percent. As a result, congestion is predicted to worsen by almost 80 percent. Crowding on transit may be as much as four times worse than it is today. Clearly, the region's transportation system, and the way Northern Virginians travel, must adapt over the next couple of decades to address this growth. Through the development of TransAction, and in collaboration with our regional partners, the Authority is working diligently to identify and fund multimodal transportation investments to help address these challenges.
- ◆ The NVTa is closely monitoring developments related to self-driving vehicles. While fully automated vehicles are not yet available to the general public, major automakers have indicated this will begin to change within the next five years. It is even possible existing vehicles could be retrofitted to provide many of the features associated with self-driving vehicles. While something we are following closely, it is too early to say what this means for transportation options, congestion levels and transit crowding in Northern Virginia. However, TransAction and the Authority's Strategic Plan recognize these 'disruptive' technologies are imminent, and their likely impact must be better understood to ensure the **Authority continues to invest wisely and deliver results.**



Mathis Road new sidewalk construction using 30% Local Funds in the City of Manassas.



Route 1 construction from Featherstone Road to Neabsco Mills Road is complete using 30% Local Funds in Prince William County.

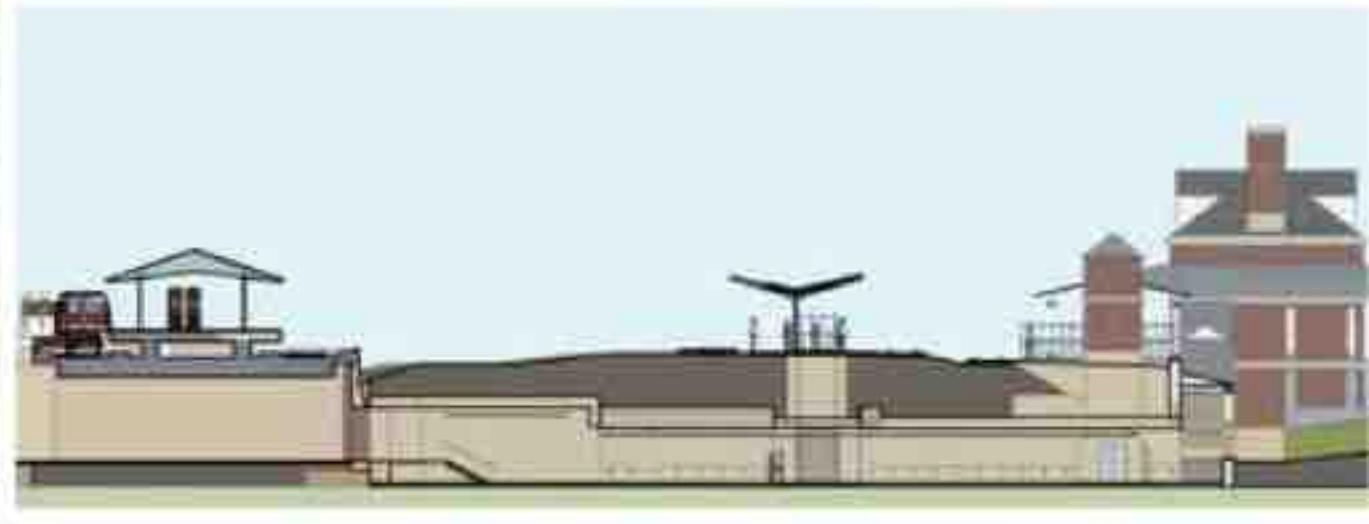
Top left: New lanes open on Jermantown Road in the City of Fairfax.

Top right: New lanes on Route 28 in Fairfax County.

Middle left: Rendering of Potomac Yard Metrorail Station in the City of Alexandria.

Middle right: Rendering of new pedestrian tunnel at the Alexandria VRE Station.

Bottom: A birds-eye-view of construction in progress at the Innovation Metrorail Station in Fairfax 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 with NVTa committees. The Authority has two statutorily mandated committees, the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC). The Authority also has three standing committees to include the committees listed below.

Planning Coordination Advisory Committee (PCAC)

The PCAC provides recommendations to the NVTa on broad policy issues related to the periodic update of TransAction and the development of the Six Year Program. It may, from time to time, offer the NVTa advice on regional transportation issues and advise on the NVTa's annual legislative program. The Committee consists of fourteen members. One elected official appointed annually by the NVTa counties, cities and qualified towns.

Members

Hon. Gerald "Jerry" Foreman, *Town of Dumfries, Chairman*
Hon. Jonathan Way, *City of Manassas, Vice Chairman*
Hon. Ralph Buona, *Loudoun County*
Hon. David Butler, *Town of Leesburg*
Hon. Peter Candland, *Prince William County*
Hon. Linda J. Colbert, *Town of Vienna*
Hon. Phil Duncan, *City of Falls Church*
Hon. John Foust, *Fairfax County*
Hon. Libby Garvey, *Arlington County*
Hon. Jeff Greenfield, *City of Fairfax*
Hon. Karen Jimmerson, *Town of Purcellville*
Hon. Frank Jones, *City of Manassas Park*
Hon. David Kirby, *Town of Herndon*
Hon. Paul Smedberg, *City of Alexandria*

Technical Advisory Committee (TAC)

The TAC consists of individuals appointed for their multimodal expertise and regional focus. The Committee is responsible for reviewing the development of major projects and 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

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 Finance Committee also serves as the Authority's Audit Committee. The Committee consists of five NVTa members who are appointed by the NVTa Chairman for staggered two year terms.

Members

Hon. Harry J. "Hal" Parrish, II, *Chairman*
Hon. Jeanette Rishell, *Vice Chairman*
Hon. Sharon Bulova
Hon. Phyllis J. Randall
Hon. Allison Silberberg

Planning and Programming Committee (PPC)

The PPC is responsible for advising the Authority of planning and programming recommendations including TransAction, the Six Year Program and the Project Selection Process. The Committee consists of five NVTa members who are appointed by the NVTa Chairman for staggered two year terms.

Members

Hon. Martin E. Nohe, *Chairman*
Hon. Sharon Bulova, *Vice Chairman*
Hon. Jay Fisette
Hon. Phyllis J. Randall
Hon. Jeanette Rishell

Governance and Personnel Committee (GPC)

The GPC is responsible for advising the Authority on procedural amendments to the Bylaws, the Legislative Program, the development of policies and procedures related to governance and personnel of the Authority, and other special assignments as directed by the Chairman of the Authority.

Members

Hon. Mary Hughes Hynes, *Chairman*
Hon. David Snyder, *Vice Chairman*
Hon. Martin E. Nohe
Hon. J. Randall Minchew
Hon. Harry J. "Hal" Parrish, II

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The Authority: *Working Regionally*



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