



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, June 14, 2018
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Thomas-Jones, Clerk
- III. Minutes of the May 10, 2018 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Action

- IV. Adopt the FY 2018-2023 Six Year Program** Ms. Backmon, Executive Director
Recommended action: Adoption of the Six Year Program
- V. Authorization to Submit the Regional Multi-Modal Mobility Program Project SMART SCALE Application with Resolution 18-01**
Mr. Jasper, Principal, Transportation Planning and Programming
Recommended action: Authorization to Submit SMART SCALE Application
- VI. Adoption of Resolution 18-02 –SMART SCALE Project Application Endorsements** Ms. Backmon, Executive Director
Recommended Action: Adoption of Resolution for SMART SCALE Application Endorsements
- VII. Endorsement of Projects for BUILD Application** Ms. Backmon, Executive Director
Recommended action: Endorse BUILD Applications

Discussion/Information

- VIII. Revisions to FY2019-2024 Congestion Mitigation and Air Quality (CMAQ) Regional Surface Transportation Program (RSTP) Allocations** Ms. Backmon, Executive Director
- IX. Planning and Programming Committee Report** Chairman Nohe, PPC
- X. Finance Committee Report** Chairman Parrish, FC

- XI. Planning Coordination Advisory Committee Report**
Council Member Colbert, Vice-Chair, PCAC
- XII. Technical Advisory Committee Report** Mr. Boice, Chair TAC
- XIII. Investment Portfolio Report** Mr. Longhi, CFO
- XIV. Monthly Revenue Report** Mr. Longhi, CFO
- XV. Operating Budget Report** Mr. Longhi, CFO
- XVI. Executive Director's Report** Ms. Backmon, Executive Director
- XVII. Chairman's Comments**
- XVIII. Adjournment** **Closed Session**

Correspondence

Next Meeting: July 12, 2018 at 7:00pm
NVTA Offices

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

TO: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: June 7, 2018

SUBJECT: Adoption of the FY 2018-2023 Six Year Program

1. Purpose. To seek Northern Virginia Transportation Authority (NVTA) adoption of the FY 2018-2023 Six Year Program (SYP).

2. Suggested Motion: *I move Authority adoption of the FY 2018-2023 Six Year Program.*

3. Background. Following the adoption of the TransAction update on October 12, 2017, the Authority announced a Call for Regional Transportation Projects for the FY 2018-2023 SYP. Project applications were due on December 15, 2017, with resolutions of support due on January 19, 2018.

At its meeting on April 12, 2018, the Authority released a list of 60 candidate projects and related information, for public comment. The public comment period started on April 13, 2018 and ended on May 20, 2018. The Open House and Public Hearing on the 60 candidate projects was held on May 10, 2018.

Using a project selection process comprised of five components (eligibility, two quantitative ranking scales, qualitative considerations, and public comment), NVTA staff developed project-funding recommendations that allocated \$1,285,273,281 to 42 of the 60 candidate regional transportation projects.

The NVTA staff project-funding recommendations were presented to the Planning Coordination Advisory Committee (PCAC) on May 23, 2018 and to the Technical Advisory Committee (TAC) on May 30, 2018. Both committees endorsed the NVTA staff recommendations. The PCAC passed an additional resolution regarding the impact of the WMATA Bill (HB 1539) on the Authority's revenues streams (see below).

The Finance Committee met on June 6, 2018, and recommended that \$1,285,273,281 of PayGo regional revenues are available for the FY 2018-2023 SYP.

The Planning and Programming Committee (PPC) met immediately following the Finance

Committee on June 6, 2018. The PPC considered the NVTA staff recommendations and the related recommendations of the PCAC, TAC, and Finance Committee.

4. Summary of Public Comments. During the public comment period on the 60 candidate projects and related information, approximately 1,200 citizens and organizations provided comments. Two-thirds responded directly to NVTA's dedicated SYP comment email address. The majority of the remaining comments were submitted by Senator Surovell and the Town of Dumfries, or through testimony at the Authority's Public Hearing.

The majority of comments were mostly focused on, and predominantly supportive of, nine projects:

- a. Route 1 Widening (Mount Vernon Memorial Highway to Napper Road);
- b. Richmond Highway Bus Rapid Transit - Phases I & II;
- c. Route 15 Bypass Widening: Battlefield Parkway to Montresor Road;
 - i. Some comments were opposed and/or suggested alternative design approaches;
- d. Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234);
- e. Richmond Highway (Route 1)/CSX Underpass Widening;
- f. West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project;
- g. Route 9 Traffic Calming;
- h. Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road; and
- i. Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072).

5. Development of NVTA Staff Recommendations. As noted in Section 3, the project selection process for NVTA staff recommendations incorporated a holistic approach using five distinct components. Among these components, one of the two quantitative ranking scales – Congestion Reduction Relative to Cost (CRRC) ratios – played a pivotal role, as the Authority is effectively required to give priority to projects with the strongest performance on this scale.

Consequently, most of the top 30 projects on the CRRC scale were recommended, with the exception of two projects for which an alternative funding source was identified, and a third project that is dependent on substantial advancement of another recommended top 30 CRRC project. Five of the nine projects that received strong public support were included in the top 30 CRRC projects.

In order to recommend additional projects among the lower 30 projects on the CRRC scale, including continuation projects and the other four projects that received strong public support, it was necessary to recommend partial funding levels for some recommended top 30 CRRC projects. Factors considered when recommending partial funding included

availability of other funding sources, past performance (at the jurisdiction and project levels), project schedules, and facilitation of project progress.

The NVTa staff recommendations include 15 of the lower 30 projects on the CRRC scale, including all four of the remaining projects that received strong public support. Again, it was necessary to recommend partial funding levels for some of these recommended projects.

6. Additional PCAC Resolution. In addition to endorsing the NVTa staff recommendations, the PCAC unanimously passed the following resolution:

- a. "I move that we recommend to the Authority to pursue legislation in the upcoming General Assembly Session to approve alternate sources for the \$154 million in funding for the Washington Metropolitan Area Transit Authority so that a substantial portion can be returned to the Authority for other regional transportation projects."

7. PPC Recommendations. The PPC endorsed the NVTa staff recommendations, with funding adjustments to four projects, effectively increasing the number of recommended projects from 42 to 44. These funding adjustments were made within the limits of the Finance Committee's recommendation on PayGo availability. The PPC proposed adjustments are noted below:

The four projects that PPC recommended with funding adjustments are:

- a. Jermantown Road Corridor Improvements Project
 - i. Reduce funding request from \$26,000,000 to \$21,000,000
 - ii. Based on preliminary recommendations from the alternatives analysis that is currently underway, the cost for the recommended components will be closer to \$21M.
- b. Construct Interchange at Prince William Parkway and Clover Hill Road
 - i. Reduce funding request from \$12,900,000 to \$1,900,000
 - ii. Remaining funds are sufficient to fund the Design/Engineering/Environmental Phase (currently estimated at \$1,500,000) and the Right of Way Phase (currently estimated at \$200,000)
- c. Summit School Rd Extension and Telegraph Rd Widening
 - i. Increase funding from zero to \$11,000,000
 - ii. Covers the Design/Engineering/Environmental Phase (currently estimated at \$2,400,000) and the Right of Way Phase (currently estimated at \$7,200,000)
 - iii. The project provides improved multi-modal access to the Horner Road Commuter Lot (Largest commuter lot in Virginia, with direct access to the I-95 Express Lanes)
 - iv. The project supports the increase in transit use as a result of the I-95/I-395 Express Lanes Project

- v. Telegraph Road currently provides direct access to the lot and the project encourages transit and carpool use by providing additional capacity to Telegraph Road
- vi. The project facilitates additional express bus service use as PRTC/OmniRide plans to expand operations at this location
- d. Old Lee Highway Multimodal Improvements Phase 1
 - i. Increase funding from zero to \$5,000,000
 - ii. Covers the Preliminary Engineering, Right of Way and Construction Phases of the first phase of the project.
 - iii. Old Lee Highway provides an important pedestrian, bicycle, transit and vehicular connection between Fairfax County and the Vienna Metrorail station, George Mason University and the City of Fairfax.
 - iv. The roadway is an important commuter thoroughfare by commuters, but is also home to a number of important local and regional destinations: three schools, a large park, a community center, historic site, commercial destinations and residential neighborhoods.
 - v. CUE bus and George Mason University shuttles operate routes along Old Lee Highway

8. Other Recommendations. Subject to Authority action to adopt the FY 2018-2023 Six Year Program, the project funding recommendations will better position many projects with identified funding gaps to apply for SMART SCALE and other funding sources. Jurisdictions and agencies are strongly encouraged to do so.

9. Next steps. NVTA staff will work with project applicants over the summer to finalize a detailed funding plan that optimizes project funding needs, project scheduling, and resource management. A subset of projects in the adopted FY 2018-2023 Six Year Program will be identified for funding appropriation using FY2018 and FY2019 revenues.

It is anticipated that the Authority will be asked to take appropriation action in September 2018. Projects receiving an FY2018/19 appropriation will be required to submit their Standard Project Agreements for execution in a manner consistent with relevant policies. Full documentation of the adopted FY 2018-2023 Six Year Program will also be finalized during the same timeframe.

Looking further ahead, and subject to future Authority action (likely during spring 2019), the Authority's next Call for Regional Transportation Projects (CfRTP) is anticipated in July 2019. This next CfRTP will drive the development of the Authority's FY 2020-2025 SYP.

Attachments: Draft FY 2018-2023 Six -Year Program Project-Funding Recommendations Presentation on the Draft FY 2018-2023 Six-Year Program

Northern Virginia Transportation Authority
FY 2018-2023 Six Year Program Candidate Projects: PPC Recommendations

Key

Requested amount reduced by applicant

Recommended project; full funding

Recommended project; partial funding

Not recommended

PPC amendment to NVTA Staff Recommendation

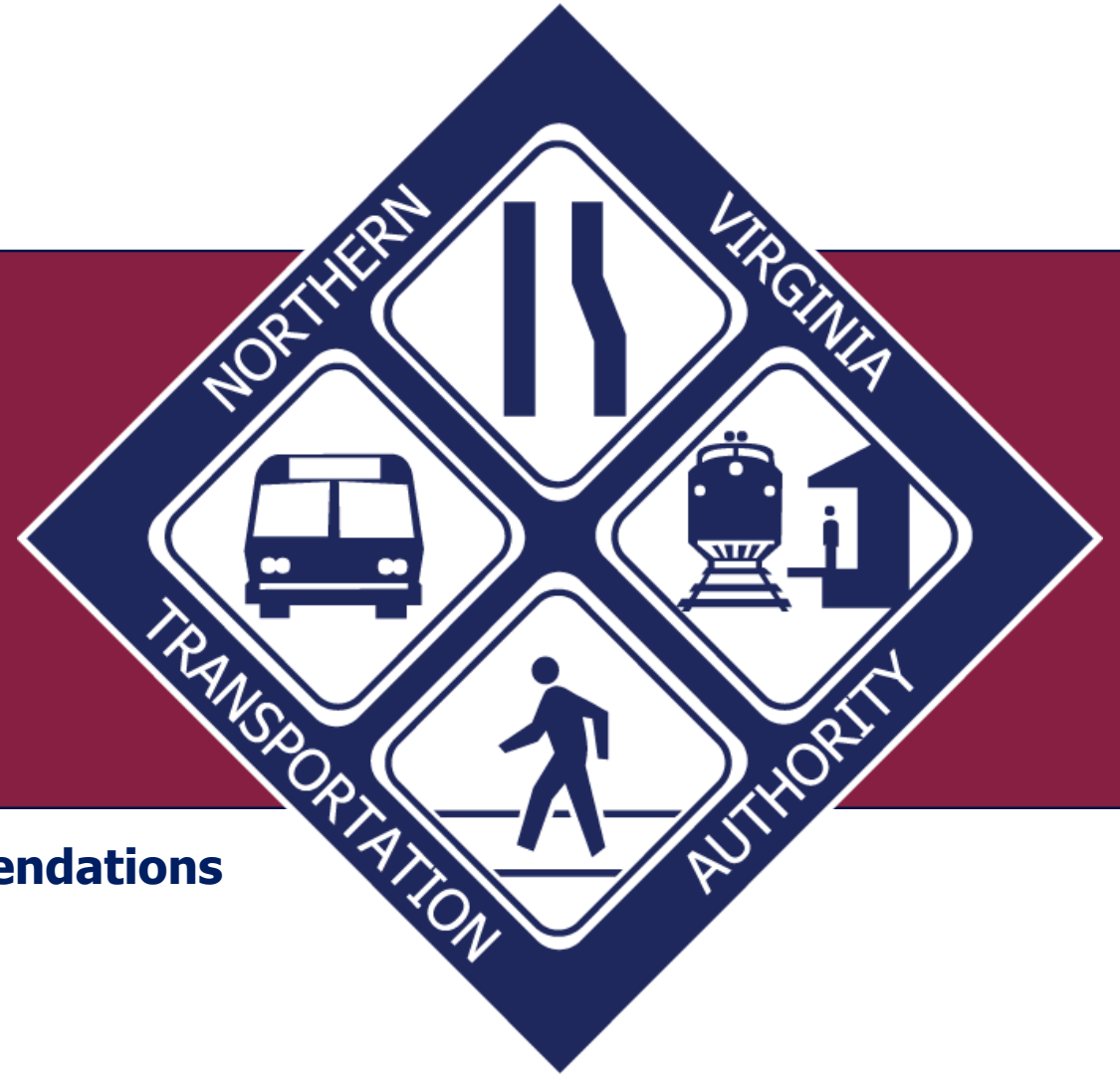
Project ID#	Jurisdiction / Agency	Project	Fund request (most recent)	Recommended Approval Amount	CRRC rank
2018-041-0	City of Alexandria	Alexandria ITS Projects	\$ 1,195,491	\$ 1,195,491	1
2018-042-1	City of Alexandria	Alexandria Bus Network ITS	\$ 150,000	\$ 150,000	2
2018-005-0	Arlington County	Intelligent Transportation System Improvements	\$ 10,000,000	\$ 10,000,000	3
2018-019-0	Fairfax County	Route 28 Widening (Northbound from Route 50 to McLearen Road)	\$ -	\$ -	4
2018-024-0	Loudoun County	Route 28 Northbound Widening –between the Dulles Toll Road and Sterling Boulevard	\$ 20,000,000	\$ 20,000,000	5
2018-046-0	City of Fairfax	Jermantown Road Corridor Improvements Project	\$ 21,000,000	\$ 21,000,000	6
2018-021-0	Loudoun County	Route 15 Bypass Widening: Battlefield Parkway to Montresor Road	\$ 54,000,000	\$ 54,000,000	7
2018-015-0	Fairfax County	Route 29 Widening Project, Phase II (Union Mill Road to Buckley's Gate Drive)	\$ -	\$ -	8
2018-023-0	Loudoun County	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	\$ 16,000,000	\$ 16,000,000	9
2018-014-1	Fairfax County	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road	\$ 11,111,000	\$ 11,111,000	10
2018-010-2	Fairfax County	Route 28 Widening: Route 29 to Prince William County Line	\$ 16,000,000	\$ 16,000,000	11
2018-016-2	Fairfax County	Fairfax County Parkway Widening from Ox Road to Lee Highway includes a grade separated interchange at the intersection of Popes Head Road	\$ 67,000,000	\$ 67,000,000	12
2018-039-0	Prince William County	Construct Interchange at Prince William Parkway and Clover Hill Road	\$ 1,900,000	\$ 1,900,000	13
2018-030-3	Prince William County	RT28 corridor improvements (Fitzwater Dr to Pennsylvania Ave)	\$ 15,000,000	\$ 15,000,000	14
2018-017-0	Fairfax County	Rock Hill Road Bridge	\$ 100,000,000	\$ 20,604,670	15
2018-022-0	Loudoun County	Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway	\$ 89,805,000	\$ 64,805,000	16
2018-053-1	Town of Dumfries	Widen Route 1 (Fraley Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)	\$ 116,554,000	\$ 44,860,000	17
2018-026-0	Loudoun County	Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)	\$ 76,230,000	\$ 76,230,000	18
2018-062-0	NOVA Parks	Falls Church Enhanced Regional Bike Routes (W&OD)	\$ 3,793,209	\$ 3,244,959	19
2018-043-0	City of Alexandria	DASH Transit Service Enhancements and Expansion	\$ 11,933,161	\$ 11,933,161	20
2018-054-2	Town of Leesburg	Construct Interchange at Route 7 and Battlefield Parkway	\$ 25,000,000	\$ 25,000,000	21
2018-028-0	Loudoun County	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	\$ 47,800,000	\$ 47,800,000	22
2018-007-0	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II	\$ 250,000,000	\$ 250,000,000	23
2018-006-1	Fairfax County	Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)	\$ 127,000,000	\$ 127,000,000	24
2018-040-1	City of Alexandria	West End Transitway: Northern Segment (Phase 1)	\$ 60,750,000	\$ 2,200,000	25
2018-020-0	Fairfax County	Shirley Gate Road Extension: Braddock Road to Fairfax County Parkway	\$ 42,000,000	\$ -	26
2018-031-1	Prince William County	Route 28 Corridor Feasibility Study - Environmental Impact Statement (City of Manassas to Fairfax County)	\$ 3,500,000	\$ 3,500,000	27
2018-032-1	Prince William County	Construct Route 28 Corridor Roadway Improvements	\$ 145,000,000	\$ 89,000,000	28
2018-047-0	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road	\$ 10,750,000	\$ 10,750,000	29
2018-035-0	Prince William County	Construct Interchange at Prince William Parkway and University Blvd	\$ 24,200,000	\$ 24,200,000	30
2018-045-2	City of Alexandria	Alexandria Duke St Transitway	\$ 12,000,000	\$ 12,000,000	31
2018-052-0	City of Falls Church	North Washington Street Multimodal Transportation Project	\$ 14,500,000	\$ -	32
2018-027-0	Loudoun County	Route 9 Traffic Calming	\$ 12,112,000	\$ 12,112,000	33
2018-012-0	Fairfax County	Richmond Highway (Route 1)/CSX Underpass Widening	\$ 12,000,000	\$ 12,000,000	34
2018-057-0	Town of Vienna	Mill St NE Parking Garage	\$ 2,300,000	\$ 2,300,000	35
2018-034-0	Prince William County	Construct Interchange at Route 234 and Brentsville Road	\$ 54,900,000	\$ 54,900,000	36
2018-050-0	City of Fairfax	City of Fairfax Bike Share Implementation	\$ 1,159,000	\$ -	37
2018-049-0	City of Fairfax	Roadway Network Northfax West	\$ 2,500,000	\$ 2,500,000	38
2018-056-0	Town of Leesburg	Construct Interchange at Route 15 Bypass and Battlefield Parkway	\$ 2,000,000	\$ 2,000,000	39
2018-004-0	Arlington County	Pentagon City Multimodal Connections and Transitway Extension	\$ 28,850,000	\$ 28,850,000	40

Project ID#	Jurisdiction / Agency	Project	Fund request (most recent)	Recommended Approval Amount	CRRC rank
2018-008-0	Fairfax County	Soapstone Drive Extension: Extend Soapstone Drive over Route 267 (DTR) to Sunset Hills Road	\$ 132,060,000	\$ -	41
2018-009-1	Fairfax County	Frontier Drive Extension and Intersection Improvements	\$ 79,500,000	\$ 25,000,000	42
2018-058-1	VRE	VRE Crystal City Station Improvements	\$ 4,000,000	\$ 4,000,000	43
2018-044-0	City of Alexandria	Alexandria Bike and Pedestrian Trails and Reconstruction	\$ 2,200,000	\$ -	44
2018-029-0	Loudoun County	Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road	\$ 14,000,000	\$ 14,000,000	45
2018-002-1	Arlington County	Ballston-MU Metrorail Station West Entrance	\$ 72,316,000	\$ -	46
2018-018-0	Fairfax County	Dulles Toll Road - Town Center Parkway Underpass	\$ 17,000,000	\$ -	47
2018-051-0	City of Falls Church	West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	\$ 15,700,000	\$ 15,700,000	48
2018-037-0	Prince William County	Construct University Boulevard (Progress Court to Devlin Road) – Phase I	\$ 24,600,000	\$ -	49
2018-038-0	Prince William County	Devlin Road Widening: Wellington Road to Linton Hall Road	\$ 23,650,000	\$ -	50
2018-036-0	Prince William County	Summit School Rd Extension and Telegraph Rd Widening	\$ 38,700,000	\$ 11,000,000	51
2018-011-0	Fairfax County	Braddock Road Intersection Improvements: Guinea Road to Ravensworth Road	\$ 52,400,000	\$ -	52
2018-025-0	Loudoun County	Evergreen Mills Road Widening: Loudoun County Parkway to Northstar Boulevard	\$ 46,092,000	\$ -	53
2018-033-0	Prince William County	Construct Interchange at Route 234 and Sudley Manor Drive	\$ 80,600,000	\$ -	54
2018-048-0	City of Fairfax	Old Lee Highway Multimodal Improvements Phase 1	\$ 5,000,000	\$ 5,000,000	55
2018-001-0	Arlington County	ART Operations and Maintenance Facilities	\$ 39,027,000	\$ 39,027,000	56
2018-055-2	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$ 105,700,000	\$ 5,400,000	57
2018-003-0	Arlington County	Crystal City Metrorail Station East Entrance and Intermodal Connections	\$ 87,000,000	\$ 5,000,000	58
2018-059-0	VRE	VRE Woodbridge Station and Occoquan Third Track Improvements	\$ 27,500,000	\$ -	59
2018-013-0	Fairfax County	Seven Corners Ring Road Improvements Phase 1 A, Segment A	\$ 5,500,000	\$ -	60

\$ 2,382,537,861 \$ 1,285,273,281
 Estimated available PayGo \$ 1,285,273,281
 Unallocated PayGo \$ -

Jurisdictional Totals	Projects	Rec Amount	Funding Share
Arlington	4	\$ 82,877,000	6.45%
Fairfax	8	\$ 528,715,670	41.32%
>>Vienna	1	\$ 2,300,000	
Loudoun	8	\$ 304,947,000	26.25%
>>Leesburg	3	\$ 32,400,000	
Prince William	7	\$ 199,500,000	19.01%
>>Dumfries	1	\$ 44,860,000	
Alexandria	5	\$ 27,478,652	2.14%
Fairfax City	4	\$ 39,250,000	3.05%
Falls Church	1	\$ 15,700,000	1.47%
>>NOVA Parks	1	\$ 3,244,959	
VRE	1	\$ 4,000,000	0.31%
Total recommended	44	\$ 1,285,273,281	100.00%

FY2018-2023 Six Year Program



Planning and Programming Committee Recommendations

June 14, 2018



Agenda

- Project Selection Criteria
- Public Comment
- Evaluation Updates
- Candidate Regional Transportation Projects
- NVTA Staff/PCAC/TAC/PPC/Other Recommendations
- Future SYP Updates



Project Selection Criteria

- Project Eligibility:
 - Included in TransAction with matching description
 - Primary project location in NoVA
- Congestion Reduction Relative to Cost (CRRC) ratios;
- TransAction Project Ratings (including HB599);
- Qualitative Considerations, e.g. modal/geographic balance, past performance, funding leverage; and
- Public Comment.



Public Comment

- NVTA Open House/Public Hearing
- Jurisdictional Town Hall meetings/briefings
 - Four counties/five meetings
 - Two cities
- Pop-up events
 - Two community events
 - CTB Public Hearing
- Social Media
 - eBlasts
 - Twitter
 - Facebook



Public Comment

- Public Hearing
 - Testimony from 62 citizens/organizations
 - 115+ participants
- Comments submitted to NVTA from approximately 800 citizens/organizations
- Other:
 - Senator Surovell – 236
 - Town of Dumfries – 85
 - FCDOT Town Hall meetings – 6
 - Authority Chairman and NVTA staff – 4
- Total: approximately – 1,200 citizens/organizations



Public Comment

- Approximately 85 percent of all comments, predominantly supportive, addressed nine projects:
 - Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)
 - Richmond Highway Bus Rapid Transit - Phases I & II
 - Route 15 Bypass Widening: Battlefield Parkway to Montresor Road
 - Some comments were opposed and/or suggested alternative design approaches
 - Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)
 - Richmond Highway (Route 1)/CSX Underpass Widening
 - West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project
 - Route 9 Traffic Calming
 - Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road
 - Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)
- 16 projects each received between six and 19 comments
- 35 projects each received five or fewer comments



Public Comment

- General comments
- Comments unrelated to SYP



Evaluation Updates

- **Reduced funding requests:**
 - Route 28 widening (northbound from Route 50 to McLearen Road)
 - \$19,000,000 to zero – other funding source available
 - Route 29 widening (Union Mill Road to Buckley's Gate Drive)
 - \$7,600,000 to zero – funded by I-66 OTB Concessionaire Fee
 - Route 28 widening (Route 29 to PWC Line)
 - \$38,270,000 to \$16,000,000
 - Construct University Boulevard (Progress Court to Devlin Road) – Phase I
 - \$28,500,000 to \$24,600,000
 - Devlin Road Widening: Wellington Road to Linton Hall Road
 - \$26,050,000 to \$23,650,000
 - ART Operations and Maintenance Facilities
 - \$55,459,000 to \$39,027,000



Evaluation Updates

- **Route 9 Traffic Calming**
 - Completion of 100% design and submitted to VDOT for review
 - Loudoun County Land Development Application was submitted on April 25 and is currently under review
- **Widen Route 1 (Fraley Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)**
 - Completion of Value Engineering analysis
- **Intelligent Transportation System Improvements (Arlington)**
 - Revised schedule
- **Mill St NE Parking Garage**
 - Commuter spaces reduced from 63 to 60
- **Construct Interchange at Route 7 and Battlefield Parkway**
 - Town Council endorsement adopted April 24



Candidate Regional Transportation Projects

Projects	Total Cost	Requested*	Available
60	\$4,567,295,744	\$2,398,537,861	\$1,285,273,281

* Per revised applications



Candidate Regional Transportation Projects

Jurisdiction/Agency	Projects	Amount	Proportion
Arlington	5	\$237,193,000	9.89%
Fairfax, incl. Vienna	16	\$913,871,000	38.10%
Loudoun, incl. Leesburg	12	\$508,739,000	21.21%
Prince William, incl. Dumfries	11	\$539,604,000	22.50%
Alexandria	6	\$88,228,652	3.68%
City of Fairfax	5	\$45,409,000	1.89%
Falls Church, incl. NOVA Parks	3	\$33,993,209	1.42%
VRE	2	\$31,500,000	1.31%



Candidate Regional Transportation Projects

Primary Modal Component:



3 projects

\$ 10,993,209



1 project

\$ 1,159,000



6 projects

\$ 402,560,161



4 projects

\$ 190,816,000



1 project

\$ 2,300,000



3 projects

\$ 11,345,491



13 projects

\$ 424,762,000



29 projects

\$1,354,602,000

Note: Most projects feature at least one supporting modal component



NVTA Staff Recommendations

	Recommended Projects	Recommended Funding
Top 30 CRRC projects <ul style="list-style-type: none"> • 21 projects; full funding (1 project w/reduced request) • 2 projects; partial funding (add. funding sources) • 4 projects; partial funding (selected/partial phases) • 2 projects; eliminated (alt. funding sources) • 1 project; eliminated (dependent on another project) 	27	\$1,050,484,281
Lower 30 CRRC projects <ul style="list-style-type: none"> • 12 projects; full funding (1 project w/reduced request) • 3 projects; partial funding (selected/partial phases) • 15 projects; not recommended 	15	\$234,789,000
FY2018-2023 Six Year Program recommendations	42	\$1,285,273,281
FY2018-2023 Six Year Program PayGo revenues		\$1,285,273,281



PCAC Recommendations

- Endorsed NVRTA staff recommendations (6-1)
- Passed additional resolution presented by Supervisor Storck (7-0):

“I move that we recommend to the Authority to pursue legislation in the upcoming General Assembly Session to approve alternate sources for the \$154 million in funding for the Washington Metropolitan Area Transit Authority so that a substantial portion can be returned to the Authority for other regional transportation projects.”



TAC Recommendations

- Endorsed NVTA staff recommendations (5-0)



PPC Recommendations

- Endorsed NVTA staff recommendations with adjustments to four projects (5-0):
 - Jermantown Road Corridor Improvements Project
 - Reduce funding request from \$26,000,000 to \$21,000,000
 - Construct Interchange at Prince William Parkway and Clover Hill Road
 - Reduce funding request from \$12,900,000 to \$1,900,000
 - Summit School Rd Extension and Telegraph Rd Widening
 - Increase funding from zero to \$11,000,000
 - Old Lee Highway Multimodal Improvements Phase 1
 - Increase funding from zero to \$5,000,000



PPC Recommendations

	Recommended Projects	Recommended Funding
Top 30 CRRC projects <ul style="list-style-type: none"> • 21 projects; full funding (3 projects w/reduced request) • 2 projects; partial funding (add. funding sources) • 4 projects; partial funding (selected/partial phases) • 2 projects; eliminated (alt. funding sources) • 1 project; eliminated (dependent on another project) 	27	\$1,034,484,281
Lower 30 CRRC projects <ul style="list-style-type: none"> • 13 projects; full funding (1 project w/reduced request) • 4 projects; partial funding (selected/partial phases) • 13 projects; not recommended 	17	\$250,789,000
FY2018-2023 Six Year Program recommendations	44	\$1,285,273,281
FY2018-2023 Six Year Program PayGo revenues		\$1,285,273,281



PPC Recommendations

Projects*	Total Cost	Requested**	Recommended
44***	\$3,353,830,744	\$1,882,960,861	\$1,285,273,281

- * See separate attachment for full list of recommended projects/amounts
- ** Per revised applications/reduced funding requests
- *** If approved for inclusion in SYP, 26 projects will be fully funded











PPC Recommendations

Jurisdiction/Agency	Projects	Amount	Proportion
Arlington	4	\$82,877,000	6.45%
Fairfax, incl. Vienna	9	\$531,015,670	41.32%
Loudoun, incl. Leesburg	11	\$337,347,000	26.25%
Prince William, incl. Dumfries	8	\$244,360,000	19.01%
Alexandria	5	\$27,478,652	2.14%
City of Fairfax	4	\$39,250,000	3.05%
Falls Church, incl. NOVA Parks	2	\$18,944,959	1.47%
VRE	1	\$4,000,000	0.31%



PPC Recommendations

Primary Modal Component:

	2 projects	\$ 8,244,959
	0 projects	\$ -
	6 projects	\$ 344,010,161
	2 projects	\$ 9,000,000
	1 project	\$ 2,300,000
	3 projects	\$ 11,345,491
	10 projects	\$ 165,962,000
	20 projects	\$ 744,410,670

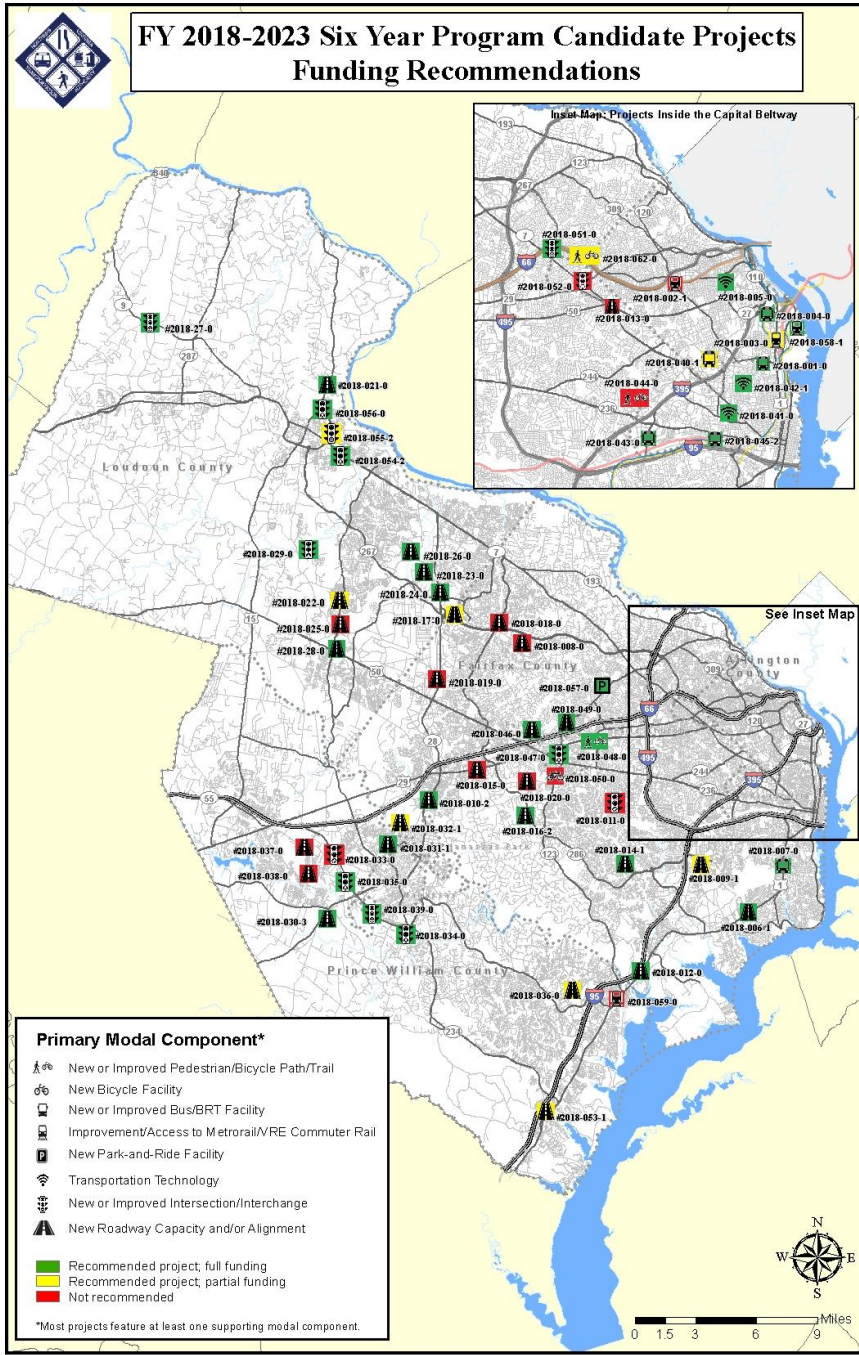
Note: Most projects feature at least one supporting modal component



PPC Recommendations

PPC recommendations advance the TransAction regional approach in select corridors:

- Outside the Beltway – 32 projects:
 - Routes 7/9/15 Corridors – 8 projects
 - Route 28 Corridor – 6 projects
 - I-95/Route 1 Corridor – 6 projects
 - Loudoun County Pkwy./Route 234 Corridor – 5 projects
 - I-66/Route 29 Corridor – 5 projects
 - Fairfax County Parkway Corridor – 2 projects
- Inside the Beltway – 12 projects
 - Multiple corridors





Other Recommendations

- Encourage jurisdictions and agencies to submit eligible projects to:
 - SMART SCALE
 - Application portal open
 - Pre-application deadline June 8, 2018
 - Full application deadline August 1, 2018
 - SYIP adoption by CTB June 2019
 - Next SYP Update
 - See slide #25



Other Recommendations

- General contingencies:
 - Deadline for executed SPAs
 - Forthcoming policy related to expiration of approved regional revenues



Future SYP Updates

Subject to future Authority action:

July 2019: Call for Regional Transportation Projects

September 2019: Application deadline

November 2019: Resolution deadline

February 2020: Commence PCAC/TAC/PPC reviews

March 2020: Release draft FY2020-2025 SYP

April 2020: Open House/Public Hearing

June 2020: SYP adoption

Subsequent SYP updates every two years

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

TO: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: June 7, 2018

SUBJECT: Authorization to Submit Regional Multi-Modal Mobility Program SMART SCALE Application

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) authorization to submit a SMART SCALE project application for a Regional Multi-Modal Mobility Program (RM3P) Project.
2. **Suggested Motion:** *I move Authority Authorization to Submit the Regional Multi-Modal Mobility Program Project SMART SCALE Application with Resolution 18-01, for the Commonwealth of Virginia's SMART SCALE Prioritization Process.*
3. **Background.** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a data-driven process to screen and evaluate projects, and to prioritize investment decisions.

The Authority previously submitted an application for the Transform 66 Outside the Beltway Project, in the first round of SMART SCALE when the program was named HB2 after its founding legislation House Bill 2 (2014). While the Authority's HB2/SMART SCALE application for \$300 million was successful, the funding was not needed as the selected concessionaire team for the Transform 66 Outside the Beltway project declined to use any public revenues. The \$300 million award was rolled over to the second round of SMART SCALE, for which the Authority did not submit a project application.

The SMART SCALE program is now in its third round. The final deadline for submitting SMART SCALE applications in this round is August 1, 2018. Approved projects will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2019, by the Commonwealth Transportation Board, using FY2024-2025 revenues. The Authority's project will be evaluated against other projects in Northern Virginia and as well as throughout the state.

For the RM3P project application to be considered for SMART SCALE funding, the Authority must include a resolution of support.

- 4. The Authority's SMART SCALE Application.** NVTA staff have worked closely as a part of a coalition of Northern Virginia state, regional, and local partners to implement a Regional Multi-Modal Mobility Program (RM3P), using an integrated, multi-modal, technology-based approach to mobility and congestion management. This Project will implement new mobility applications, tools, and data services that build on and complement earlier phases of the RM3P, including the VDOT-led I-95/395 and East-West Integrated Corridor Management Deployment Plans. NVTA is in a unique position to submit this application on behalf of the region, for the mutual benefit of all coalition members. This regional coalition has demonstrated, over the past several years, a long-standing commitment to work together to develop technology-based solutions to address Northern Virginia's transportation challenges. Referred to as Integrated Corridor Management (ICM), VDOT, DRPT, and NVTA jointly submitted a request in 2017 to the U.S. Department of Transportation for funding to deploy some foundational components of this ICM system. While the application was unsuccessful, VDOT plans to use the Commonwealth's matching funds to commence the deployment of these foundational components. The NVTA application, if successful, will expand the project beyond these foundational components, including:

 - a. **Enhance Commuter Parking Data.** This task will target/prioritize parking lots along multiple corridors, serving commuter bus, rail, and other high demand locations. By communicating parking availability in real time, this task will facilitate carpooling, enhance access to transit, increase shared vehicle use, and reduce congestion;
 - b. **Develop a Mobility as a Service (MaaS) Dynamic Service Gap Dashboard.** Targeted at transportation/mobility providers, this task will encourage multi-modal travel by identifying service gaps, incentivizing MaaS activity, and facilitating first/last mile services;
 - c. **Implement an AI-Based Decision Support System with Prediction.** This task will use real time conditions and historic data to predict incidents and their impacts. This information will enable transportation system operators to better respond to incidents, reducing mobility impacts across the transportation system; and
 - d. **Deploy a Data-Driven Tool to Incentivize Customer Mode and Route Choice.** This task will customize existing tools such as the free *incenTrip* application (developed by UMD), providing customers a range of multi-modal transportation choices. Incentives will influence travel behaviors such as route, mode, and temporal choices, balancing travel demand during both recurrent and non-recurrent congestion.
- 5. Benefits of Project.** The RM3P Project will use information and communications technologies to provide travelers, commuters, service providers and transportation system operators with tools that will optimize system performance, improve travel time reliability,

and support on-demand multi-modal trip options.

6. **Funding Request.** While NVTA staff are finalizing the details of project application, the funding request is not expected to exceed \$15 million.

No matching funds are requested from the NVTA Regional Revenue Fund with this application. The Authority previously funded a number of related transportation technology projects in Arlington County and the City of Alexandria.

7. **Regional Priorities.** The RM3P Project is fully consistent with the regional priorities in TransAction, which includes multiple projects that embrace the ICM approach, including Travel Demand Management (TDM):

- a. **Project #73** East-West ICM Program: Parallel Arterial Operations Improvements;
- b. **Project #94** I-95/I-395 ICM Program;
- c. **Project #338** I-95 ITS/ICM Improvements;
- d. **Project #339** Northern Virginia ITS/ICM Improvements; and
- e. **Project #340** Northern Virginia TDM Strategies.

8. **Consistency with the Authority's Strategic Plan.** The RM3P Project is also consistent with the goals included in the Authority's current Five-Year Strategic Plan:

- a. **Regional Prosperity:** Foster regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life;
- b. **Mobility:** Through sound planning and programming, increase transportation connectivity and available transportation options to reduce congestion;
- c. **Innovation:** Lead region in planning and advocating for emerging transportation technologies which address future transportation, work place and development trends; and
- d. **Funding:** Support transportation infrastructure development through excellent stewardship of taxpayer dollars, maximizing opportunities from existing sources, and advocating for additional transportation revenues.

9. **Next steps.** Subject to Authority approval, NVTA staff will finalize and submit the project application by the August 1, 2018 deadline.

Attachment: Draft Regional Mutli-Modal Mobility Program SMART SCALE Application
Draft Resolution 18-01



SMART SCALE Application

Northern Virginia Regional Multi-Modal Mobility Program

Project Status: Pending

Project ID: 4180

General

Point of Contact Information

Project Point of Contact Name	Point of Contact Email	Point of Contact Phone
Keith Jasper	keith.jasper@thenovaauthority.org	(703) 642-4655

Project Information

Project Title	Principal Improvement
Northern Virginia Regional Multi-Modal Mobility Program	Highway

Project Short Description

A coalition of Northern Virginia state, regional, and local partners plans to implement a Regional Multi-Modal Mobility Program (RM3P), using an integrated, multi-modal, technology-based approach to mobility and congestion management.

Does this project include any improvements to non-VDOT maintained roadways?	Application Program	VDOT District
No	Statewide High Priority	Northern Virginia

Project Detailed Description

This project will implement new mobility applications, tools, and data services that build on and complement earlier phases of the RM3P, including the VDOT-led I-95/395 and East-West Integrated Corridor Management Deployment Plans. This project will enhance the information and support services available to NoVA travelers, and consists of four tasks:

- Task A: Enhance Commuter Parking Data. This task will target/prioritize parking lots along multiple corridors, serving commuter bus, rail, and other high demand locations. By communicating parking availability in real time, this task will facilitate carpooling, enhance access to transit, increase shared vehicle use, and reduce congestion.
- Task B: Develop a Mobility as a Service (MaaS) Dynamic Service Gap Dashboard. Targeted at transportation/mobility providers, this task will encourage multi-modal travel by identifying service gaps, incentivizing MaaS activity, and facilitating first/last mile services.
- Task C: Implement an AI-Based Decision Support System with Prediction. This task will use real time conditions and historic data to predict incidents and their impacts. This information will enable transportation system operators to better respond to incidents, reducing mobility impacts across the transportation system.
- Task D: Deploy a Data-Driven Tool to Incentivize Customer Mode and Route Choice. This task will customize existing tools such as the free incenTrip application (developed by UMD), providing customers a range of multi-modal transportation choices. Incentives will influence travel behaviors such as route, mode, and temporal choices, balancing travel demand during both recurrent and non-recurrent congestion. Overall, this project will use information and communications technologies to provide travelers, commuters, service providers and transportation system operators with tools that will optimize system performance, improve travel time reliability, and support on-demand multi-modal trip options.

Location

VTRANS Needs Categories

- Corridor of Statewide Significance
- Regional Network

Districts Served

MPOs Served

PDCs Served

Jurisdictions Served

Need Justifications

Corridor of Statewide Significance

H2I	Northern Virginia Corridor (I-66) - Congestion	The RM3P project will optimize system performance, improve travel time, and support on-demand multi-modal trip options.
I4G	Seminole Corridor (Route 29) - Safety	The RM3P project will optimize system performance, improve travel time, and support on-demand multi-modal trip options.
K3Q	Washington to North Carolina Corridor (I-95) - Reliability	The RM3P project will optimize system performance, improve travel time, and support on-demand multi-modal trip options.
G2D	North-South Corridor (New) - Mode	The RM3P project will optimize system

Choice

performance, improve travel time, and support on-demand multi-modal trip options.

Regional Network

NOVA_C

Make roadway safety and operational improvements to alleviate bottlenecks and reduce acute congestion, including "hot spots" with frequent but unpredictable (non-recurring) congestion - Corridor Reliability, Network Connectivity

Recurring and non-recurring acute congestion events present major challenges to roadway users in all types of motorized vehicles, from passenger cars and motorcycles to buses and trucks. On corridors that support pedestrians and cyclists, motorized traffic congestion also threatens safety and efficiency for non-motorized travelers. The RM3P project will use technology-based solutions to optimize system performance, improve travel time reliability, and support on-demand multi-modal trip options, including on routes that lead to the airports and train stations that provide interregional transportation for people and goods. Information and communication technologies can be cost-effective ways to alleviate congestion. The RM3P project is regional in nature, and improvements will address many of the facilities identified by NVTA as corridors of regional importance.



Features

Highway Improvements

ITS Improvement(s) / Adaptive Signal Control

Bus Transit Improvements

Other Transit Technology Improvements

Travel Demand Management (TDM) Improvement(s)

TDM Other


 Factors

Accessibility

Accessibility	Response	Supporting Information
---------------	----------	------------------------

Environment

Environment	Response	Supporting Information
-------------	----------	------------------------

 Delivery/Funding

Project Delivery Information

Project Planning Status

Project Administered By Project Delivery Method

VDOT% Locality% Consultant%

Phase Estimate and Schedule

Phase Milestone		Status	
PE (Survey, Environmental, Design)			
Percent Complete	Cost Estimate	Start Date	End Date
	\$0		
Phase Milestone		Status	
RW (Right of Way and Easement Acquisition, Utility Relocation)			
Percent Complete	Cost Estimate	Start Date	End Date
	\$0		

Phase Milestone**Status**

CN (Construction, Oversight, Inspection, Contingencies)

Percent Complete**Cost Estimate****Start Date****End Date**

\$0

Total Cost Estimate: \$0

Project Funding Sources

Project UPC/DRPT**UPC Description****VDOT / DRPT****Project ID**

(\$)

\$0

Total SYIP: \$0

Other Committed Funds

Other Funds Committed to Project**Description of Fund Type****Amount**

Total Other Committed Funds: \$0

Cost Estimate

SMART SCALE Request

Total SYIP Allocations	\$0
------------------------	-----

Total Other Committed Funds	\$0
-----------------------------	-----

Total SMART SCALE Requested Funds	\$0
-----------------------------------	-----

Total Cost Estimate	\$0
---------------------	-----



Economic Development Sites

Site Name	Building square footage	Category of Property

Description	Attachment Type	File Name



Supporting Documents

Current Attachments

Description	Attachment Type	File Name
Geographic area, project framework, and relationship between tasks and project framework	Project Sketch	Graphics Slides for NVTA 05-30-18v2.pdf



Virginia Department of Rail and Public Transportation
 600 East Main Street, Suite 2102
 Richmond, VA 23219
 (804) 786-4440



VDOT Central Office
 1401 East Broad Street
 Richmond, VA 23219
 (804) 367-7623 (toll-free)
 711 (hearing impaired)

© 2016 Commonwealth Transportation Board

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 18-01

A RESOLUTION FOR THE SUPPORT OF THE AUTHORITY’S REGIONAL MULTI-MODAL MOBILITY PROGRAM PROJECT TO THE COMMONWEALTH OF VIRGINIA’S SMART SCALE PRIORITIZATION PROCESS

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014 and effective as of July 1, 2014, required the development of a prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and

WHEREAS, the Authority, as a regional entity for Northern Virginia, can submit projects located in a Corridor of Statewide Significance (CoSS) and those in the Regional Network, for consideration for the SMART SCALE evaluation process; and,

WHEREAS, Authority staff have worked with a coalition of Northern Virginia state, regional, and local partners for the development of the Regional Multi-Modal Mobility Program Project (RM3P); and,

WHEREAS, submission of the RM3P project to the Commonwealth for the Smart Scale process does not infer nor commit NVTa Regional Revenues to the project; and,

WHEREAS, Authority approval of the submission of the RM3P project requires a resolution of support by the Authority;

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY THAT THE AUTHORITY SUPPORT THE RM3P PROJECT DESCRIBED HEREIN AUTHORIZE THE EXECUTIVE DIRECTOR TO SUBMIT THE REGIONAL MULTI-MODAL MOBILITY PROGRAM PROJECT IS SUBMITTED TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

- Regional Multi-Modal Mobility Program (RM3P): The RM3P project uses an integrated, multi-modal, technology-based approach to mobility and congestion management. This project will implement new mobility applications, tools, and data services that build on and complement earlier phases of the RM3P, including the VDOT-led I-95/395 and East-West Integrated Corridor Management Deployment Plans. The SMART SCALE request is approximately \$15,000,000.

Adopted by the Northern Virginia Transportation Authority on this 14th day of June, 2018

BY: _____

Chairman

ATTEST: _____

Clerk

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: June 12, 2018

SUBJECT: Endorsement of SMART SCALE Project Applications

- 1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) endorsement of member jurisdictions’ SMART SCALE project applications.
- 2. **Suggested Motion:** *I move Authority Endorsement of SMART SCALE Project Applications with Resolution 18-02, for the Commonwealth of Virginia’s SMART SCALE Prioritization Process.*
- 3. **Background.** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority’s Six Year Program, SMART SCALE uses a biennial schedule and incorporates a data-driven process to screen and evaluate projects, and to prioritize investment decisions.

The SMART SCALE program is now in its third round. The final deadline for submitting SMART SCALE applications in this third round is August 1, 2018. Approved projects will be included in the Commonwealth’s Six Year Improvement Program, to be adopted in June 2019, by the Commonwealth Transportation Board, using FY2024-2025 revenues.

For any project applications from transit agencies, and for project applications from localities that address an identified VTRANS need on a Corridor of Statewide Significance, transit agencies and localities must include a resolution of support from the relevant regional entity when submitting their project applications. In the case of Northern Virginia, the Authority fulfils the role of relevant regional entity.

- 4. **Next steps.** The project application deadline is **August 1, 2018**. The Commonwealth will release project evaluations and recommendations in **January 2019**. The Commonwealth Transportation Board will hold Public Hearings in **March/April 2019**, and will adopt the Six Year Improvement Program in **June 2019**.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 18-02

A RESOLUTION FOR THE SUPPORT OF NORTHERN VIRGINIA PROJECTS TO THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT PRIORITIZATION PROCESS.

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014 and effective as of July 1, 2014, required the development of a prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and

WHEREAS, localities and agencies that wish to submit projects within a Corridor of Statewide Significance must have a resolution of support from the Authority, as the relevant regional entity for Northern Virginia, to be considered for the SMART SCALE prioritization process; and,

WHEREAS, public transit agencies are required to have a resolution of support from the Authority or relevant entity for projects located in the Regional Network to be eligible for SMART SCALE evaluation; and,

WHEREAS, Authority staff have worked with member jurisdictions and agencies in receiving project submissions for the SMART SCALE process; and,

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit NVTA Regional Revenues to the project; and,

WHEREAS, Authority approval of the submission of the projects requires a resolution of support by the Authority;

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY THAT THE FOLLOWING NORTHERN VIRGINIA PROJECTS ARE SUBMITTED TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

Project List

Project Title	Short Description
<u>Arlington County</u>	
Arlington Transit Facilities	Construct new maintenance and storage facilities for ART buses at locations in Shirlington, Arlington County, and Springfield, Fairfax County.
Ballston Metro Station West Entrance	This project will construct a second entrance to the Ballston-MU Metrorail station, at North Fairfax Drive and North Vermont Street.
Crystal City Metro Station East Entrance	Construct a second entrance to the Crystal City Metrorail Station at the northwest corner of the intersection of Crystal Drive and 18th Street South, located to the east of the existing entrance on south Bell Street at 18th Street South.
Pentagon City Multimodal Connections / Transitway Extension	Extend the Crystal City Potomac Yard transitway to Pentagon City via Army Navy Drive, and rebuild Army Navy Drive to be a complete street.
Shirlington Station Expansion	This project consists of planning, design, and construction of additional bus bays to accommodate Arlington Transit, Metrobus, and the City of Alexandria's West End Transitway needs.
Transit Technology & ITS Improvements	Improve bus operations and efficiency via a suite of technology and ITS improvements including improved bus tracking and dispatch equipment, and control computers and software.
Crystal City Potomac Yard Transitway Southern Extension	This project is to plan, design, and construct the southern portion of the Crystal City Potomac Yard Transitway "Segment C" between South Glebe Road in Arlington County to the Arlington County / City of Alexandria Line at Four Mile Run.
Route 110 Trail (South)	The project is a new 1.25-mile regionally significant trail from Memorial Avenue to Columbia Pike. It will connect Rosslyn with south Arlington County, and complete a non-motorized loop around Arlington National Cemetery and Joint Base Myer – Henderson Hall, which are barriers.

Project Title	Short Description
Fairfax County	
Richmond Highway Widening (Napper Road to Mount Vernon Highway)	The project, which is 2.9 miles in length and located between Mt. Vernon Memorial Highway (south) and Napper Road, will provide a six-lane facility complementing the widened Richmond Highway segment from Telegraph Road to Mt. Vernon Memorial Highway. This project includes both pedestrian and bicycle facilities and provisions to facilitate future bus rapid transit.
Fairfax County Parkway Widening (Route 29 to Route 123)	The project, which is approximately 5.5 miles in length and located just north of Route 29 to the Route 123 interchange, will widen Fairfax County Parkway (Route 286) from a four-lane to a six-lane roadway. The project will increase capacity along Route 286 and make improvements to intersections along the corridor. The project will remove the traffic signal at Burke Centre Parkway and provide a free-flowing corridor from Roberts Parkway to Route 50. The project includes improvements to the Route 123 interchange to increase capacity for the high volume of traffic entering and exiting Route 286 from/to Route 123 south. In addition, the project will improve or provide pedestrian and bicycle amenities along the project corridor.
Soapstone Drive Extension/Dulles Toll Road Overpass	The Soapstone Connector is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, in Reston. The project is located west of the Wiehle-Reston East Metrorail Station and would include a new (bridge) crossing the Dulles Toll Road, the Dulles International Airport Access Highway, and the Metrorail Silver Line. The new roadway extension will include pedestrian and bicycle accommodations.
Richmond Highway Bus Rapid Transit (BRT, Huntington Metrorail Station to Fort Belvoir)	The project implements median running BRT from the Huntington Metrorail Station to Fort Belvoir. The project was recommended by the Route 1 Multimodal Alternatives Analysis. A recommendation from the study included a phased approach, which was to implement median running BRT in the near-term between Huntington in Fairfax County to Woodbridge in Prince William County and expanding Metrorail to Hybla Valley, Fairfax County in the long-term. In

Project Title	Short Description
	<p>May 2015, the Fairfax County Board of Supervisors endorsed phases 1 and 2 of the preferred transit alternative which was to implement median running BRT from the Huntington Metrorail Station to Fort Belvoir.</p>
<p>Frontier Drive Extension</p>	<p>The Frontier Drive Extension will extend Frontier Drive from its terminus south of the Franconia-Springfield Parkway to Loisdale Road, including improved access to the Franconia-Springfield Metrorail Station and braided ramps to and from the Franconia-Springfield Parkway. Provide on-street parking along Frontier Drive as well as pedestrian and bicycle accommodations.</p>
<p>Braddock Road Improvements Phase I (Wakefield Chapel Road to Ravensworth Road)</p>	<p>Braddock Road Project Phase I will increase capacity, improve bicycle and pedestrian access/safety, and provide transit access along Braddock Road. Improvements to intersection operations include: optimizing signal operation, adding turn lanes, and implementing access management. Improvements to bicycle and pedestrian access include adding missing links to pedestrian facilities along Braddock Road with a shared-use path in eastbound and westbound directions, which will tie-into existing side street sidewalks.</p>
<p>Braddock Road Improvements Phase II (Guinea Road to Wakefield Chapel Road)</p>	<p>The Braddock Road Project Phase II (Guinea Road to Wakefield Chapel Road) will increase capacity, provide access management, improve bicycle and pedestrian access/safety, and provide better access to transit facilities along Braddock Road. Intersection improvements include additional turn lanes and signal optimization; access management by restricting turns, and eliminating traffic signals. Multi-modal improvements include: improvements to bicycle and pedestrian access include addition/upgrade of all asphalt paths and sidewalks along Braddock Road with a shared-use path in both directions.</p>
<p>Davis Drive Extension/Dulles Toll Road Overpass (also noted as the Rock Hill Road Bridge)</p>	<p>This project will provide a new connection between Sunrise Valley Drive in Fairfax County and Innovation Avenue in Loudoun County over the Dulles Toll Road. The new connection, located just west of the Innovation Center Metrorail Station, will include a new four-lane divided road and bridge, and pedestrian facilities on both sides. The proposed roadway will provide an additional crossing over the Dulles Toll Road, and provide direct connections within the</p>

Project Title	Short Description
	Innovation Center Transit Station Area. The project will provide additional capacity across the Dulles Corridor, reduce congestion and delay on Route 28 and Centreville Road, and improve accessibility and mobility to and within the area surrounding the Innovation Center Metrorail Station.
Seven Corners Ring Road (Phase 1A/Segment 1A)	The Board of Supervisors adopted an updated Comprehensive Plan for the Seven Corners area that includes a concept for a new Seven Corners Interchange. This project will design and construct the first phase of the new Interchange. This phase consists of a new road connecting Route 7, on the western side of the existing Seven Corners Interchange, with a bridge over Route 50, around the Interchange to Sleepy Hollow Road, back to Route 7 on the eastern side of the Interchange and terminating with a bridge that goes over Route 50.
Route 28 Northbound Widening (McLearen Road to Route 50)	The project consists of the widening of northbound Route 28 from three to four lanes between Route 50 and McLearen Road. At the southern terminus, the fourth thru lane will be added immediately north of the bridge over Route 50, creating a four-lane northbound typical section prior to the Route 50 collector-distributor (CD) road merging with Route 28. As part of the improvements, the northbound auxiliary lane at the Route 50 interchange is being lengthened to provide additional merging area for the heavy traffic volumes entering from Route 50, and a continuous auxiliary lane will be added between the Udvar Hazy Air & Space Museum Parkway interchange and the McLearen Road interchange.
<u>Loudoun County</u>	
Loudoun ADA Transition Plan	Bringing 305 bus stops in Loudoun County into ADA compliance
<u>Prince William County</u>	
Route 28 Corridor Roadway Improvements, City of Manassas to Fairfax County	The project consists of corridor improvements along Route 28, from the City of Manassas to Fairfax County. Construction of the project will include right-of-way acquisition, utility

Project Title	Short Description
	relocations, and the securing of additional environmental permits and approvals.
Interchange / Intersection Improvements at Route 234 and Sudley Manor Drive	The project consists of an innovative intersection or interchange at Route 234 (Prince William Parkway) and Sudley Manor Drive (includes Wellington Road overpass).
Interchange / Intersection Improvements at Route 1 and Route 123	The project consists of an urban diamond interchange at Route 1 and Route 123. The project would elevate Route 123 to span Route 1 and the CSXT Railroad with a 6-lane roadway, which would connect to the 4-lane divided Belmont Bay Dr. east of the railroad.
I-95 Auxiliary Lane - Between Exit 160, Gordon Blvd and Exit 158, Prince William Parkway	The project consists of constructing an auxiliary lane from the Route 123 exit ramp to the Prince William Parkway entrance ramp.
Summit School Road Extension and Telegraph Road Widening	The project consists of extending Summit School Road to Telegraph Road (4 Lanes), widening Telegraph Road to 4 lanes from Summit School Road to the Horner Road Commuter Lot and from Caton Hill Road to Prince William Parkway.
Route 15 Railroad Overpass	The project consists of a railroad overpass and widening of Route 15 from 1000' North of the existing railroad tracks to 1200' South of the existing railroad tracks.
Wellington Road Widening: University Boulevard to Relocated Balls Ford Road	The project consists of widening Wellington Road to 4 lanes from University Boulevard to relocated Balls Ford Road.
Old Bridge Road and Occoquan Road Intersection Improvements	The project consists of intersection improvements and realignment to improve safety, sight distance and operations.
University Boulevard Extension: Devlin Road to Progress Court	The project consists of extending University Boulevard as a 2-lane section between Devlin Road and Progress Court (Wellington Road).
Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	The project consists of widening Devlin Road to 4 lanes from Linton Hall Road to relocated Balls Ford Road.

Project Title	Short Description
<u>City of Alexandria</u>	
West End Transitway Corridor Investments	The project provides for reliable, frequent Bus Rapid Transit (BRT) service along the Van Dorn, Beauregard, and I-395 Corridors (a corridor of statewide significance) and between major activity centers. Funds will be used to complete design as needed, purchase rolling stock, and construction. The transitway and associated BRT service connects residents, visitors and employees to major transit centers along the corridor including the Pentagon Transit Center and Metrorail station, Shirlington Bus Station, Mark Center Transit Center, the Van Dorn Metrorail station and two other transit hubs in Alexandria – Landmark Mall and Southern Towers.
Access Improvements to the Landmark Transit Hub	This project will improve access and connectivity to mass transit service provided by the West End Transitway and other local Metrobus and DASH services. Improvements would enhance access to the soon-to-be redeveloped Landmark Mall site and would construct new or improve existing street right-of-way, including new traffic lanes, new sidewalks, bicycle lanes or cycle tracks and other infrastructure to support increased access and accessibility to all transit services.
Safety & Capacity Enhancements at Duke / Taylor Run / Telegraph	This project will encompass design and general safety improvements to Duke Street, Taylor Run Parkway, and Telegraph Road. Major intersection safety improvements for walking, biking and driving as well as accessibility and bus stop improvements. The request will also install a new bus stop compatible with future transitway operations, and new signalized intersections for access and safety. The project will also upgrade sidewalks and crosswalks throughout the project area, including a sidewalk along the west side of West Taylor Run approaching the Duke Street service lane that requires full reconstruction and utility relocation for ADA compliance.
Eisenhower Avenue Metro Station North Entrance	This project will complete NEPA, design and construct an extension of the existing Eisenhower Avenue Metrorail station platform to the north, and a new entrance on the north side of Eisenhower Avenue to connect to the extended

Project Title	Short Description
	<p>platform. This project will provide additional station capacity and support ongoing and planned development in the Eisenhower East area. In addition, it will improve pedestrian safety by allowing access to the station from both sides of Eisenhower Avenue, reducing the need for pedestrians to cross the street at-grade. The project was recommended in the Eisenhower East Small Area Plan (2003) and WMATA completed the Eisenhower Avenue Station Access Improvement Study (2008) that developed conceptual design for the north entrance and platform extension.</p>
<p>DASH Zero Emission Fleet Program</p>	<p>This project will allow DASH to upgrade its soon-to-be-expanded garage facility to accommodate a new zero-emission bus fleet, and purchase eight (8) zero-emission expansion buses. The capital improvements will include upgrades to the existing utility infrastructure, new energy infrastructure, bus bay redesign, and additional specialized maintenance equipment. The implementation would also include eight new buses, which would be used to provide new or expanded service in high-development areas including but not limited to Eisenhower Avenue, Van Dorn Street, and Potomac Yard.</p>
<p>Citywide TSP on Major Corridors</p>	<p>This project includes the design, configuration, and construction of transit signal prioritization (TSP) system at 50 intersections across five major transit corridors in the City of Alexandria (King St, Seminary Rd, Beauregard St, Van Dorn St, Duke St). The scope also includes the installation/retrofitting of onboard TSP equipment for 80 buses in the DASH fleet so that the buses could communicate with the TSP sensors at each intersection and trigger the signal prioritization sequence. With the implementation of the Citywide TSP project, buses would be able to move through these congested areas more quickly, which would result in operational cost savings, improved service reliability and potential ridership increases.</p>

Project Title	Short Description
<u>City of Fairfax</u>	
Fairfax Blvd/Warwick Ave Intersection Improvements	The purpose of this project is to reduce congestion and improve safety along Fairfax Blvd at its intersection with McLean Ave/Warwick Ave. This intersection is a skewed, six-legged intersection with five signal phases and no pedestrian signal heads. The project will reduce the number of signal phases and intersection legs and square up the intersection thereby improving safety for both vehicles and pedestrians by removing conflict points and reducing crossing distances.
Eaton Place/Chain Bridge Road Intersection Improvements	This purpose of this project is to reduce congestion and improve safety along Chain Bridge Road at its intersection with Eaton Place. The intersection experiences significant congestion due to its current operation with eight signal phases (including four separate side street phases) to control movements at seven legs. This project will replace the intersection with either a two-lane roundabout or a displaced left turn. Either option would be effective at reducing congestion and consolidating access points to simplify operations. The City is currently conducting an alternatives analysis on these two options. The City will have a preferred alternative prior to the Smart Scale application deadline.
Jermantown Road Corridor Improvements	This project proposes to make corridor improvements to Jermantown Road (Rte 655) between I-66 and Route 50/Fairfax Blvd (total project length approximately 0.9 miles). The City's preferred alternative includes spot widening to add a northbound lane north of Orchard Street and a southbound lane south of Orchard Street. The preferred alternative will also provide two (2) Pedestrian Hybrid Beacons (HAWK signals) along the corridor to accommodate safe pedestrian movements across Jermantown Road to service the two (2) schools within the project limits. The project also incorporates a new shared use path along the east side of Jermantown Road providing multi-modal connectivity along the corridor. These mitigation measures would not only add to the roadway capacity to meet future traffic demands, but also improve safety for pedestrian and bike facilities for multi-modal users.

Project Title	Short Description
<u>City of Falls Church</u>	
S Washington Multimodal Improvements	The project will create a transit plaza at South Washington St and Hillwood Ave to encourage multi-modal transportation options, increase pedestrian accessibility, and connect the area to the City Center and metro stations.
Park Avenue Streetscape and Utility Relocation	This project will support continuing economic development in Northern Virginia and promote consistency with land use plans by installing multi-modal improvements along Park Avenue in the City of Falls Church, a designated UDA.
<u>Town of Dumfries</u>	
Route 1 Widening: Brady's Hill Road to Dumfries Road	The project consists of widening Route 1 (Fralely Boulevard) to six lanes between Brady's Hill Road and Dumfries Road (Route 234).
<u>Town of Herndon</u>	
South Elden Street Corridor Improvements	Reconstruct South Elden Street between Herndon Parkway and Sterling Road. Project includes signalization and lane capacity improvements at each intersection as well as streetscape, bike, pedestrian and transit access improvements.
<u>Town of Leesburg</u>	
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	New grade separated interchange on Route 15 Leesburg Bypass at Edwards Ferry Road and Fort Evans Road, including pedestrian and bicycle improvements

Adopted by the Northern Virginia Transportation Authority on this 14th day of June, 2018

BY: _____

Chairman

ATTEST: _____

Clerk

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

SUBJECT: NVRTA Endorsement of BUILD Project Applications

DATE: June 8, 2018

- 1. Recommendation:** Endorsement of project applications for the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program.
- 2. Suggested Motion:** *I move Authority Endorsement of the City of Alexandria, Fairfax County and the Virginia Railway Express BUILD Transportation Discretionary Grants applications.*
- 3. Background:**
 - a. The U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.
 - b. BUILD Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.
 - c. Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments.
 - d. Eligible Applicants for BUILD Transportation Discretionary Grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.
 - e. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint

applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

- f. Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to:
 - 1. road or bridge projects eligible under title 23, United States Code;
 - 2. public transportation projects eligible under chapter 53 of title 49, United States Code;
 - 3. passenger and freight rail transportation projects;
 - 4. port infrastructure investments (including inland port infrastructure and land ports of entry); and intermodal projects.
- g. For projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements.
- h. For projects located in rural areas, the minimum award is \$1 million.
- i. The maximum award for all projects is \$25 million. Not more than \$150 million can be awarded to a single State.
- j. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act.
- k. At least 30 percent of funds must be awarded to projects located in rural areas.
- l. At the May 24, 2018 RJACC meeting, Northern Virginia localities and Transportation Agencies were advised to submit BUILD project endorsement requests for NVTA action at the June 14, 2018.
- m. Four requests for endorsements were received:
 - 1. City of Alexandria requests endorsement for the West End Transitway Project.
 - 2. Virginia Railway Express requests endorsement for the L'Enfant Station Improvements.
 - 3. Fairfax County requests endorsement of the Frontier Drive Extension and Intersection Improvements
 - 4. Loudoun County requests endorsement for Route 15 Whites Ferry Road to Maryland State Line, Route 9 West Virginia State Line to Route 7, Roundabouts on Braddock Road at Trailhead Drive and Route 15.

4. Next Steps:

- n. The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through **September 30, 2020**.
- o. The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is **July 19, 2018**.

Attachments

- A.** City of Alexandria, Fairfax County, Loudoun County and VRE request for BUILD application endorsement
- B.** NVTA Endorsement of the City of Alexandria, Fairfax County, Loudoun County and VRE BUILD Grant Applications



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

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

alexandriava.gov

May 30, 2018

Monica Backmon,
Executive Director
C/o NVTA Authority Members
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: NVTA support of the City of Alexandria's BUILD Project

Dear NVTA Authority Members,

The City of Alexandria appreciates the time and effort that NVTA members and staff have put into the distribution of regional funding and are grateful for the opportunity to participate. The City plans to apply for funds from the United States Department of Transportation (DOT) for National Infrastructure Investments. This request stems from the program funded and implemented pursuant to the American Recover and Reinvestment Act of 2009. This program was previously known as the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grants) program and is now known as the **Better Utilizing Investments to Leverage Development or (BUILD)** Transportation Discretionary Grants Transportation program.

The City requests NVTA endorsement and support of the following grant application:

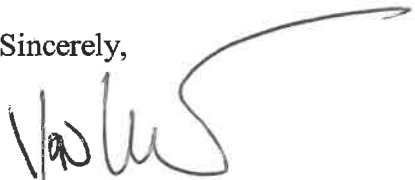
- West End Transitway Corridor Investments – **up to \$25,000,000** – The project provides for reliable, frequent Bus Rapid Transit (BRT) service along the Van Dorn, Beaugard, and I-395 Corridors (a corridor of statewide significance) and between major activity centers. Funds will be used to complete design as needed, purchase rolling stock, and construction. The transitway and associated BRT service connects residents, visitors and employees to major transit centers along the corridor including the Pentagon Transit Center and Metrorail station, Shirlington Bus Station,

Mark Center Transit Center, the Van Dorn Metrorail station and two other transit hubs in Alexandria – Landmark Mall and Southern Towers.

To date, the Authority has awarded \$2.4 million in the project through the FY15/16 program, with a staff recommendation of \$2.2 million in the FY 2018 - 2023 SYP. At its May 16, 2018 meeting, the City Council appointed Transportation Commission voted to endorse the staff-recommended project to seek grant funding of up to \$25,000,000 in the FY 2018 BUILD program. Providing high capacity Bus Rapid Transit (BRT) between the Pentagon in Arlington County and the Van Dorn Metrorail station in Alexandria will connect major employment centers, residential neighborhoods, and transit hubs to the entire metropolitan area.

If you have any questions or would like to discuss these issues further, please contact me at 703-746-4025.

Sincerely,

A handwritten signature in black ink, appearing to read 'Yon Lambert', with a long, sweeping horizontal stroke extending to the right.

Yon Lambert

Director, Transportation and Environmental Services

cc:

Allison Silberberg, Mayor, City of Alexandria

Mark Jinks, City Manager, City of Alexandria

Sarah Taylor, Legislative Director

Hillary Orr, Deputy Director, Transportation & Environmental Services

Allan Fye, Division Chief of Transit Services, Transportation & Environmental Services



VIRGINIA RAILWAY EXPRESS

June 7, 2018

Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Dr., Suite 200
Fairfax, VA 22031

Dear Ms. Backmon:

I would like to request the Northern Virginia Transportation Authority (NVTA) endorse the Virginia Railway Express (VRE) application for a USDOT Better Utilizing Investments to Leverage Development (BUILD) planning grant for final design for the VRE L'Enfant Station Improvements and Fourth Track. The final design cost is estimated at \$6.3 million; a BUILD grant request for \$3.15 million is proposed with a non-federal match of \$3.15 million from VRE funds.

The L'Enfant Station Improvements include the reconstruction of the station platform with two track edges, or an "island" configuration, serving existing track and the addition of a 4th track in this segment of the railroad corridor between the L'Enfant (LE) and Virginia Ave. (VA AVE) rail crossovers. The L'Enfant station and track improvements are included in the NVTA TransAction plan as part of the VRE Alexandria-DC Rail Capacity Improvements. That overall project addresses railroad infrastructure improvements between Alexandria and L'Enfant stations that expand railroad capacity to support long-term expansion of VRE service and other rail service in the corridor. Related to the L'Enfant station and track improvements, also included in TransAction, is a project to widen the Long Bridge over the Potomac River to expand railroad capacity at the river crossing.

The BUILD grant application is due July 19, 2018. VRE identified final design for the VRE Crystal City Station Improvements as an additional component of the BUILD planning grant application prior to NVTA releasing its recommended Six Year Program (SYP), which recommends NVTA funding for final design of the Crystal City project. Pending NVTA approval of its SYP, VRE has assumed the NVTA funding would satisfy the funding requirements for the Crystal City project and will not include any funding request for Crystal City in the BUILD application.

Please let me know if you have questions regarding this request or require additional information.

Sincerely,

Doug Allen
Chief Executive Officer



County of Fairfax, Virginia

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

June 11, 2018

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request for NVT A Endorsement of Fairfax County Application for BUILD Discretionary Grant Program

Dear Ms. Backmon: *Monica*

I am writing to request the Northern Virginia Transportation Authority's assistance by providing a letter of support of the application that Fairfax County plans to submit for the United States Department of Transportation (USDOT) FY 2018 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program. BUILD encourages local governments to proactively raise new sources of revenue with a new criterion to evaluate local activities to generate additional non-Federal revenue for transportation infrastructure.

Fairfax County plans to submit an application for the Frontier Drive Extension. Staff is requesting formal Fairfax County Board of Supervisors authorization for this submission on July 10, 2018, and the applications are due by July 18, 2018.

- **Frontier Drive Extension - \$25.0 million**

The Frontier Drive Extension from Franconia-Springfield Parkway to Loisdale Road provides greater mobility between Loisdale Road, the Medical Campus at Northern Virginia Community College, and the Franconia-Springfield Transit Center. The project makes improvements to the circulation system around the Franconia-Springfield Transit Center, which provides improved access to both the Washington Metropolitan Area Transit Authority Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield, thereby reducing congestion on Loisdale Drive. It provides on-street parking along Frontier Drive, as well as pedestrian and bicycle facilities. The project is critical for the upcoming relocation of the Transportation Security Administration headquarters.

The total project estimate for this project is \$116.1 million. NVT A has previously provided \$2 million for the Frontier Drive Extension and its Planning and Programming Committee has also recommended an additional \$25 million through NVT A's FY 2018-2023 Six Year Program to further advance the project.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



Ms. Monica Backmon
June 12, 2018
Page 2 of 2

As the U.S. Department of Transportation considers funding under this program, we would appreciate your consideration of Fairfax County's grant application which will provide for an improved national and regional transportation network. If you have any questions or need additional information, please call Noelle Dominguez with the Fairfax County Department of Transportation at (703) 877-5665 or me at (703) 877-5663. Thank you for your time and assistance for this critical project.

Sincerely,



Tom Biesiadny
Director

cc: Members, Fairfax County Board of Supervisors
Bryan Hill, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure

101 Blue Seal Drive, SE, Suite 102, MSC #64

P.O. Box 7500

Leesburg, VA 20177-7500

Main (703) 771-5107 • Fax (703) 737-8513

June 11, 2018

Ms. Monica Backmon
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: BUILD FY 2018 Letter of Support for Loudoun County Applications

Dear Ms. Backmon:

Loudoun is preparing to submit three applications for the BUILD 2018 Grant program for which we would greatly appreciate a letter of support from NVTA for our Applications. The Loudoun County Board of Supervisors endorsed these projects at their Business Meeting on June 5, 2018. The deadline for submission is July 19, 2018. The three projects are:

Project 1: Route 15 – Whites Ferry Road to Maryland State Line

- This project is being recommended for consideration under the “Planning” requirements for BUILD.
- Route 15 is in Transaction (Corridor 9).
- The Planning Grant would be for the preparation of the NEPA documentation.
- Considered as Phase 2 of the Route 15 project from Leesburg to Maryland. Phase 1 is the portion being funded by the County, from Battlefield Parkway to Montresor, and hopefully by NVTA.
- Preliminary cost estimate for the study is \$1,500,000.

Project 2: Route 9 – West Virginia State Line to Route 7

- This project is being recommended for consideration under the “Planning” requirements for BUILD.
- Route 9 is in Transaction (Corridor1).
- The Planning Grant would be for the preparation of a corridor operations and safety study for one of the Primary Rural Routes in Loudoun County.
- Preliminary cost estimate for the study is \$900,000.

Project 3: Roundabouts on Braddock Road at Trailhead Drive and Route 15

- These projects are being considered as two components of the same project, for construction funding.
- CIP estimated cost is \$21.5 million.
- The roundabout at Trailhead Drive will address traffic concerns related to the development of the HS 9 School site in this location.
- Braddock Road is a major east west corridor for County, especially in the areas developed south of US 50 and improvements will support Transaction projects within Corridor 11, in Loudoun County.

June 11, 2018
Ms. Monica Backmon
BUILD FY 2018 Letter of Support for Loudoun County Applications
Page 2

I recognize this requests comes at a time when you are preparing for the June 14, 2018 Authority Meeting, and we are hopeful there is still time to place this on the Agenda. Please feel free to contact me, should you have further questions.

Sincerely,



Penny Newquist
Deputy Director

Cc: Phyllis Randall, Chairman
Ralph Buona, Vice Chairman
Joe Kroboth, III, Director
Bob Brown, Regional Transportation Coordinator



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 14, 2018

The Honorable Elaine Chao
 Secretary of Transportation
 U.S. Department of Transportation
 1200 New Jersey Ave, SE
 Washington, DC 20590

Reference: Loudoun County's FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program Applications.

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTVA) for Loudoun County's applications under the U.S. Department of Transportation's FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program for Loudoun County's Route 15 – Whites Ferry Road to Maryland State Line, Route 9 – West Virginia State Line to Route 7, Roundabouts on Braddock Road at Trailhead Drive and Route 15 Project. A BUILD grant would greatly facilitate the advancement of these projects.

Project 1: Route 15 – Whites Ferry Road to Maryland State Line

- This project is being recommended for consideration under the “Planning” requirements for BUILD.
- The Planning Grant would be for the preparation of the NEPA documentation.
- Considered as Phase 2 of the Route 15 project from Leesburg to Maryland. Phase 1 is the portion being funded by the County, from Battlefield Parkway to Montresor.
- The Phase 2 portion is completely in a rural area where BUILD is focusing its priorities.
- Preliminary cost estimate for the study is \$1,500,000.

Project 2: Route 9 – West Virginia State Line to Route 7

- This project is being recommended for consideration under the “Planning” requirements for BUILD.
- The Planning Grant would be for the preparation of a corridor operations and safety study for one of the Primary Rural Routes in Loudoun County.
- This was one of the Board's requests from the Transportation Summit held in 2017.
- Preliminary cost estimate for the study is \$900,000.

Project 3:– Roundabouts on Braddock Road at Trailhead Drive and Route 15

- These projects are being considered as two components of the same project, for construction funding.
- CIP estimated cost is \$21.5 million.
- Both are in the rural area where BUILD is focusing its priorities.
- The roundabout at Trailhead Drive will address traffic concerns related to the development of the HS 9 School site in this location.
- Braddock Road is a major east west corridor for County, especially in the areas developed south of US 50.

The NVTa includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTa is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe
Chairman



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 14, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Reference: Virginia Railway Express FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program Application.

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for the City of Alexandria's application under the U.S. Department of Transportation's FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program for the Virginia Railway Express' VRE L'Enfant Station Improvements and LE to VA AVE 4th Track Project. A BUILD grant would greatly facilitate the advancement of the project.

L'Enfant Station Improvements and LE to VA AVE 4th Track Project (\$3.15Million) The L'Enfant Station Improvements include the reconstruction of the station platform with two track edges, or an "island" configuration, serving existing track and the addition of a 4th track in this segment of the railroad corridor between the L'Enfant (LE) and Virginia Ave. (VA AVE) rail crossovers. The L'Enfant station and track improvements are included in the NVTA TransAction plan as part of the VRE Alexandria-DC Rail Capacity Improvements. That overall project addresses railroad infrastructure improvements between Alexandria and L'Enfant stations that expand railroad capacity to support long-term expansion of VRE service and other rail service in the corridor. Related to the L'Enfant station and track improvements, and also included in TransAction, is a project to widen the Long Bridge over the Potomac River to expand railroad capacity at the river crossing.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe
Chairman



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 14, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Reference: City of Alexandria's FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program Application.

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for the City of Alexandria's application under the U.S. Department of Transportation's FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program for the City of Alexandria's West End Transitway Project. A BUILD grant would greatly facilitate the advancement of the project.

West End Transitway Corridor Investments –
A request - up to \$25M. Total project estimate \$143M.

West End Transitway provides for reliable, frequent Bus Rapid Transit (BRT) service along the Van Dorn, Beauregard, and I-395 Corridors (a Corridor of Statewide Significance) and between major activity centers. If awarded, the BUILD grant will be used to complete design as needed, purchase rolling stock, and construction.

The Transitway and associated BRT service connects residents, visitors and employees to major transit centers along the corridor including the Pentagon Transit Center and Metrorail Station, Shirlington Bus Station, Mark Center Transit Center, the Van Dorn Metrorail Station and two other transit hubs in Alexandria-Landmark Mall and Southern Towers.

Providing high capacity BRT between the Pentagon in Arlington County and the Van Dorn Metrorail station in Alexandria will connect major employment centers, residential neighborhoods, and transit hubs to the entire metropolitan area.

To date, the Authority has awarded \$2.4 million on the project through its FY 2015-2016 Program, with the project currently being considered for additional Authority funding through its FY 2018-2023 Six Year Program.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe
Chairman



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 14, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Reference: Fairfax County FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program Application.

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for the City of Fairfax application under the U.S. Department of Transportation's FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants Program for Fairfax County's Frontier Drive Extension Project. A BUILD grant would greatly facilitate the advancement of the project.

Frontier Drive Extension - \$25.0 million

The Frontier Drive Extension from Franconia-Springfield Parkway to Loisdale Road provides greater mobility between Loisdale Road, the Medical Campus at Northern Virginia Community College, and the Franconia-Springfield Transit Center. The project makes improvements to the circulatory system around the Franconia-Springfield Transit Center, which provides improved access to both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield, thereby reducing congestion on Loisdale Drive. It provides on-street parking along Frontier Drive, as well as pedestrian and bicycle facilities. The project is critical for the upcoming relocation of the Transportation Security Administration headquarters.

The total project estimate for this project is \$116.1 million. The Authority has previously provided \$2 million for the Frontier Drive Extension and its Planning and Programming Committee has also recommended an additional \$25 million through NVTA's FY 2018-2023 Six Year Program to further advance the project.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe
Chairman

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 7, 2018

SUBJECT: Revisions to FY2019-2024 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Fund Strawman

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of revisions to the previously adopted FY2019 thru FY2024 CMAQ/RSTP Strawman.
2. **Background.** The Authority adopted the FY2024 CMAQ/RSTP Strawman (list of projects and funding allocations) at its February 8, 2018, meeting and authorized the Executive Director to make revisions if required. Subsequently, the Virginia Department of Transportation (VDOT) has provided revised estimates for CMAQ and RSTP that include a reduction in FY2024 CMAQ funds (approximately \$6.7 million) and additional RSTP funds from FY2018 to FY2024 (approximately \$7.2 million).

The additional RSTP funds compensated for the reduction in CMAQ funds.

3. **Update.** NVTA staff worked with the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and recommended the following proposal to meet the revised fund allocations.

FY2024 CMAQ Deductions

Jurisdiction	Project	Amount
Arlington County	Arlington County Commuter Services	\$ (5,494,160)
Fairfax County	Richmond Highway BRT	\$ (1,242,936)
Total		\$ (6,737,096)

These deductions were compensated with the additional FY2019-FY2024 RSTP funds.

After the above revisions were made, approximately \$436,379 in FY2020 and \$92,098 in FY2024 remained available in RSTP funds. Working with the RJACC, these amounts were allocated to projects that were previously approved by the Authority but were in need of

additional funds in the noted fiscal years to complete the project, as specified in the tables below.

FY2020 RSTP Surplus

Jurisdictions	Project		Amount
Fairfax County	Tysons Corner Roadway Improvements	\$	276,318
Prince William County	Route 1 Widening	\$	110,467
City of Alexandria	Van Dorn-Beauregard Bike Facility	\$	37,811
City of Fairfax	Ped Improvements	\$	5,864
Town of Herndon	Herndon Parkway/E Spring St Intersection	\$	5,919
TOTAL		\$	436,379

FY2024 RSTP Surplus

Jurisdictions	Project		Amount
Arlington County	TSM & Communications Plant Upgrade	\$	8,480
Fairfax County	Richmond Highway Bus Rapid Transit (UPC 106921)	\$	41,980
Loudon County	Bike/Ped for Silver Line Metrorail (UPC T17499)	\$	14,230
Prince William County	I-95 Auxiliary Lane, from RT123 (Exit 160) and RT294 (Exit 158)	\$	16,785
City of Alexandria	DASH Technology (T19632)	\$	5,745
City of Fairfax	Roadbed Reconstruction	\$	890
City of Falls Church	Ped, Bike, Bridge & Traffic Calming Improvements	\$	518
City of Manassas	Transportation Master Plan Update	\$	1,530
Town of Leesburg	Route 15 Bypass @ Edwards Ferry Rd Interchange	\$	1,940
TOTAL		\$	92,098

- 4. Next Steps:** As the Authority previously authorized the Executive Director to make revisions, the reallocations have been submitted to VDOT for Commonwealth Transportation Board approval.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Chairman Martin E. Nohe, Planning and Programming Committee

DATE: June 7, 2018

SUBJECT: Report from the Planning and Programming Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background.** The PPC met on June 6, 2018. All five PPC members participated. In total, 13 Authority members were present.

The meeting was a continuation and culmination of previous meetings over recent months to discuss the development of the Authority's draft FY2018-2023 Six Year Program. The Committee discussed its recommendations for the draft FY2018-2023 Six Year Program, including the NVTA Staff recommendations for project selection and funding.

3. **FY2018-2023 Six Year Program.** The Committee received a briefing from the NVTA Executive Director on the NVTA staff project-funding recommendations. This briefing referenced the endorsements of the NVTA staff recommendations by the Planning Coordination Advisory Committee (6-1) and the Technical Advisory Committee (5-0). In addition, the briefing incorporated the recommendation by the Finance Committee (5-0) that the available funds for the FY2018-2023 Six Year Program are \$1,285,273,281. The PPC endorsed the NVTA staff recommendations with four adjustments – adding funds to two projects and reducing funds on two other projects. The PPC requested that NVTA staff review these adjustments and confirm they are correct prior to the Authority meeting on June 14, 2018.

- a. Project Adjustment Recommendations made by the PPC:
 - i. Jermantown Road Corridor Improvements
 - Reduce funding request from \$26,000,000 to \$21,000,000
 - ii. Construct Interchange at Prince William Parkway at Clover Hill Road
 - Reduce funding request from \$12,900,000 to 1,900,000
 - iii. Summit School Road Extension and Telegraph Rd Widening
 - Increase funding from zero to \$11,000,000
 - iv. Old Lee Highway Multimodal Improvements Phase I

- Increase funding from zero to \$5,000,000

4. Authority Update. NVTA staff provided a brief overview of anticipated actions at the June 14, 2018 Authority meeting:

- a. Adoption of the FY2018-2023 Six Year Program
- b. Endorsement of USDOT BUILD applications
- c. Resolution of Support for the NVTA's SMART SCALE project application

5. Next steps. The PPC FY2018-2023 Six Year Program recommendations will be considered for adoption at the June 14, 2018 Authority meeting.

Subject to Authority action at its meeting on June 14, 2018 regarding the FY2018-2023 Six Year Program, the Committee does not expect to meet again until February 2020.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Parrish, Chairman – NVTA Finance Committee

DATE: June 8, 2018

SUBJECT: Finance Committee Report of the June 6, 2018 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of NVTA Finance Committee activities.
2. **Background:** The Finance Committee last met on June 6, 2018. The next meeting is scheduled for July 19, 2018 at 1:00PM. The following summarizes the June 6th meeting:
3. **Action Item:**
 - a. **FY2018-2023 Six Year Program Funding Recommendation** - The Committee reviewed the work it has undertaken since May 2017 to develop a PayGo level for use by the Planning and Programming Committee in the Six Year Program (SYP). The Finance Committee made a unanimous recommendation of \$1.285 billion in PayGo funding for the SYP.
4. **Discussion Items:**
 - a. **Draft Policy 29 – Project Activation, Monitoring and De-appropriation.** The Committee reviewed and discussed a draft policy intending to ensure projects advance. This initial policy draft outlines the steps to ensure projects comply with their original application, are monitored for progress and if necessary provides the steps for de-appropriation. The draft policy will be circulated amongst jurisdiction and agency staff for comment and further development over the summer.
 - b. **Investment Portfolio Report:** The Committee received reports on the performance of the Authority's investment portfolio. The portfolio is performing within policy requirements and through April is exceeding original revenue estimates for the fiscal year.
 - c. **Monthly Revenue Report:** The Committee received a report on the Authority's revenue receipts and distributions of 30% funds to member localities.
 - d. **NVTA Operating Budget:** The Committee received a report on the Authority's Operating Budget. All operating revenue has been received for the fiscal year. Expenditures were reported as of April which is 83% of the fiscal year. Expenditures through the same period are at 80% of budget.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Councilmember Colbert, Vice Chair, Planning Coordination Advisory Committee

DATE: June 5, 2018

SUBJECT: Report from the Planning Coordination Advisory Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
2. **Background.** The PCAC met on May 23, 2018. The meeting was well attended, with 7 of the 14 PCAC members present.

The meeting was a continuation and culmination of previous meetings over recent months to discuss the development of the Authority’s FY2018-2023 Six Year Program. The Committee discussed its recommendations for the FY2018-2023 Six Year Program, including the NVTA Staff recommendations for project selection and funding.

3. **FY 2018-2023 Six Year Program.** The Committee endorsed the NVTA Staff Recommendations with six votes in favor and one opposed. In addition, the Committee unanimously approved a resolution encouraging the Authority to work with the General Assembly to seek alternative funding sources so that a substantial portion of the NVTA revenues repealed to fund WMATA can be returned to the NVTA.
4. **Next steps.** Subject to Authority action at its meeting on June 14, 2018 regarding the FY2018-2023 Six Year Program, the Committee does not expect to meet again until February 2020.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Randy Boice, Chair, Technical Advisory Committee

DATE: June 7, 2018

SUBJECT: Report from the Technical Advisory Committee

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
- 2. Background.** The TAC met on May 30, 2018. The meeting had a quorum, with 5 TAC members present.

The meeting was a continuation and culmination of previous meetings over recent months to discuss the development of the Authority's FY2018-2023 Six Year Program. The Committee discussed its recommendations for the FY2018-2023 Six Year Program, including the NVTA Staff recommendations for project selection and funding.

- 3. FY 2018-2023 Six Year Program.** After a discussion on staff's project recommendation criteria and process, The Committee endorsed the NVTA Staff Recommendations unanimously (5-0).
- 4. Next steps.** Subject to Authority action at its meeting on June 14, 2018 regarding the FY2018-2023 Six Year Program, the Committee does not expect to meet again until February 2020.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 8, 2018

SUBJECT: Investment Portfolio Report

1) Purpose: To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through April 30, 2018.

2) Background:

- a. This report is on the April 2018 investment activity and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTa Investment Policy.
- b. Additional monthly reports are attached to comply with all reporting requirements prescribed in the NVTa Investment Policy.

3) Current Period Reports:

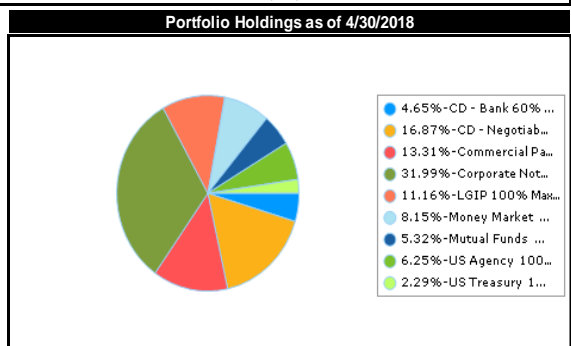
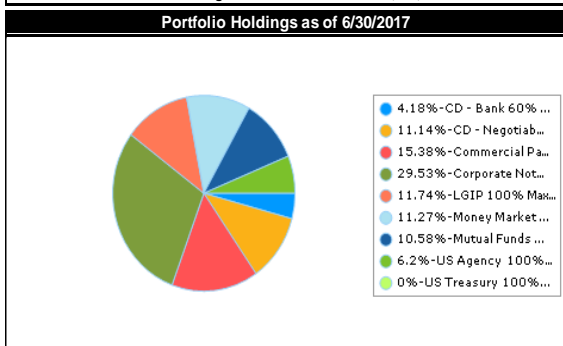
- a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below:



**Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue Fund**

Begin Date: 6/30/2017, End Date: 4/30/2018

Asset Category Allocation				
Asset Category	Book Value 6/30/2017	% of Portfolio 6/30/2017	Book Value 4/30/2018	% of Portfolio 4/30/2018
CD - Bank 60% Maximum	30,000,000.00	4.18	40,000,000.00	4.65
CD - Negotiable 25% Maximum	80,025,646.50	11.14	145,021,795.40	16.87
Commercial Paper 30% / 5% Maximum	110,411,194.94	15.38	114,443,298.61	13.31
Corporate Notes 50% Maximum	212,033,951.94	29.53	274,970,480.94	31.99
LGIP 100% Maximum	84,288,369.11	11.74	95,903,411.69	11.16
Money Market 60% Maximum	80,916,527.41	11.27	70,063,531.52	8.15
Mutual Funds 20% Maximum	75,940,388.98	10.58	45,741,588.72	5.32
US Agency 100% Maximum	44,488,574.35	6.20	53,697,061.41	6.25
US Treasury 100% Maximum	0.00	0.00	19,701,534.55	2.29
Total / Average	718,104,653.23	100.00	859,542,702.84	100.00

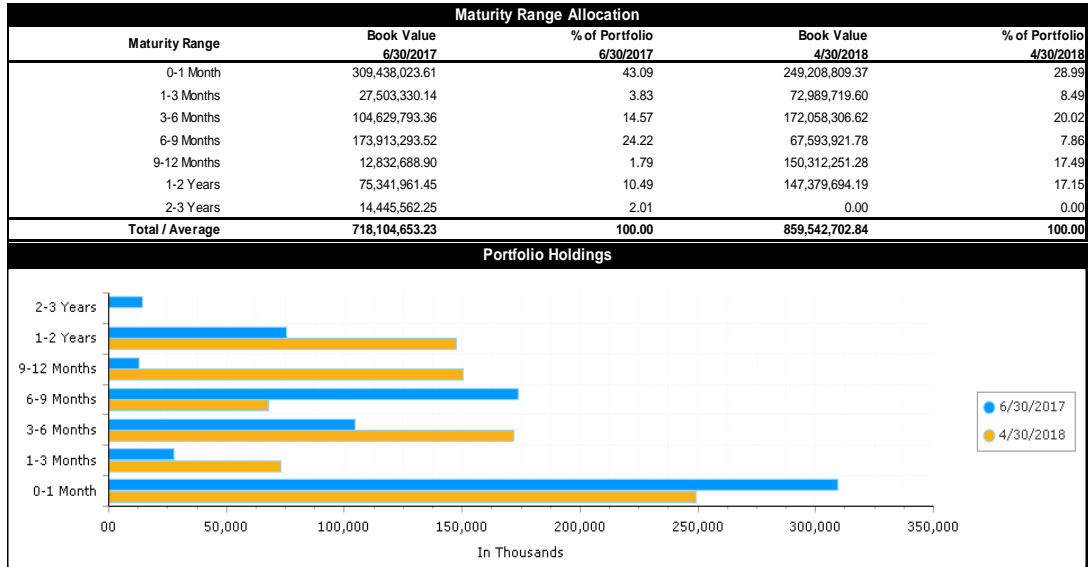


- b. The liquidity of the portfolio is reflected in the portfolio's duration/maturity schedule shown below:



**Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value
Report Group: Regional Revenue Fund**

Begin Date: 6/30/2017, End Date: 4/30/2018



- c. The yield on the portfolio at the end of April 2018 was 1.87%. The NVTA's investment Policy specifies the benchmarks shown below for yield performance comparison:

NVTA Investment Benchmarks	FY 2017 Year End	Apr-18 Month end
Fed Funds Rate	1.16%	1.69%
Treasury 90 Day T Bill	1.09%	1.84%
Local Government Investment Pool	1.00%	1.90%
Virginia Non-Arbitrage Program	1.16%	1.99%
NVTA Performance	1.20%	1.87%

4) Fiscal Implications:

- a. The fixed income investment market is still continuing the increase in interest rates. The increase in rates through April is reflective of several changes previously reported including:
- i) The Federal Open Market Committee's (FOMC) adjustments in the Fed Funds target rate.
 - ii) FOMC's positioning to approve additional Fed Funds interest rate increases in calendar 2018.
 - iii) Increasing inflation pressures from economic growth.
- b. The prior efforts of the FOMC to hold rates down generated a disincentive for investing in securities of durations beyond two years. Although the FOMC has initiated interest

rate increases, longer-term maturities' rates are experiencing a slower pattern of increase when compared to rates of security maturities of less than two years, resulting in a relatively flat yield curve. This pattern, if it persists, will continue the incentive for investing in fixed rate maturities of one to two years.

- 5) Looking Forward:** Actual interest earnings continue to be ahead of budget. The two major factors which are causing NVTA's FY 2018 portfolio earnings to exceed the budget are:
- a. The FOMC's actions to increase interest rates to manage the market as noted above.
 - b. Regional Revenue Fund FY 2018 revenues are remaining in the portfolio, pending adoption of the Six Year Program, causing it to grow significantly during the year. The size of the portfolio has increased by \$141 million since the beginning of FY 2018.
- 6) Policy Required Reports:** The following reports are attached to address specific Investment Policy requirements regarding the purchase and holding of securities. The attached required reports, in order of presentation are:
- a. **Compliance Report – Investment Policy, Summary.** This report shows the percentage of the portfolio by each type of investment.
 - b. **Investment Portfolio – By Maturity Range.** This report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - c. **Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.
 - d. **Compliance - GASB 40 Report.** This report shows reporting requirements not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and Annual Audit.

Attachments:

Portfolio Reports through April 30, 2018:

- Attachment 1: Compliance Report – Investment Policy, Summary
- Attachment 2: Investment Portfolio – By Maturity Range
- Attachment 3: Portfolio Holdings by Custodian
- Attachment 4: Compliance - GASB 40 Report



**Northern Virginia Transportation Authority
Portfolio Holdings
Compliance Report - Investment Policy, Summary
As of 4/30/2018**

Description	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	Days To Maturity	Accrued Interest	% of Portfolio
CD - Bank 60% Maximum	1.922	40,000,000.00	40,000,000.00	40,000,000.00	95	39,187.82	4.65
CD - Negotiable 25% Maximum	1.711	145,000,000.00	145,083,914.28	144,776,734.28	134	1,589,466.38	16.84
Commercial Paper 30% / 5% Maximum	1.812	115,000,000.00	113,646,679.16	113,646,679.16	98	0.00	13.36
Corporate Notes 50% Maximum	2.090	275,102,000.00	275,523,181.01	273,670,049.14	384	1,766,028.93	31.96
LGIP 100% Maximum	1.877	95,903,411.69	95,903,411.69	95,903,411.69	1	0.00	11.14
Money Market 60% Maximum	1.877	70,063,531.52	70,063,531.52	70,063,531.52	1	0.00	8.14
Mutual Funds 20% Maximum	1.493	45,741,588.72	45,741,588.72	45,741,588.72	1	0.00	5.31
US Agency 100% Maximum	1.573	54,044,505.40	53,669,000.00	53,856,023.80	393	118,996.53	6.28
US Treasury 100% Maximum	1.900	20,000,000.00	19,608,200.00	19,659,600.00	291	0.00	2.32
Total / Average	1.872	860,855,037.33	859,239,506.38	857,317,618.31	194	3,513,679.66	100



Northern Virginia Transportation Authority
Portfolio Holdings
Investment Portfolio - by Maturity Range
As of 4/30/2018

Description	Security Sector	Maturity Date	Days To Maturity	Settlement Date	Cost Value	Coupon Rate	Duration To Maturity	YTM @ Cost	% of Portfolio
0-1 Month									
John Marshall Bank MM	Money Market	N/A	1	06/30/2016	178.09	0.650	0.00	0.650	0.00
Commonwealth of Virginia LGIP	Local Government Investment Pool	N/A	1	06/30/2016	1,610,315.66	1.858	0.00	1.858	0.19
BB&T MM	Money Market	N/A	1	02/02/2017	783,550.30	1.380	0.00	1.380	0.09
United Bank MM	Money Market	N/A	1	04/25/2018	10,013,168.08	1.820	0.00	1.820	1.16
VIP Stable NAV LGIP	Local Government Investment Pool	N/A	1	10/15/2016	81,211,212.41	1.880	0.00	1.880	9.43
Access National Bank MM	Money Market	N/A	1	06/30/2016	41,331,828.51	1.860	0.00	1.860	4.80
Commonwealth of Virginia LGIP	Local Government Investment Pool	N/A	1	06/30/2016	13,081,883.62	1.858	0.00	1.858	1.52
VIP 1-3 Year LGIP	Local Government Investment Pool	N/A	1	06/30/2016	45,741,588.72	1.493	0.00	1.493	5.31
John Marshall Bank ICS MM	Money Market	N/A	1	06/22/2017	17,934,806.54	1.970	0.00	1.970	2.08
Credit Suisse New York 1.64 5/4/2018	Certificate Of Deposit	05/04/2018	4	07/11/2017	20,020,600.00	1.640	0.01	1.507	2.32
John Marshall Bank 1.97 5/24/2018	Certificate Of Deposit	05/24/2018	24	04/26/2018	17,500,000.00	1.970	0.07	1.970	2.03
Total / Average			3		249,229,131.93	1.794	0.01	1.783	28.95
1-3 Months									
Bank of Tokyo - New York 0 6/25/2018	Corporate	06/25/2018	56	01/26/2018	19,845,833.33	0.000	0.15	1.885	2.32
Bayerische Landesbank 1.7 7/18/2018	Certificate Of Deposit	07/18/2018	79	07/18/2017	20,019,000.00	1.700	0.22	1.603	2.32
Nestle Holdings Inc 1.375 7/24/2018	Corporate	07/24/2018	85	02/16/2017	3,084,710.01	1.375	0.23	1.380	0.36
Credit Agricole 0 7/24/2018	Corporate	07/24/2018	85	01/26/2018	9,907,019.44	0.000	0.23	1.898	1.16
Bayerische Landesbank 1.7 7/27/2018	Certificate Of Deposit	07/27/2018	88	07/27/2017	20,009,800.00	1.700	0.24	1.650	2.32
Total / Average			76		72,866,362.78	0.988	0.21	1.724	8.49
3-6 Months									
JP Morgan Securities 0 8/3/2018	Corporate	08/03/2018	95	11/08/2017	14,815,750.00	0.000	0.26	1.685	1.74
Credit Suisse 0 8/3/2018	Corporate	08/03/2018	95	11/08/2017	24,679,888.89	0.000	0.26	1.758	2.90
Bank of Tokyo - New York 1.63 8/28/2018	Certificate Of Deposit	08/28/2018	120	08/28/2017	20,009,000.00	1.630	0.33	1.584	2.32
JP Morgan Securities 0 8/28/2018	Corporate	08/28/2018	120	12/01/2017	29,604,000.00	0.000	0.33	1.799	3.48
United Bank 1.833 9/6/2018	Certificate Of Deposit	09/06/2018	129	03/08/2018	12,500,000.00	1.833	0.35	1.833	1.45

Description	Security Sector	Maturity Date	Days To Maturity	Settlement Date	Cost Value	Coupon Rate	Duration To Maturity	YTM @ Cost	% of Portfolio
Credit Suisse -NY 0 9/7/2018	Corporate	09/07/2018	130	12/14/2017	14,794,187.50	0.000	0.36	1.903	1.74
Mizuho Bank, New York 1.55 9/18/2018	Certificate Of Deposit	09/18/2018	141	09/18/2017	20,009,980.00	1.550	0.39	1.499	2.32
Standard Charter NY 1.74 10/23/2018	Certificate Of Deposit	10/23/2018	176	10/23/2017	10,005,980.00	1.740	0.49	1.679	1.16
Natixis - NY office 1.75 10/23/2018	Certificate Of Deposit	10/23/2018	176	10/23/2017	15,007,470.00	1.750	0.49	1.699	1.74
John Marshall Bank 1.95 10/25/2018	Certificate Of Deposit	10/25/2018	178	04/26/2018	10,000,000.00	1.950	0.49	1.950	1.16
Total / Average			130		171,426,256.39	0.868	0.36	1.728	20.04
6-9 Months									
Commonwealth Bank of Australia - NY 1.75	Corporate	11/02/2018	186	12/01/2017	14,989,650.00	1.750	0.50	1.825	1.74
Commonwealth Bank of Australia - NY 1.75	Corporate	11/02/2018	186	01/29/2018	13,504,520.30	1.750	0.50	2.000	1.57
Wells Fargo Bank 1.8 11/28/2018	Corporate	11/28/2018	212	02/03/2017	8,875,222.50	1.800	0.57	1.640	1.03
Wells Fargo Bank 1.8 11/28/2018	Corporate	11/28/2018	212	02/06/2017	15,243,320.00	1.800	0.57	1.639	1.77
FHLB 1.75 12/14/2018	US Agency	12/14/2018	228	02/21/2017	5,042,850.00	1.750	0.62	1.270	0.58
FHLMC 1.35 1/25/2019-17	US Agency	01/25/2019	270	03/23/2017	10,000,000.00	1.350	0.73	1.350	1.16
Total / Average			211		67,655,562.80	1.709	0.57	1.683	7.85
9-12 Months									
T-Bond 0 2/15/2019	US Treasury	02/15/2019	291	01/29/2018	19,608,200.00	0.000	0.80	1.900	2.32
Chevron Corp 1.686 2/28/2019	Corporate	02/28/2019	304	09/27/2017	20,037,800.00	1.686	0.83	1.551	2.32
Chevron Corp 4.95 3/3/2019	Corporate	03/03/2019	307	03/22/2018	15,354,450.00	4.950	0.83	2.410	1.74
Commonwealth Bank of Australia 2.05 3/15	Corporate	03/15/2019	319	01/29/2018	15,532,303.20	2.050	0.87	2.210	1.81
Commonwealth Bank of Australia 2.05 3/15	Corporate	03/15/2019	319	12/15/2017	3,304,710.66	2.050	0.87	2.081	0.38
FHLMC 1.375 3/15/2019	US Agency	03/15/2019	319	03/15/2017	5,000,000.00	1.375	0.87	1.375	0.58
Berkshire Hathaway Fin 1.7 3/15/2019	Corporate	03/15/2019	319	03/29/2018	8,883,283.93	1.700	0.87	2.371	1.04
Standard Charter NY 2.46 3/18/2019	Certificate Of Deposit	03/18/2019	322	02/26/2018	20,002,084.28	2.460	0.88	2.450	2.32
FFCB 1.4 3/27/2019	US Agency	03/27/2019	331	03/27/2017	10,009,800.00	1.400	0.90	1.350	1.16
Yale University 2.086 4/15/2019	Corporate	04/15/2019	350	03/22/2018	374,550.00	2.086	0.95	2.200	0.04
Yale University 2.086 4/15/2019	Corporate	04/15/2019	350	02/27/2018	13,008,314.98	2.086	0.95	2.200	1.51
Yale University 2.086 4/15/2019	Corporate	04/15/2019	350	03/01/2018	1,498,095.00	2.086	0.95	2.200	0.17
Stanford University 4.75 5/1/2019	Corporate	05/01/2019	366	02/21/2017	5,900,388.20	4.750	0.97	1.500	0.64
Stanford University 4.75 5/1/2019	Corporate	05/01/2019	366	06/29/2017	6,980,100.00	4.750	0.97	1.431	0.76
Stanford University 4.75 5/1/2019	Corporate	05/01/2019	366	02/21/2017	5,349,400.00	4.750	0.97	1.500	0.58
Total / Average			322		150,843,480.25	2.298	0.87	1.969	17.40
1-2 Years									

Description	Security Sector	Maturity Date	Days To Maturity	Settlement Date	Cost Value	Coupon Rate	Duration To Maturity	YTM @ Cost	% of Portfolio
Toyota Motor Credit corp 1.4 5/20/2019	Corporate	05/20/2019	385	02/27/2018	1,498,335.00	1.400	1.05	2.311	0.18
Coca Cola 1.375 5/30/2019	Corporate	05/30/2019	395	02/27/2018	9,888,267.70	1.375	1.07	2.280	1.16
Mass Institute Technology 2.051 7/1/2019	Corporate	07/01/2019	427	03/22/2018	144,637.50	2.051	1.15	2.250	0.02
Australia New Zealand Bank - NY Office 1.6	Corporate	07/15/2019	441	11/09/2017	19,884,451.60	1.600	1.20	1.950	2.32
Toyota Motor Credit corp 2.125 7/18/2019	Corporate	07/18/2019	444	02/27/2018	1,728,007.95	2.125	1.20	2.420	0.20
Toyota Motor Credit corp 2.125 7/18/2019	Corporate	07/18/2019	444	03/22/2018	10,975,080.81	2.125	1.20	2.600	1.28
FNMA 1.25 8/23/2019-17	US Agency	08/23/2019	480	05/08/2017	9,953,000.00	1.250	1.30	1.459	1.16
Apple Corp 1.5 9/12/2019	Corporate	09/12/2019	500	03/26/2018	4,621,471.40	1.500	1.36	2.450	0.54
Australia New Zealand Bank - NY Office 2.0	Corporate	09/23/2019	511	11/01/2017	6,018,840.00	2.050	1.38	1.880	0.70
Australia New Zealand Bank - NY Office 2.0	Corporate	09/23/2019	511	11/09/2017	5,910,738.00	2.050	1.38	1.950	0.69
FHLMC Step 9/30/2019-17	US Agency	09/30/2019	518	04/25/2017	4,488,750.00	1.500	1.40	1.772	0.52
Toyota Motor Credit corp 1.55 10/18/2019	Corporate	10/18/2019	536	02/28/2018	15,790,080.00	1.550	1.46	2.370	1.86
OPIC - Overseas Private Invest corp 0 11/1	US Agency	11/13/2019	562	02/27/2018	9,174,600.00	0.000	1.54	2.329	1.11
Apple Corp 1.8 11/13/2019	Corporate	11/13/2019	562	03/26/2018	4,940,404.65	1.800	1.51	2.488	0.58
Apple Corp 1.8 11/13/2019	Corporate	11/13/2019	562	04/02/2018	9,905,478.06	1.800	1.51	2.400	1.16
Apple Corp 1.8 11/13/2019	Corporate	11/13/2019	562	03/22/2018	14,839,110.00	1.800	1.51	2.470	1.74
Chevron Corp. 2.193 11/15/2019	Corporate	11/15/2019	564	03/26/2018	8,900,408.05	2.193	1.51	2.540	1.04
Exxon Mobile Corp 1.912 3/6/2020	Corporate	03/06/2020	676	04/02/2018	8,557,051.51	1.912	1.82	2.566	1.01
Total / Average			513		147,218,712.23	1.621	1.39	2.246	17.27
Total / Average			194		859,239,506.38	1.591	0.53	1.872	100



Northern Virginia Transportation Authority
Portfolio Holdings by Custodian
Report Group: Regional Revenue Fund

Date: 4/30/2018

Description	Face Amount / Shares	Settlement Date	Cost Value	Market Price	Market Value	% Portfolio	Credit Rating	Days To Call/Maturity
CUSIP		YTM @ Cost	Book Value	YTM @ Market	Accrued Interest	Unre. Gain/Loss	Credit Rating	Duration To Maturity
Access National Bank								
Access National Bank MM		6/30/2016	41,331,828.51	100.00	41,331,828.51	4.81%	NR	1
MM7182	41,331,828.51	1.86	41,331,828.51	1.86		0.00	NR	0
			41,331,828.51		41,331,828.51	4.81%		1
Sub Total Access National Bank	41,331,828.51	1.86	41,331,828.51	1.86		0.00		0
BB&T - 1874001006								
Apple Corp 1.5 9/12/2019		3/26/2018	4,621,471.40	98.57	4,618,051.35	0.54%	Moodys-Aa1	500
037833CZ1	4,685,000.00	2.45	4,625,627.48	2.57	9,370.00	-7,576.13	S&P-AA+	1.36
Apple Corp 1.8 11/13/2019		3/26/2018	4,940,404.65	98.79	4,934,460.60	0.58%	Moodys-Aa1	562
037833DH0	4,995,000.00	2.49	4,943,605.38	2.61	41,708.25	-9,144.78	S&P-AA+	1.51
Apple Corp 1.8 11/13/2019		3/22/2018	14,839,110.00	98.79	14,818,200.00	1.73%	Moodys-Aa1	562
037833DH0	15,000,000.00	2.47	14,849,550.45	2.61	125,250.00	-31,350.45	S&P-AA+	1.51
Apple Corp 1.8 11/13/2019		4/2/2018	9,905,478.06	98.79	9,878,800.00	1.15%	Moodys-Aa1	562
037833DH0	10,000,000.00	2.40	9,909,963.85	2.61	83,500.00	-31,163.85	S&P-AA+	1.51
Australia New Zealand Bank - NY Office 1.6 7/15/20		11/9/2017	19,884,451.60	98.46	19,691,400.00	2.32%	Moodys-Aa3	441
05253JAN1	20,000,000.00	1.95	19,916,873.01	2.91	93,333.33	-225,473.01	S&P-AA-	1.2
Australia New Zealand Bank - NY Office 2.05 9/23/2		11/9/2017	5,910,738.00	98.84	5,831,560.00	0.69%	Moodys-Aa3	511
05253JAP6	5,900,000.00	1.95	5,908,033.85	2.90	12,430.97	-76,473.85	S&P-AA-	1.38
Australia New Zealand Bank - NY Office 2.05 9/23/2		11/1/2017	6,018,840.00	98.84	5,930,400.00	0.7%	Moodys-Aa3	511
05253JAP6	6,000,000.00	1.88	6,013,932.33	2.90	12,641.67	-83,532.33	S&P-AA-	1.38
Bank of Tokyo - New York 0 6/25/2018		1/26/2018	19,845,833.33	99.23	19,845,833.33	2.32%	Moodys-P1	56
06538CFR7	20,000,000.00	1.89	19,942,444.44	4.99	0.00	-96,611.11	S&P-A1	0.15
Bank of Tokyo - New York 1.63 8/28/2018		8/28/2017	20,009,000.00	99.75	19,950,000.00	2.33%	Moodys-A1	120
06539RCX3	20,000,000.00	1.58	20,002,958.90	2.39	221,861.11	-52,958.90	S&P-A+	0.33
Bayerische Landesbank 1.7 7/18/2018		7/18/2017	20,019,000.00	99.89	19,977,200.00	2.33%	Moodys-P1	79
0727MAFB2	20,000,000.00	1.60	20,004,112.33	2.23	270,111.11	-26,912.33	Fitch-F1	0.22

Bayerische Landesbank 1.7 7/27/2018		7/27/2017	20,009,800.00	99.86	19,971,600.00	2.33%	Moody's-P1	88
0727MAFK2	20,000,000.00	1.65	20,002,362.74	2.29	261,611.11	-30,762.74	Fitch-F1	0.24
BB&T MM		2/2/2017	783,550.30	100.00	783,550.30	0.09%	NR	1
MM1006	783,550.30	1.38	783,550.30	1.38		0.00	NR	0
Berkshire Hathaway Fin 1.7 3/15/2019		3/29/2018	8,883,283.93	99.35	8,881,800.60	1.03%	Moody's-Aa2	319
084664CG4	8,940,000.00	2.37	8,888,454.63	2.46	18,997.50	-6,654.03	S&P-AA	0.87
Chevron Corp 1.686 2/28/2019		9/27/2017	20,037,800.00	99.36	19,871,400.00	2.33%	Moody's-Aa2	304
166764BS8	20,000,000.00	1.55	20,022,141.04	2.47	56,200.00	-150,741.04	S&P-AA-	0.83
Chevron Corp 4.95 3/3/2019		3/22/2018	15,354,450.00	101.98	15,296,550.00	1.78%	Moody's-Aa2	307
166751AJ6	15,000,000.00	2.41	15,314,497.54	2.56	117,562.50	-17,947.54	S&P-AA-	0.83
Chevron Corp. 2.193 11/15/2019		3/26/2018	8,900,408.05	99.15	8,874,193.50	1.04%	Moody's-Aa2	564
166764AN0	8,950,000.00	2.54	8,903,305.74	2.76	89,958.69	-29,112.24	S&P-AA-	1.51
Coca Cola 1.375 5/30/2019		2/27/2018	9,888,267.70	98.79	9,879,300.00	1.15%	Moody's-Aa3	395
191216BV1	10,000,000.00	2.28	9,903,426.13	2.51	57,291.67	-24,126.13	S&P-AA-	1.07
Commonwealth Bank of Australia - NY 1.75 11/2/2018		1/29/2018	13,504,520.30	99.55	13,469,656.20	1.57%	Moody's-Aa3	186
20271RAL4	13,530,000.00	2.00	13,512,890.89	2.64	117,072.08	-43,234.69	S&P-AA-	0.5
Commonwealth Bank of Australia - NY 1.75 11/2/2018		12/1/2017	14,989,650.00	99.55	14,933,100.00	1.74%	Moody's-Aa3	186
20271RAL4	15,000,000.00	1.83	14,994,270.54	2.64	129,791.67	-61,170.54	S&P-AA-	0.5
Commonwealth Bank of Australia 2.05 3/15/2019		12/15/2017	3,304,710.66	99.47	3,288,445.14	0.38%	Moody's-Aa3	319
20271RAN0	3,306,000.00	2.08	3,305,096.05	2.67	8,471.62	-16,650.91	S&P-AA-	0.87
Commonwealth Bank of Australia 2.05 3/15/2019		1/29/2018	15,532,303.20	99.47	15,477,376.40	1.81%	Moody's-Aa3	319
20271RAN0	15,560,000.00	2.21	15,538,450.54	2.67	39,872.50	-61,074.14	S&P-AA-	0.87
Credit Agricole 0 7/24/2018		1/26/2018	9,907,019.44	99.07	9,907,019.44	1.16%	Moody's-P1	85
22533UGQ0	10,000,000.00	1.90	9,955,847.22	3.98	0.00	-48,827.78	S&P-A1	0.23
Credit Suisse 0 8/3/2018		11/8/2017	24,679,888.89	98.72	24,679,888.89	2.9%	Moody's-P1	95
2254EBH38	25,000,000.00	1.76	24,886,527.78	4.92	0.00	-206,638.89	S&P-A1	0.26
Credit Suisse New York 1.64 5/4/2018		7/11/2017	20,020,600.00	100.10	20,020,600.00	2.33%	Moody's-P1	4
22549LAW5	20,000,000.00	1.51	20,000,277.44	38.06	328,911.11	20,322.56	S&P-A1	0.01
Credit Suisse -NY 0 9/7/2018		12/14/2017	14,794,187.50	98.63	14,794,187.50	1.73%	Moody's-P1	130
2254EBJ77	15,000,000.00	1.90	14,899,791.67	3.85	0.00	-105,604.17	S&P-A1	0.36
Exxon Mobile Corp 1.912 3/6/2020		4/2/2018	8,557,051.51	98.67	8,547,348.95	1%	Moody's-Aaa	676
30231GAG7	8,663,000.00	2.57	8,561,265.37	2.66	24,845.48	-13,916.42	S&P-AA+	1.82
FFCB 1.4 3/27/2019		3/27/2017	10,009,800.00	99.20	9,920,000.00	1.16%	Moody's-Aaa	331
3133EHDR1	10,000,000.00	1.35	10,004,443.56	2.29	12,833.33	-84,443.56	S&P-AA+	0.9
FHLB 1.75 12/14/2018		2/21/2017	5,042,850.00	99.76	4,987,750.00	0.58%	Moody's-Aaa	228
313376BR5	5,000,000.00	1.27	5,014,780.33	2.15	33,055.56	-27,030.33	S&P-AA+	0.62

FHLMC 1.35 1/25/2019-17		3/23/2017	10,000,000.00	99.37	9,936,900.00	1.16%	Moody's-Aaa	86
3134GAK78	10,000,000.00	1.35	10,000,000.00	2.22	35,625.00	-63,100.00	S&P-AA+	0.73
FHLMC 1.375 3/15/2019		3/15/2017	5,000,000.00	99.26	4,963,000.00	0.58%	S&P-AA+	319
3134GA5A8	5,000,000.00	1.38	5,000,000.00	2.23	8,593.75	-37,000.00	Fitch-AAA	0.87
FHLMC Step 9/30/2019-17		4/25/2017	4,488,750.00	99.37	4,471,605.00	0.52%	Moody's-Aaa	61
3134GAKN3	4,500,000.00	1.77	4,493,437.50	2.66	5,625.00	-21,832.50	S&P-AA+	1.4
FNMA 1.25 8/23/2019-17		5/8/2017	9,953,000.00	98.47	9,847,100.00	1.16%	Moody's-Aaa	23
3135G0P23	10,000,000.00	1.46	9,973,046.60	2.44	23,263.89	-125,946.60	S&P-AA+	1.3
JP Morgan Securities 0 8/28/2018		12/1/2017	29,604,000.00	98.68	29,604,000.00	3.47%	Moody's-P1	120
46640QH8	30,000,000.00	1.80	29,824,000.00	4.01	0.00	-220,000.00	S&P-A1	0.33
JP Morgan Securities 0 8/3/2018		11/8/2017	14,815,750.00	98.77	14,815,750.00	1.74%	None	95
46640QH38	15,000,000.00	1.69	14,934,687.50	4.71	0.00	-118,937.50	None	0.26
Mass Institute Technology 2.051 7/1/2019		3/22/2018	144,637.50	99.49	144,266.30	0.02%	Moody's-Aaa	427
575718AC5	145,000.00	2.25	144,667.84	2.49	983.06	-401.54	S&P-AAA	1.15
Mizuho Bank, New York 1.55 9/18/2018		9/18/2017	20,009,980.00	99.70	19,939,200.00	2.33%	Moody's-P1	141
60700AGH1	20,000,000.00	1.50	20,003,855.29	2.34	192,888.89	-64,655.29	S&P-A1	0.39
Natixis - NY office 1.75 10/23/2018		10/23/2017	15,007,470.00	99.66	14,949,150.00	1.75%	Moody's-P1	176
63873NMG3	15,000,000.00	1.70	15,003,601.97	2.45	137,812.50	-54,451.97	S&P-A1	0.49
Nestle Holdings Inc 1.375 7/24/2018		2/16/2017	3,084,710.01	99.81	3,079,076.80	0.36%	Moody's-Aa2	85
U64106BW3	3,085,000.00	1.38	3,084,952.87	2.18	32,521.04	-5,876.07	S&P-AA	0.23
OPIC - Overseas Private Invest corp 0 11/13/2019		2/27/2018	9,174,600.00	101.94	9,729,668.80	1.07%	Moody's-Aaa	562
690353H67	9,544,505.40	2.33	9,211,353.42	-1.25	0.00	518,315.38	S&P-AA+	1.54
Standard Charter NY 1.74 10/23/2018		10/23/2017	10,005,980.00	99.67	9,966,900.00	1.16%	Moody's-P1	176
85325TVS1	10,000,000.00	1.68	10,002,883.51	2.42	91,350.00	-35,983.51	S&P-A1	0.49
Standard Charter NY 2.46 3/18/2019		2/26/2018	20,002,084.28	100.01	20,002,084.28	2.33%	Moody's-P1	322
85325TZL2	20,000,000.00	2.45	20,001,743.22	2.44	84,920.55	341.06	S&P-A1	0.88
Stanford University 4.75 5/1/2019		2/21/2017	5,349,400.00	102.36	5,118,000.00	0.6%	Moody's-Aaa	366
854403AC6	5,000,000.00	1.50	5,160,050.56	2.36	118,090.28	-42,050.56	S&P-AAA	0.97
Stanford University 4.75 5/1/2019		6/29/2017	6,980,100.00	102.36	6,740,406.00	0.79%	Moody's-Aaa	366
854403AC6	6,585,000.00	1.43	6,800,509.09	2.36	155,524.90	-60,103.09	S&P-AAA	0.97
Stanford University 4.75 5/1/2019		2/21/2017	5,900,388.20	102.36	5,645,154.00	0.66%	Moody's-Aaa	366
854403AC6	5,515,000.00	1.50	5,691,535.77	2.36	130,253.58	-46,381.77	S&P-AAA	0.97
T-Bond 0 2/15/2019		1/29/2018	19,608,200.00	98.30	19,659,600.00	2.29%	None	291
912833KU3	20,000,000.00	1.90	19,701,534.55	2.17	0.00	-41,934.55	None	0.8
Toyota Motor Credit corp 1.4 5/20/2019		2/27/2018	1,498,335.00	98.88	1,497,971.40	0.17%	Moody's-Aa3	385
89236TDE2	1,515,000.00	2.31	1,500,646.48	2.49	9,426.67	-2,675.08	S&P-AA-	1.05
Toyota Motor Credit corp 1.55 10/18/2019		2/28/2018	15,790,080.00	98.31	15,730,080.00	1.84%	Moody's-Aa3	536

89236TDH5	16,000,000.00	2.37	15,811,529.11	2.73	8,266.67	-81,449.11	S&P-AA-	1.46
Toyota Motor Credit corp 2.125 7/18/2019		2/27/2018	1,728,007.95	99.33	1,723,375.50	0.2%	Moody's-Aa3	444
89236TBP9	1,735,000.00	2.42	1,728,864.68	2.69	10,446.15	-5,489.18	S&P-AA-	1.2
Toyota Motor Credit corp 2.125 7/18/2019		3/22/2018	10,975,080.81	99.33	10,969,011.90	1.28%	Moody's-Aa3	444
89236TBP9	11,043,000.00	2.60	10,980,564.97	2.69	66,488.06	-11,553.07	S&P-AA-	1.2
Wells Fargo Bank 1.8 11/28/2018		2/6/2017	15,243,320.00	99.60	15,139,048.00	1.77%	Moody's-Aa2	212
94988J5F0	15,200,000.00	1.64	15,213,914.91	2.50	115,520.00	-74,866.91	Fitch-AA	0.57
Wells Fargo Bank 1.8 11/28/2018		2/3/2017	8,875,222.50	99.60	8,814,511.50	1.03%	Moody's-Aa2	212
94988J5F0	8,850,000.00	1.64	8,858,065.11	2.50	67,260.00	-43,553.61	Fitch-AA	0.57
Yale University 2.086 4/15/2019		3/1/2018	1,498,095.00	99.65	1,494,675.00	0.17%	Moody's-Aaa	350
98458PAC9	1,500,000.00	2.20	1,498,373.78	2.46	1,303.75	-3,698.78	S&P-AAA	0.95
Yale University 2.086 4/15/2019		2/27/2018	13,008,314.98	99.65	12,978,761.25	1.51%	Moody's-Aaa	350
98458PAC9	13,025,000.00	2.20	13,010,825.83	2.46	11,320.90	-32,064.58	S&P-AAA	0.95
Yale University 2.086 4/15/2019		3/22/2018	374,550.00	99.65	373,668.75	0.04%	Moody's-Aaa	350
98458PAC9	375,000.00	2.20	374,595.12	2.46	325.94	-926.37	S&P-AAA	0.95
			608,314,524.75		606,392,636.68	70.8%		254
Sub Total BB&T - 1874001006	609,930,055.70	1.89	608,617,721.21	3.97	3,474,491.84	-2,225,084.53		0.73
CDARS Program - John Marshall Bank								
John Marshall Bank 1.95 10/25/2018		4/26/2018	10,000,000.00	100.00	10,000,000.00	1.16%	None	178
CDARS8110	10,000,000.00	1.95	10,000,000.00	1.95	2,136.99	0.00	None	0.49
John Marshall Bank 1.97 5/24/2018		4/26/2018	17,500,000.00	100.00	17,500,000.00	2.04%	None	24
CDARS8146	17,500,000.00	1.97	17,500,000.00	1.97	3,778.08	0.00	None	0.07
			27,500,000.00		27,500,000.00	3.2%		80
Sub Total CDARS Program - John Marshall Bank	27,500,000.00	1.96	27,500,000.00	1.96	5,915.07	0.00		0.22
Commonwealth of Virginia								
Commonwealth of Virginia LGIP		6/30/2016	1,610,315.66	100.00	1,610,315.66	0.19%	S&P-AAA	1
LGIP0825	1,610,315.66	1.86	1,610,315.66	1.86		0.00	NR	0
Commonwealth of Virginia LGIP		6/30/2016	13,081,883.62	100.00	13,081,883.62	1.52%	S&P-AAA	1
LGIP0549	13,081,883.62	1.86	13,081,883.62	1.86		0.00	NR	0
			14,692,199.28		14,692,199.28	1.71%		1
Sub Total Commonwealth of Virginia	14,692,199.28	1.86	14,692,199.28	1.86		0.00		0
John Marshall Bank								
John Marshall Bank ICS MM		6/22/2017	17,934,806.54	100.00	17,934,806.54	2.09%	NR	1
MM60000	17,934,806.54	1.97	17,934,806.54	1.97		0.00	NR	0
John Marshall Bank MM		6/30/2016	178.09	100.00	178.09	0%	NR	1
MM0060	178.09	0.65	178.09	0.65		0.00	NR	0
			17,934,984.63		17,934,984.63	2.09%		1
Sub Total John Marshall Bank	17,934,984.63	1.97	17,934,984.63	1.97		0.00		0

United Bank of Virginia								
United Bank 1.833 9/6/2018		3/8/2018	12,500,000.00	100.00	12,500,000.00	1.45%	Moody's-Aaa	129
CDARS3429	12,500,000.00	1.83	12,500,000.00	1.83	33,272.75	0.00	S&P-AA+	0.35
United Bank MM		4/5/2018	10,013,168.08	100.00	10,013,168.08	1.16%	None	1
MM3272	10,013,168.08	1.82	10,013,168.08	1.82		0.00	None	0
			22,513,168.08		22,513,168.08	2.61%		72
Sub Total United Bank of Virginia	22,513,168.08	1.83	22,513,168.08	1.83	33,272.75	0.00		0.19
Virginia Investment Pool								
VIP 1-3 Year LGIP		6/30/2016	45,741,588.72	100.00	45,741,588.72	5.32%	S&P-AA+	1
LGIP0001	45,741,588.72	1.49	45,741,588.72	1.49		0.00	NR	0
VIP Stable NAV LGIP		10/15/2016	81,211,212.41	100.00	81,211,212.41	9.45%	S&P-AAA	1
LGIP5001	81,211,212.41	1.88	81,211,212.41	1.88		0.00	NR	0
			126,952,801.13		126,952,801.13	14.77%		1
Sub Total Virginia Investment Pool	126,952,801.13	1.74	126,952,801.13	1.74		0.00		0
			859,239,506.38		857,317,618.31	100.00%		184
TOTAL PORTFOLIO	860,855,037.33	1.87	859,542,702.84	3.34	3,513,679.66	-2,225,084.53		0.53



**Northern Virginia Transportation Authority
Portfolio Holdings
Compliance - GASB 40 Report
As of 4/30/2018**

Description	Issuer	Face Amount/ Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/ Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Certificate Of Deposit												
John Marshall Bank 1.97 5/24/2018	John Marshall Bank	17,500,000	17,500,000	17,500,000	None	None	2.03	24	24	05/24/2018	1.970	0.07
United Bank 1.833 9/6/2018	United Bank	12,500,000	12,500,000	12,500,000	Moodys-Aaa	S&P-AA+	1.45	129	129	09/06/2018	1.833	0.35
John Marshall Bank 1.95 10/25/2018	John Marshall Bank	10,000,000	10,000,000	10,000,000	None	None	1.16	178	178	10/25/2018	1.950	0.49
Sub Total / Average		40,000,000	40,000,000	40,000,000			4.65	95	95		1.922	0.26
Commercial Paper												
Bank of Tokyo - New York 0 6/25/2018	Bank of Tokyo - New York	20,000,000	19,942,444	19,845,833	Moodys-P1	S&P-A1	2.32	56	56	06/25/2018	1.885	0.15
Credit Agricole 0 7/24/2018	Credit Agricole	10,000,000	9,955,847	9,907,019	Moodys-P1	S&P-A1	1.16	85	85	07/24/2018	1.898	0.23
JP Morgan Securities 0 8/3/2018	JP Morgan Securities	15,000,000	14,934,688	14,815,750	None	None	1.74	95	95	08/03/2018	1.685	0.26
Credit Suisse 0 8/3/2018	Credit Suisse	25,000,000	24,886,528	24,679,889	Moodys-P1	S&P-A1	2.90	95	95	08/03/2018	1.758	0.26
JP Morgan Securities 0 8/28/2018	JP Morgan Securities	30,000,000	29,824,000	29,604,000	Moodys-P1	S&P-A1	3.48	120	120	08/28/2018	1.799	0.33
Credit Suisse -NY 0 9/7/2018	Credit Suisse -NY	15,000,000	14,899,792	14,794,188	Moodys-P1	S&P-A1	1.74	130	130	09/07/2018	1.903	0.36
Commonwealth Bank of Australia - NY 1.75 11/2/2018	Commonwealth Bank of Austr	15,000,000	14,994,271	14,933,100	Moodys-Aa3	S&P-AA-	1.74	186	186	11/02/2018	1.825	0.50
Commonwealth Bank of Australia - NY 1.75 11/2/2018	Commonwealth Bank of Austr	13,530,000	13,512,891	13,469,656	Moodys-Aa3	S&P-AA-	1.57	186	186	11/02/2018	2.000	0.50
Sub Total / Average		143,530,000	142,950,460	142,049,435			16.67	116	116		1.832	0.32
Corporate Bond												
Nestle Holdings Inc 1.375 7/24/2018	Nestle Holdings Inc	3,085,000	3,084,953	3,079,077	Moodys-Aa2	S&P-AA	0.36	85	85	07/24/2018	1.380	0.23
Wells Fargo Bank 1.8 11/28/2018	Wells Fargo Bank	8,850,000	8,858,065	8,814,512	Moodys-Aa2	Fitch-AA	1.03	212	212	11/28/2018	1.640	0.57
Wells Fargo Bank 1.8 11/28/2018	Wells Fargo Bank	15,200,000	15,213,915	15,139,048	Moodys-Aa2	Fitch-AA	1.77	212	212	11/28/2018	1.639	0.57
Chevron Corp 1.686 2/28/2019	Chevron Corp	20,000,000	20,022,141	19,871,400	Moodys-Aa2	S&P-AA-	2.32	304	304	02/28/2019	1.551	0.83
Chevron Corp 4.95 3/3/2019	Chevron Corp	15,000,000	15,314,498	15,296,550	Moodys-Aa2	S&P-AA-	1.74	307	307	03/03/2019	2.410	0.83
Commonwealth Bank of Australia 2.05 3/15/2019	Commonwealth Bank of Austr	15,560,000	15,538,451	15,477,376	Moodys-Aa3	S&P-AA-	1.81	319	319	03/15/2019	2.210	0.87
Commonwealth Bank of Australia 2.05 3/15/2019	Commonwealth Bank of Austr	3,306,000	3,305,096	3,288,445	Moodys-Aa3	S&P-AA-	0.38	319	319	03/15/2019	2.081	0.87
Berkshire Hathaway Fin 1.7 3/15/2019	Berkshire Hathaway Fin	8,940,000	8,888,455	8,881,801	Moodys-Aa2	S&P-AA	1.04	319	319	03/15/2019	2.371	0.87
Yale University 2.086 4/15/2019	Yale University	375,000	374,595	373,669	Moodys-Aaa	S&P-AAA	0.04	350	350	04/15/2019	2.200	0.95
Yale University 2.086 4/15/2019	Yale University	13,025,000	13,010,826	12,978,761	Moodys-Aaa	S&P-AAA	1.51	350	350	04/15/2019	2.200	0.95
Yale University 2.086 4/15/2019	Yale University	1,500,000	1,498,374	1,494,675	Moodys-Aaa	S&P-AAA	0.17	350	350	04/15/2019	2.200	0.95
Stanford University 4.75 5/1/2019	Stanford University	5,515,000	5,691,536	5,645,154	Moodys-Aaa	S&P-AAA	0.64	366	366	05/01/2019	1.500	0.97
Stanford University 4.75 5/1/2019	Stanford University	6,585,000	6,800,509	6,740,406	Moodys-Aaa	S&P-AAA	0.76	366	366	05/01/2019	1.431	0.97
Stanford University 4.75 5/1/2019	Stanford University	5,000,000	5,160,051	5,118,000	Moodys-Aaa	S&P-AAA	0.58	366	366	05/01/2019	1.500	0.97
Toyota Motor Credit corp 1.4 5/20/2019	Toyota Motor Credit corp	1,515,000	1,500,646	1,497,971	Moodys-Aa3	S&P-AA-	0.18	385	385	05/20/2019	2.311	1.05
Coca Cola 1.375 5/30/2019	Coca Cola	10,000,000	9,903,426	9,879,300	Moodys-Aa3	S&P-AA-	1.16	395	395	05/30/2019	2.280	1.07

Description	Issuer	Face Amount/ Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/ Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
Mass Institute Technology 2.051 7/1/2019	Mass Institute Technology	145,000	144,668	144,266	Moody's-Aaa	S&P-AAA	0.02	427	427	07/01/2019	2.250	1.15
Australia New Zealand Bank - NY Office 1.6 7/15/20	Australia New Zealand Bank -	20,000,000	19,916,873	19,691,400	Moody's-Aa3	S&P-AA-	2.32	441	441	07/15/2019	1.950	1.20
Toyota Motor Credit corp 2.125 7/18/2019	Toyota Motor Credit corp	1,735,000	1,728,865	1,723,376	Moody's-Aa3	S&P-AA-	0.20	444	444	07/18/2019	2.420	1.20
Toyota Motor Credit corp 2.125 7/18/2019	Toyota Motor Credit corp	11,043,000	10,980,565	10,969,012	Moody's-Aa3	S&P-AA-	1.28	444	444	07/18/2019	2.600	1.20
Apple Corp 1.5 9/12/2019	Apple Corp	4,685,000	4,625,627	4,618,051	Moody's-Aa1	S&P-AA+	0.54	500	500	09/12/2019	2.450	1.36
Australia New Zealand Bank - NY Office 2.05 9/23/2	Australia New Zealand Bank -	6,000,000	6,013,932	5,930,400	Moody's-Aa3	S&P-AA-	0.70	511	511	09/23/2019	1.880	1.38
Australia New Zealand Bank - NY Office 2.05 9/23/2	Australia New Zealand Bank -	5,900,000	5,908,034	5,831,560	Moody's-Aa3	S&P-AA-	0.69	511	511	09/23/2019	1.950	1.38
Toyota Motor Credit corp 1.55 10/18/2019	Toyota Motor Credit corp	16,000,000	15,811,529	15,730,080	Moody's-Aa3	S&P-AA-	1.86	536	536	10/18/2019	2.370	1.46
Apple Corp 1.8 11/13/2019	Apple Corp	4,995,000	4,943,605	4,934,461	Moody's-Aa1	S&P-AA+	0.58	562	562	11/13/2019	2.488	1.51
Apple Corp 1.8 11/13/2019	Apple Corp	10,000,000	9,909,964	9,878,800	Moody's-Aa1	S&P-AA+	1.16	562	562	11/13/2019	2.400	1.51
Apple Corp 1.8 11/13/2019	Apple Corp	15,000,000	14,849,550	14,818,200	Moody's-Aa1	S&P-AA+	1.74	562	562	11/13/2019	2.470	1.51
Chevron Corp. 2.193 11/15/2019	Chevron Corp.	8,950,000	8,903,306	8,874,194	Moody's-Aa2	S&P-AA-	1.04	564	564	11/15/2019	2.540	1.51
Exxon Mobile Corp 1.912 3/6/2020	Exxon Mobile Corp	8,663,000	8,561,265	8,547,349	Moody's-Aaa	S&P-AA+	1.01	676	676	03/06/2020	2.566	1.82
Sub Total / Average		246,572,000	246,463,320	245,267,293			28.64	407	407		2.111	1.10
FFCB Bond												
FFCB 1.4 3/27/2019	FFCB	10,000,000	10,004,444	9,920,000	Moody's-Aaa	S&P-AA+	1.16	331	331	03/27/2019	1.350	0.90
Sub Total / Average		10,000,000	10,004,444	9,920,000			1.16	331	331		1.350	0.90
FHLB Bond												
FHLB 1.75 12/14/2018	FHLB	5,000,000	5,014,780	4,987,750	Moody's-Aaa	S&P-AA+	0.58	228	228	12/14/2018	1.270	0.62
Sub Total / Average		5,000,000	5,014,780	4,987,750			0.58	228	228		1.270	0.62
FHLMC Bond												
FHLMC 1.35 1/25/2019-17	FHLMC	10,000,000	10,000,000	9,936,900	Moody's-Aaa	S&P-AA+	1.16	270	86	01/25/2019	1.350	0.73
FHLMC 1.375 3/15/2019	FHLMC	5,000,000	5,000,000	4,963,000	S&P-AA+	Fitch-AAA	0.58	319	319	03/15/2019	1.375	0.87
FHLMC Step 9/30/2019-17	FHLMC	4,500,000	4,493,438	4,471,605	Moody's-Aaa	S&P-AA+	0.52	518	61	09/30/2019	1.772	1.40
Sub Total / Average		19,500,000	19,493,438	19,371,505			2.27	340	140		1.454	0.92
FNMA Bond												
FNMA 1.25 8/23/2019-17	FNMA	10,000,000	9,973,047	9,847,100	Moody's-Aaa	S&P-AA+	1.16	480	23	08/23/2019	1.459	1.30
Sub Total / Average		10,000,000	9,973,047	9,847,100			1.16	480	23		1.459	1.30
Local Government Investment Pool												
Commonwealth of Virginia LGIP	Commonwealth of Virginia	1,610,316	1,610,316	1,610,316	S&P-AAA	NR	0.19	1	1	N/A	1.858	0.00
VIP Stable NAV LGIP	VIP Stable NAV	81,211,212	81,211,212	81,211,212	S&P-AAA	NR	9.43	1	1	N/A	1.880	0.00
Commonwealth of Virginia LGIP	Commonwealth of Virginia	13,081,884	13,081,884	13,081,884	S&P-AAA	NR	1.52	1	1	N/A	1.858	0.00
VIP 1-3 Year LGIP	VIP 1-3 Year	45,741,589	45,741,589	45,741,589	S&P-AA+	NR	5.31	1	1	N/A	1.493	0.00
Sub Total / Average		141,645,000	141,645,000	141,645,000			16.45	1	1		1.753	0.00
Money Market												
John Marshall Bank MM	John Marshall Bank	178	178	178	NR	NR	0.00	1	1	N/A	0.650	0.00
BB&T MM	BB&T	783,550	783,550	783,550	NR	NR	0.09	1	1	N/A	1.380	0.00
United Bank MM	United Bank	10,013,168	10,013,168	10,013,168	None	None	1.16	1	1	N/A	1.820	0.00
Access National Bank MM	Access National Bank	41,331,829	41,331,829	41,331,829	NR	NR	4.80	1	1	N/A	1.860	0.00

Description	Issuer	Face Amount/ Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/ Maturity	Maturity Date	YTM @ Cost	Duration To Maturity
John Marshall Bank ICS MM	John Marshall Bank ICS	17,934,807	17,934,807	17,934,807	NR	NR	2.08	1	1	N/A	1.970	0.00
Sub Total / Average		70,063,532	70,063,532	70,063,532			8.14	1	1		1.877	0.00
Negotiable Certificate Of Deposit												
Credit Suisse New York 1.64 5/4/2018	Credit Suisse New York	20,000,000	20,000,277	20,020,600	Moodys-P1	S&P-A1	2.32	4	4	05/04/2018	1.507	0.01
Bayerische Landesbank 1.7 7/18/2018	Bayerische Landesbank	20,000,000	20,004,112	19,977,200	Moodys-P1	Fitch-F1	2.32	79	79	07/18/2018	1.603	0.22
Bayerische Landesbank 1.7 7/27/2018	Bayerische Landesbank	20,000,000	20,002,363	19,971,600	Moodys-P1	Fitch-F1	2.32	88	88	07/27/2018	1.650	0.24
Bank of Tokyo - New York 1.63 8/28/2018	Bank of Tokyo - New York	20,000,000	20,002,959	19,950,000	Moodys-A1	S&P-A+	2.32	120	120	08/28/2018	1.584	0.33
Mizuho Bank, New York 1.55 9/18/2018	Mizuho Bank, New York	20,000,000	20,003,855	19,939,200	Moodys-P1	S&P-A1	2.32	141	141	09/18/2018	1.499	0.39
Standard Charter NY 1.74 10/23/2018	Standard Charter NY	10,000,000	10,002,884	9,966,900	Moodys-P1	S&P-A1	1.16	176	176	10/23/2018	1.679	0.49
Natixis - NY office 1.75 10/23/2018	Natixis - NY office	15,000,000	15,003,602	14,949,150	Moodys-P1	S&P-A1	1.74	176	176	10/23/2018	1.699	0.49
Standard Charter NY 2.46 3/18/2019	Standard Charter NY	20,000,000	20,001,743	20,002,084	Moodys-P1	S&P-A1	2.32	322	322	03/18/2019	2.450	0.88
Sub Total / Average		145,000,000	145,021,795	144,776,734			16.84	134	134		1.711	0.37
Treasury Bond												
T-Bond 0 2/15/2019	Treasury	20,000,000	19,701,535	19,659,600	None	None	2.32	291	291	02/15/2019	1.900	0.80
Sub Total / Average		20,000,000	19,701,535	19,659,600			2.32	291	291		1.900	0.80
U.S. Agency for International Development												
OPIC - Overseas Private Invest corp 0 11/13/2019	OPIC - Overseas Private Invest	9,544,505	9,211,353	9,729,669	Moodys-Aaa	S&P-AA+	1.11	562	562	11/13/2019	2.329	1.54
Sub Total / Average		9,544,505	9,211,353	9,729,669			1.11	562	562		2.329	1.54
Total / Average		860,855,037	859,542,703	857,317,618			100	194	185		1.872	0.53

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 8, 2018

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through April 2018.
3. **Comments:**
 - a. **FY2018 Revenues (Attachment A)**
 - i. The Authority has received approximately \$220.9 million through the April 2018 transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through April show a 11.74% positive variance in Grantors Tax, a 1.04% negative variance in Sales Tax and a 7.62% negative variance in Transient Occupancy Tax compared to the FY2018 adopted revenue estimates.
 - iii. Overall revenue receipts are 0.09% above estimates. No changes to the FY2018 revenue estimates are recommended at this time.
 - b. **FY2018 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, all jurisdictions have completed the HB2313 required annual certification process to receive FY2018 30% funds.
 - ii. Of the \$220.9 million received by the Authority through April for FY2018, approximately \$66.3 million represents 30% local funds of which \$66.3 million has been distributed to the member jurisdictions.
 - c. **FY2015 to FY2018 Year over Year Revenue Comparison (Attachment C).**
 - i. This chart reflects a month-to-month comparison of revenue by tax type and a year-to-year comparison of total revenues received through April 2018.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTA Estimates, Through April 2018
- B. FY2018 30% Distribution by Jurisdiction, through April 2018
- C. Month to Month Comparison By Tax Type and YTD Receipts for April 2015 to 2018

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET
 Based on: Revenue Data Through April 2018
 FYE June 30, 2018

Grantors Tax		9	Received		NVTA		Projected Variance
			To Date	Annualized	FY2018 Budget	Annualized - Actual To Budget	
Transaction Months							
City of Alexandria			\$ 4,255,999	\$ 5,674,665	\$ 3,360,000	\$ 2,314,665	
Arlington County			\$ 3,996,120	\$ 5,328,161	\$ 4,650,000	\$ 678,161	
City of Fairfax			\$ 300,237	\$ 400,316	\$ 432,500	\$ (32,184)	
Fairfax County			\$ 15,586,411	\$ 20,781,882	\$ 21,021,600	\$ (239,718)	
City of Falls Church			\$ 213,904	\$ 285,205	\$ 257,704	\$ 27,501	
Loudoun County			\$ 7,584,534	\$ 10,112,712	\$ 9,200,000	\$ 912,712	
City of Manassas			\$ 304,842	\$ 406,456	\$ 370,000	\$ 36,456	
City of Manassas Park			\$ 119,848	\$ 159,797	\$ 152,820	\$ 6,977	
Prince William County			\$ 5,027,795	\$ 6,703,727	\$ 5,172,000	\$ 1,531,727	
Total Grantors Tax Revenue			\$ 37,389,691	\$ 49,852,921	\$ 44,616,624	\$ 5,236,297	11.74%
Regional Sales Tax*							
Transaction Months		8					
City of Alexandria			\$10,113,505	\$ 15,170,257	\$ 15,741,728	\$ (571,471)	
Arlington County			\$16,763,476	\$ 25,145,213	\$ 25,927,100	\$ (781,887)	
City of Fairfax			\$4,794,842	\$ 7,192,264	\$ 7,359,015	\$ (166,751)	
Fairfax County			\$72,558,621	\$ 108,837,932	\$ 109,062,127	\$ (224,195)	
City of Falls Church			\$1,624,319	\$ 2,436,478	\$ 2,546,900	\$ (110,422)	
Loudoun County			\$32,197,151	\$ 48,295,726	\$ 49,460,000	\$ (1,164,274)	
City of Manassas			\$3,438,010	\$ 5,157,015	\$ 5,000,000	\$ 157,015	
City of Manassas Park			\$950,390	\$ 1,425,585	\$ 1,439,384	\$ (13,799)	
Prince William County			\$24,744,241	\$ 37,116,361	\$ 36,885,240	\$ 231,121	
Total Sales Tax Revenue			\$ 167,184,555	\$ 250,776,832	\$ 253,421,494	\$ (2,644,662)	-1.04%
Transient Occupancy Tax (TOT)							
Transaction Months							
City of Alexandria	Months	8.00	\$ 1,994,984	\$ 2,992,476	\$ 3,496,154	\$ (503,678)	
Arlington County	Months	8.00	\$ 5,662,783	\$ 8,494,175	\$ 9,886,298	\$ (1,392,123)	
City of Fairfax	Quarters	3.00	\$ 229,449	\$ 305,932	\$ 400,000	\$ (94,068)	
Fairfax County	Quarters	2.00	\$ 5,646,358	\$ 11,292,716	\$ 11,584,628	\$ (291,912)	
City of Falls Church	Months	7.00	\$ 126,147	\$ 216,252	\$ 187,900	\$ 28,352	
Loudoun County	Quarters	2.33	\$ 1,695,684	\$ 2,911,046	\$ 3,020,000	\$ (108,954)	
City of Manassas	Months	8.00	\$ 40,840	\$ 61,260	\$ 61,000	\$ 260	
City of Manassas Park	n/a		\$ -	\$ -	\$ -	\$ -	
Prince William County	Quarters	2.33	\$ 955,932	\$ 1,641,085	\$ 1,583,000	\$ 58,085	
Total TOT Revenue			16,352,177	27,914,941	\$ 30,218,980	(2,304,039)	-7.62%
Total Revenue Received			\$ 220,926,423	\$ 328,544,695	\$ 328,257,098	\$ 287,597	0.09%
			\$ 220,926,423				

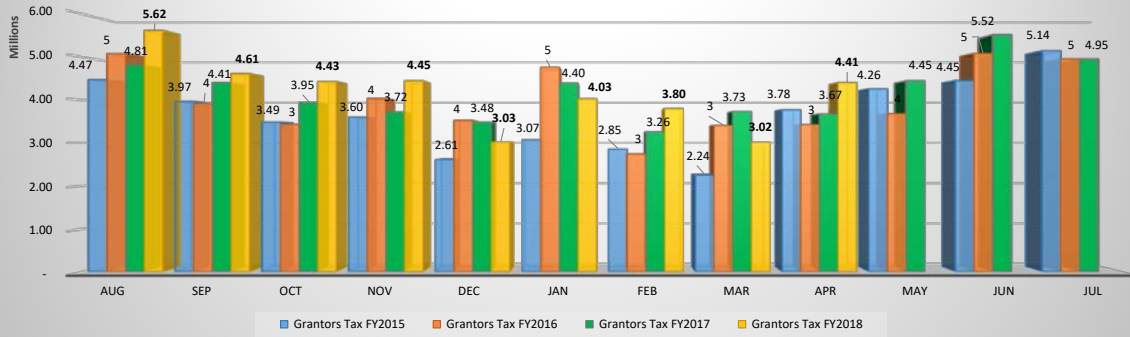
*The Regional Sales Tax is reported net of fees when applicable.

Attachment B

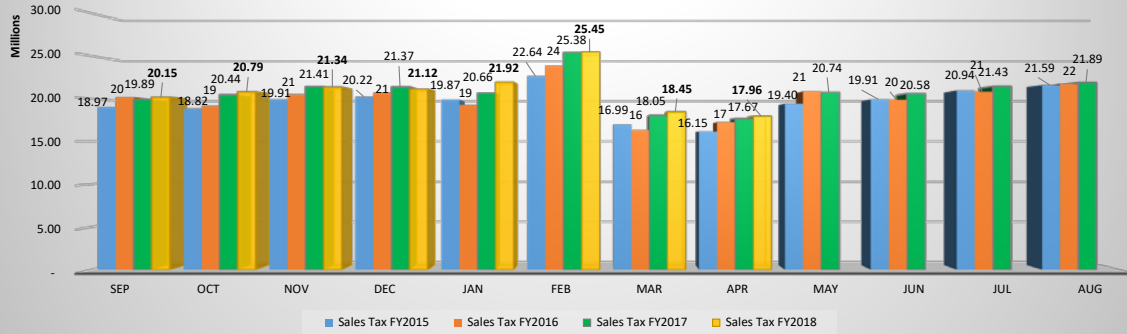
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2018 30% DISTRIBUTION BY JURISDICTION										
Based on: Revenue Data Through April 2018										
Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Cumulative Total	30% Funds	Thru 3/31/18 Accrued Interest (3)	Thru 3/31/18 Prior Distributions	Current Month Distribution	Total Funds Transferred
							(+)			
City of Alexandria	\$ 4,255,998.90	\$ 10,113,504.96	\$ 1,994,983.70	\$ 11,878.37	\$ 16,376,365.93	\$ 4,912,909.78	2,121.00	\$ 4,324,095.00	\$ 590,935.78	\$ 4,915,030.78
Arlington County	\$ 3,996,120.46	\$ 16,763,475.57	\$ 5,662,783.26	\$ 20,357.95	\$ 26,442,737.24	\$ 7,932,821.17	3,636.01	\$ 7,122,803.34	\$ 813,653.84	\$ 7,936,457.18
City of Fairfax	\$ 300,237.30	\$ 4,794,842.40	\$ 229,449.00	\$ 4,042.98	\$ 5,328,571.68	\$ 1,598,571.50	606.00	\$ 1,440,603.14	\$ 158,574.36	\$ 1,599,177.50
Fairfax County	\$ 15,586,411.30	\$ 72,558,621.28	\$ 5,646,358.04	\$ 70,655.41	\$ 93,862,046.03	\$ 28,158,613.81	12,726.03	\$ 25,270,150.97	\$ 2,901,188.87	\$ 28,171,339.84
City of Falls Church	\$ 213,903.59	\$ 1,624,318.97	\$ 126,146.90	\$ 1,477.61	\$ 1,965,847.07	\$ 589,754.12	303.00	\$ 529,657.24	\$ 60,399.88	\$ 590,057.12
Loudoun County	\$ 7,584,534.23	\$ 32,197,150.85	\$ 1,695,684.35	\$ 30,528.65	\$ 41,507,898.08	\$ 12,452,369.42	5,757.01	\$ 11,065,435.61	\$ 1,392,690.82	\$ 12,458,126.43
City of Manassas	\$ 304,842.20	\$ 3,438,010.19	\$ 40,840.05	\$ 2,870.45	\$ 3,786,562.89	\$ 1,135,968.87	606.00	\$ 1,017,292.27	\$ 119,282.60	\$ 1,136,574.87
City of Manassas Park	\$ 119,848.05	\$ 950,390.05	\$ -	\$ 776.18	\$ 1,071,014.28	\$ 321,304.28	303.00	\$ 279,295.26	\$ 42,312.02	\$ 321,607.28
Prince William County	\$ 5,027,795.05	\$ 24,744,240.72	\$ 955,931.90	\$ 23,221.19	\$ 30,751,188.86	\$ 9,225,356.66	4,242.01	\$ 8,323,065.11	\$ 906,533.56	\$ 9,229,598.67
Total Revenue	\$ 37,389,691.08	\$ 167,184,554.99	\$ 16,352,177.20	\$ 165,808.79	\$ 221,092,232.06	\$ 66,327,669.61	\$ 30,300.06	\$ 59,372,397.94	\$ 6,985,571.73	\$ 66,357,969.67

1 Net of Dept. of Taxation Fees
 2 County TOT includes any town collections
 3 Interest earned through 3/31/2018

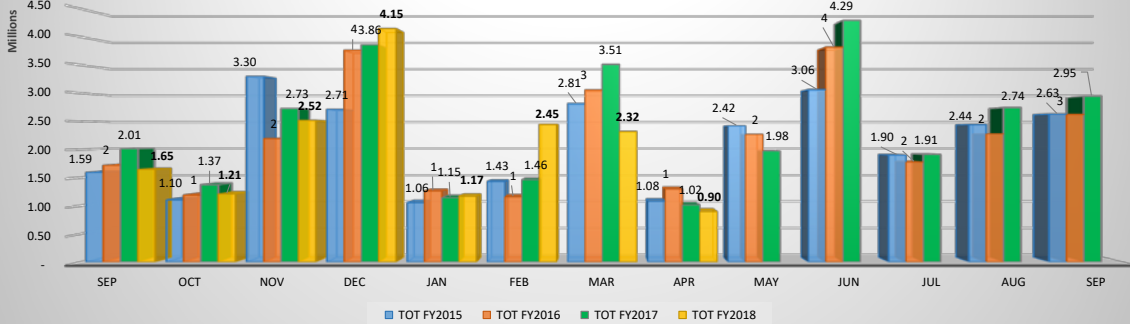
Grantors Tax (month received)



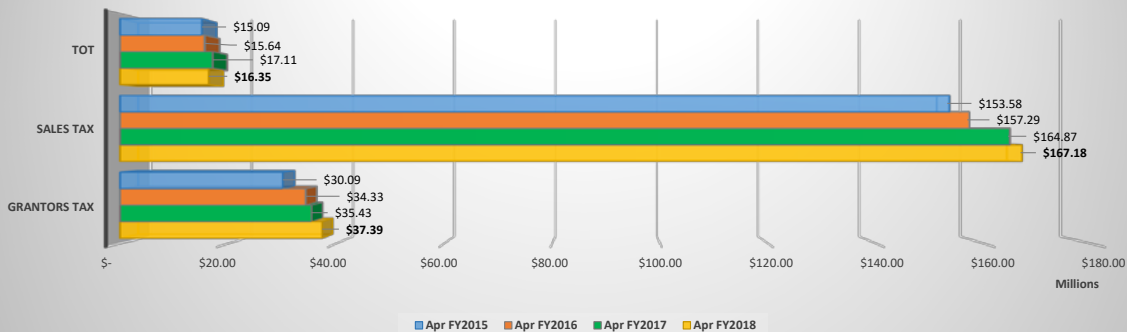
Sales Tax (month received)



Transient Occupancy Tax (month received)



YTD Receipt Comparison April FY2015 to FY2018



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 8, 2018

SUBJECT: NVTA Operating Budget

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2018.
2. **Background:** The Authority operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2018 operating budget.
3. **Comments:** Through April 30, 2018, the FY2018 Operating Budget has produced the following results:
 - a. Operating revenue is at 100% of estimate.
 - b. April 2018 represents 83% of the fiscal year. Through April 2018, the Authority has utilized 80% of its FY2018 expenditure budget.
 - c. The attached statement shows the adjusted total operating budget income and expenditure activity through April 2018 for FY2018.
 - d. As a reminder-on February 1, 2018, the Authority approved a Budget Adjustment for the Communications and Public Affairs Manager position. The budget adjustment transferred funds between accounts and did not increase total expenditures.

Attachment: FY2018 Operating Budget through April 30, 2018

05/23/18
16:06:12

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 4 / 18

Page: 1 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
Revenue						
330100	Contribution Member Jurisdiction		1,922,196.00	1,922,196.00		100
						100
	Total Revenue	0.00	1,922,196.00	1,922,196.00	0.00	100
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	84,659.16	881,674.66	1,080,634.40	198,959.74	82
130	Health & Dental Benefits	12,212.80	123,549.80	121,125.60	-2,424.20	102
131	Payroll Taxes	6,270.91	59,953.84	82,671.77	22,717.93	73
132	Retirement VRS	1,023.64	78,009.32	106,337.00	28,327.68	73
133	Life Insurance		10,207.01	13,122.00	2,914.99	78
134	Flex Spending/Dependent Care	36.08	337.90	604.00	266.10	56
135	Workers Comp		1,102.00	1,187.00	85.00	93
137	Disability Insurance	596.00	15,980.12	15,920.00	-60.12	100
	Total Account	104,798.59	1,170,814.65	1,421,601.77	250,787.12	82
420000	Professional Services					
210	Audit & Accounting Services		29,720.00	28,300.00	-1,420.00	105
220	Bank Service		147.07	750.00	602.93	20
230	Insurance		5,624.00	4,725.00	-899.00	119
240	Payroll Services	100.38	1,479.49	1,725.00	245.51	86
260	Public Outreach		14,717.04	33,000.00	18,282.96	45
261	Legal/Bond Counsel Services	37,103.47	38,973.47	25,000.00	-13,973.47	156
262	Financial Advisory Services		7,292.00	50,611.23	43,319.23	14
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services	7,204.10	54,578.60	60,000.00	5,421.40	91
265	Investment Custody Svc	5,080.00	15,080.00	25,000.00	9,920.00	60
	Total Account	49,487.95	170,299.17	231,811.23	61,512.06	73
430000	Technology/Communication					
310	Acctg & Financial Report Systems	5,296.00	8,141.00	16,000.00	7,859.00	51
320	HW SW & Peripheral Purchase	155.00	4,709.05	15,306.00	10,596.95	31
330	IT Support Svc Incl Hosting	2,146.03	14,338.87	16,930.00	2,591.13	85
340	Phone Service	627.13	5,638.38	7,970.00	2,331.62	71
350	Web Develop & Hosting	490.40	9,906.55	7,650.00	-2,256.55	129
	Total Account	8,714.56	42,733.85	63,856.00	21,122.15	67
440000	Administrative Expenses					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions		3,413.45	4,590.00	1,176.55	74
412	Duplication & Printing	192.43	5,690.73	15,500.00	9,809.27	37
413	Furniture & Fixture		544.40		-544.40	
414	Meeting Expenses		4,403.62	3,600.00	-803.62	122
415	Mileage/Transportation		2,378.58	10,950.00	8,571.42	22

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
416	Misc Exp	-29.90				
417	Office Lease	11,237.63	122,914.24	130,515.00	7,600.76	94
418	Office Supplies	538.88	4,228.93	6,400.00	2,171.07	66
419	Postage & Delivery	23.80	174.39	700.00	525.61	25
420	Professional Develop & Training		6,102.54	14,065.00	7,962.46	43
421	Industry Conferences		4,917.78	7,000.00	2,082.22	70
	Total Account	11,962.84	154,768.66	194,820.00	40,051.34	79
	Total Expenses	174,963.94	1,538,616.33	1,912,089.00	373,472.67	80
	Net Income from Operations	-174,963.94	383,579.67			
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			385,081.00	385,081.00	
825	Transf to Equip Reserve	2,322.31	2,322.31	9,000.00	6,677.69	26
	Total Account	2,322.31	2,322.31	394,081.00	391,758.69	1
	Total Other Expenses	2,322.31	2,322.31	394,081.00	391,758.69	1
	Net Income	-177,286.25	381,257.36			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 8, 2018

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **NOVA Chamber Outstanding Corporate Citizenship Award.**
 - The NVTA is proud to be a Nominee for the Northern Virginia Chamber's Outstanding Corporate Citizenship Awards, in the Public Sector of the Year Category. The finalists and winners will be announced at the Chamber's luncheon on June 13th.
3. **NVTA Around the Region: 2018 Bike to Work Day, Route 7 Bridge Ribbon Cutting, Celebrate Fairfax**
 - **2018 Bike to Work Day-** On Friday, May 18th, NVTA staff joined the City of Falls Church along the W&OD trail pit stop, to celebrate Bike to Work Day 2018 and share information on the 60 candidate projects during the final days of the public comment period for the FY 2018-2023 Six Year Program. On hand for the event were Falls Church City Councilmember and Authority member David Snyder and Falls Church City Councilmember and Authority Planning Coordination Advisory Committee member, Phil Duncan in addition to numerous Northern Virginia residents.
 - **Route 7 Bridge Ribbon Cutting** - On May 22, the Authority joined the Virginia Department of Transportation, Fairfax County and many others to celebrate the completion of the Route 7 Bridge Widening over the Dulles Toll Road. This project, partially funded by the Authority, rehabilitated the Route 7 bridges over the Dulles Toll Road and widened the road from four lanes to six lanes between Tyco Road and Jarrett Valley Drive. In addition, this project constructed new bicycle and pedestrian trails that bring new multimodal access to the Silver Line's Spring Hill Metro Station.
 - Nearly three years ago, when construction was just beginning on this project, the Authority kicked off the update to TransAction at this location.

- **Celebrate Fairfax** – The Authority is participating in Celebrate Fairfax this year with the Fairfax County’s Department of Transportation, to build awareness of the Authority’s work throughout the region and the anticipated adoption of the inaugural Six Year Program (FY2018-2023). From Friday, June 8th through Sunday, June 10th, NVTA staff will join Fairfax County Department of Transportation, Washington Metropolitan Area Transit Authority, Virginia Department of Transportation and Northern Virginia Transportation Commission at the Transportation Station tent.

4. NVTA Standing Committee Meetings

- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on July 19, 2018. The need for this meeting will be evaluated in June. The Finance Committee serves as the NVTA’s Audit Committee and has been briefed on the start of the FY2018 Financial Statement audit’s preliminary work.
- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee (GPC) next meeting is TBD. Staff has started preparations for the GPC to reconvene this fall to start work on the 2019 General Assembly session Legislative Plan.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee next meeting will be in February 2020.

5. NVTA Statutory Committee Meetings: Please note that the remaining Committee Meetings for this calendar year may be cancelled with the adoption of the FY 2018-2023 Six Year Program.

- **Planning Coordination Advisory Committee:** The next meeting of the NVTA Planning Coordination Advisory Committee is Wednesday, June 27, 2018 at 6:30pm.
- **Technical Advisory Committee:** The next meeting of the NVTA Technical Advisory Committee is Wednesday, June 20, 2018 at 7:00pm.

6. CMAQ-RSTP Transfers:

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

7. FY2014-2017 NVTA Regional Projects Status Report:

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

Attachments:

- A. CMAQ-RSTP Transfers
- B. FY2014-2017 NVTA Regional Projects Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for the City of Alexandria, and Prince William County

DATE: June 8, 2018

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

On May 21, 2018, the City of Alexandria requested the following reallocation:

- \$340,000 in FY 2019 RSTP funding from Pedestrian and Bicycle Improvement Study (UPC 105134) to Homes Run Trail Connector (UPC 111401).
- \$177,894 in FY 2005 RSTP funding from ITS Integration Phase I (UPC 70580) to Homes Run Trail Connector (UPC 111401).
- \$86 in previous year CMAQ funds from ITS Integration Phase I (UPC 70580) to Holmes Run Trail Connector (UPC 111401).
- \$228,611 in FY 2016 CMAQ funds from ITS Integration Phase III (UPC 106563) to Holmes Run Trail Connector (UPC 111401).

The funding is necessary to construct the Holmes Run Trail Connector. The Virginia Department of Transportation awarded partial funding for the project in FY 2018 through the Transportation Alternatives Program. The City has identified the Holmes Run Trail Connector as the #1 project within the City's Pedestrian and Bicycle Master Plan, and the funds provided in this transfer, along with \$8,8953 local funds, will complete funding for this project.

On May 22, 2018, Prince William County requested the following reallocation:

- \$100,000 in surplus CMAQ previous year funds from the Innovation Pedestrian Improvements Project (UPC 109812) to the Powell's Creek Pedestrian Bridge Project (UPC 105243). The requested donor funds will alleviate the project deficit. The transfer of these surplus funds will fully fund the Powell's Creek Pedestrian Bridge Project.

The RJACC approved these requests on May 24, 2018.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from the City of Alexandria
Request from Prince William County

Coordination: NVTA staff and the Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 14, 2018

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

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

Dear Ms. Cuervo:

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

On May 21, 2018, the City of Alexandria requested the following reallocation:

- \$340,000 in FY 2019 RSTP funding from Pedestrian and Bicycle Improvement Study (UPC 105134) to Homes Run Trail Connector (UPC 111401).
- \$177,894 in FY 2005 RSTP funding from ITS Integration Phase I (UPC 70580) to Homes Run Trail Connector (UPC 111401).
- \$86 in previous year CMAQ funds from ITS Integration Phase I (UPC 70580) to Holmes Run Trail Connector (UPC 111401).
- \$228,611 in FY 2016 CMAQ funds from ITS Integration Phase III (UPC 106563) to Holmes Run Trail Connector (UPC 111401).

The funding is necessary to construct the Holmes Run Trail Connector. The Virginia Department of Transportation awarded partial funding for the project in FY 2018 through the Transportation Alternatives Program. The City has identified the Holmes Run Trail Connector as the #1 project within the City's Pedestrian and Bicycle Master Plan, and the funds provided in this transfer, along with \$8,8953 local funds, will complete funding for this project.

On May 22, 2018, Prince William County requested the following reallocation:

- \$100,000 in surplus CMAQ previous year funds from the Innovation Pedestrian Improvements Project (UPC 109812) to the Powell's Creek Pedestrian Bridge Project (UPC 105243). The requested donor funds will alleviate the project deficit. The transfer of these surplus funds will fully fund the Powell's Creek Pedestrian Bridge Project.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on May 24, 2018, and the NVTA was informed at their June 14, 2018, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Yon Lambert, Director, Transportation & Environmental Services, City of Alexandria
Ricardo Canizales, Director of Transportation, Prince William County



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

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

alexandriava.gov

May 21, 2018

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

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

Dear Ms. Dominguez:

The City of Alexandria requests the Regional Jurisdictional and Agency Coordinating Committee's (RJACC)'s approval for the following funding modification:

The City is requesting approval of the following transfers to provide the necessary funding to construct the Holmes Run Trail Connector (HRTC). The Virginia Department of Transportation (VDOT) awarded partial funding of \$530,774 (\$424,619 w/ local match \$106,155) for the HRTC in FY 2018 through the Transportation Alternatives Program. The total project estimate is \$1,286,218 and after the transfers in this memo are approved, there will be a remaining \$8,853 that will be paid with City funds. This is an important trail project highlighted in the Pedestrian and Bicycle Master Plan (PBMP).

Since application of the Pedestrian and Bicycle Improvement Study, the City of Alexandria has conducted and completed the PBMP, which has outlined Pedestrian and Bicycle priority improvements. The study was completed in FY 2017 using the City's General Fund.

- **\$340,000 of allocated FY 2019 RSTP funding from UPC #105134 (Pedestrian and Bicycle Improvement Study) to UPC #111401 (Holmes Run Trail Connector).**

The City completed and closed out the ITS Integration Phase I project, which was the first phase of this effort, came in well under budget and the City would like to apply the remaining balance of \$406,591 to the Holmes Run Trail Connector project.

- **\$177,894 of allocated FY 2005 RSTP funding from UPC #70580 (ITS Integration Phase I) to UPC #111401 (Holmes Run Trail Connector).**

- **\$86.00 of unmatched CMAQ funds from UPC #70580 (ITS Integration Phase I) to UPC #111401 (Holmes Run Trail Connector) – also requires \$22.00 local match.**

VDOT transferred \$228,611 of non CMAQ/RSTP funds leftover on ITS Phase I to ITS Phase III. The below request exchanges \$228,611 the equal amount of CMAQ funds from ITS Phase III to the HRTC project. Total funding for the ITS Phase III project will remain unchanged.

- **\$228,611 of allocated FY 2016 CMAQ funds from UPC #106563 (ITS Integration Phase III) to UPC #111401 (Homes Run Trail Connector).**

	ITS Phase I	ITS Phase III	Ped/Bike Study	HRTC
Budget Prior To Transfer	\$ 406,591	\$ 3,028,345	\$ 340,000	\$ 530,774
Transfer VDOT non CMAQ/RSTP	(\$ 228,611)	\$ 228,611		
Transfer RJACC CMAQ FY 2016		(\$ 228,611)		\$ 228,611
Transfer RJACC RSTP FY 2005	(\$ 177,894)			\$ 177,894
Transfer RJACC unmatched CMAQ	(\$ 86)			\$ 86
Transfer RJACC RSTP FY 2019			(\$ 340,000)	\$ 340,000
New Total	0.00	\$ 3,028,345	0.00	\$1,277,365

We request approval of the NVTAs RJACC to reallocate these previously approved CMAQ/RSTP funds. The projects recommended in the original grant are no longer priorities and the City has identified the Holmes Run Trail Connector as the #1 project within the PBMP.

Thank you for your assistance in this matter. Please feel free to contact me at hillary.orr@alexandriava.gov or 703.746.4017 should you have further questions.

Sincerely,



Hillary Orr
 Deputy Director
 Transportation & Environmental Services (T&ES)

Attachment – Transfer Request Form

cc: Jan S. Vaughan, NOVA Program Manager, VDOT
 Yon Lambert, Director, T&ES
 Allan Fye, Division Chief of Transit, T&ES
 Tarrence Mooror, Transportation Funding Manager, T&ES



COUNTY OF PRINCE WILLIAM

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

DEPARTMENT OF
TRANSPORTATION

Ricardo Canizales
Director

May 22, 2018

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

RE: Request to Transfer CMAQ Funds

Dear Chairman Dominguez:

Prince William County requests the approval of the NVTA RJACC for the following transfer of surplus Congestion Mitigation and Air Quality (CMAQ) program funds.

The request is to transfer \$100,000 in surplus CMAQ previous year funds from the Innovation Pedestrian Improvements Project (UPC 109812) to the Powell's Creek Pedestrian Bridge Project (UPC 105243). The requested donor funds will alleviate the project deficit. The transfer of these surplus funds will fully fund the Powell's Creek Pedestrian Bridge Project.

The receiving project already has CMAQ funds. As a result, only the NVTA RJACC approval is needed. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Ricardo Canizales
Director of Transportation

Noelle Dominguez

May 22, 2018

Page 2

cc: Woodbridge District Supervisor

County Executive

Elizabeth Scullin, Transportation Planning Division Chief

Claudia Llana, Prince William Preliminary Engineering Manager, VDOT

Jan Vaughn, Programming Manager, VDOT

X:\Administration\Administration\CMAQ-RSTP Process\CMAQ Request Innovation to Powells Creek\Transfer request- Innovation to Powells Creek – 5-22-18.doc

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 5/22/2018

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

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,553,866

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
109812	Innovation Pedestrian Improvements Project	CMAQ	Y		\$100,000.00	105243	Conststruction of Pedestrian Bridge over Powell's Creek on Jefferson Davis Highway	Y	2017				

TOTAL OF TRANSFER - \$100,000

Attach Signed Request of Transfer Letter



NVTA FY2014-17 Program Project Status

Upcoming Public Information Meetings:

Town of Leesburg: Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – A design public hearing will be held Thursday, May 31 from 6:30 to 8:30 p.m. at John W. Tolbert Jr. Elementary School, 691 Potomac Station Drive NE, Leesburg, Virginia 20176.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 5/30/18
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016. The utility undergrounding along Long Bridge Drive was complete on July 11, 2017 and the roadway re-alignment is almost complete.	By end of May 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	Mid-2020	25.1%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas relocations to be completed by mid-2018. The undergrounding and streetscape improvement has commenced with NTP of 2/20/18. Dry and wet utility work underway.	Summer 2020	Summer 2020	0%

Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington’s 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Coordinating Dominion Energy ductbank layout with the rest of the design. Design approval is expected in late 2018. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	8.9%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Started construction July 6, 2015. Substantially completed and opened center May 18, 2017. All punch list items completed. As-builts accepted on March 27, 2018. Construction contract being closed out. Remaining funds being used to implement the real-time information signage installation. Staff determined type and location of sign. Staff working with property owner. Property easement may be needed. Installation is delayed; more time is needed to finalize agreement and vendor contract.	Closed construction contract and released retainage by late April 2018. Signage phase to be completed by Summer 2018.	Signage phase to be completed by Summer 2018.	83.5%

Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work is expected to run two years starting in Summer 2018; we have not started design because WMATA was not able to begin reviewing project status until last month. County and WMATA staff have reinitiated coordination on the project. WMATA is reviewing the 2005 30% design plans and preparing an estimated level of support for the project. County staff is drafting the project coordination agreement, design support agreement, and scope of work for A&E hire. Project activity expected to increase once WMATA support is defined for project management, design, technical, operations, and construction. Construction is targeted to start in fall of 2020.	Start of construction in fall 2020	Summer 2020	0.2%
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 90% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. Resolved Verizon attachments issues. Task 4 – ITS Equipment Installations – Equipment procured. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task 3 - July 2018 Task 4 – July 2018 Task 5 – Summer 2018	Task 2 – Summer 2019 Task 3 - July 2018 Task 4 – July 2018 Task 5 – Summer 2018	7.5%

Arlington County	<p>Lee highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I-66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.</p>	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Preliminary field assessment has been completed. Survey has been completed (100%). Procurement of consultant thru existing on call contract underway.	June 2020	June 2020	3.7%
------------------	---	-------------------------	--	---	-----------	-----------	------

Arlington County	<p>Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.</p>	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>Design work began in fall 2016. 12th Street plans are at 30%. A public meeting was held on April 5, 2017. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently.</p> <p>23rd street has been split into 3 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase 1. Design and construction are scheduled to be completed by Spring 2019. 90% design was completed in April 2018.</p> <p>The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23rd Street from Eads to Crystal Drive. The pedestrian tunnel will be closed in the summer of 2018 after a public outreach effort in late spring. The rest will be developed in coordination with the adjacent private sector development, which is now underway.</p> <p>Clark/Bell Realignment has completed 30% design. A design consultant has been hired and is currently in negotiation with AC for the design contract. This should kick off in May or June and will</p>	June 2020	June 2020	10.1%
------------------	---	--------------------------	--	---	-----------	-----------	-------

Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Constructio n	Pedestrian bridges are complete. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	92%
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge are complete. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	88.9%

Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmenta I Study	Based on scope change due to May 2018 FCDOT reduction in requested NVTA funding, project design and traffic studies will be revised. Design: Approximately 5% complete. Environmental: NEPA Concurrence for revised project scope received from FHWA 3/12/18. Archeological survey is being finalized. Noise studies will be prepared after revised traffic analysis is complete Traffic: VDOT approved existing conditions traffic report April 2018. 2040 traffic model based on revised scope should be complete by August 2018. Utility Designation survey completed in May 2016. Geotech: Geotechnical studies are being finalized.	2023	2019	39.2%
UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	2019	0%

Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental , PE	VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. Public information meeting was held on December 7. The overall project is about 15% complete, including obtaining survey information, developing multiple design concepts (Popeshead/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis , Environment assessment, IJR framework, TDM, public outreach programs etc.	2023	Spring 2019	40%
------------------------------	--	-----------------------------	----------------------------------	---	------	-------------	-----

Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. Public information meeting was held on December 7. The overall project is about 15% complete, including obtaining survey information, developing multiple design concepts (Popeshead/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc.	2023	Spring 2021	0%
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) design is in progress. Phase 2 (the roadway widening) design is in progress. A public hearing was held on February 27.	Phase 1: 2020 Phase 2: 2024	Spring 2018	62.5%

<p>Fairfax County UPC 106742</p>	<p>Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.</p>	<p>\$2,000,000 (FY2015-16)</p>	<p>Design, PE</p>	<p>VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and was sent to VDOT Central Office for final approval on May 4, 2017. The IMR has received conditional approval based upon some modifications necessary to the modelling but are the subject of a supplemental submitted by the consultants for some out of scope efforts. More coordination required with WMATA.</p> <p>Public information meeting was held on December 14, 2017. A Public Hearing will likely take place in summer/early fall 2018 with design approval anticipated by Jan/Feb 2019.</p>	<p>2022-2023</p>	<p>Fall 2018 (Full payment made to VDOT)</p>	<p>100%</p>
--------------------------------------	--	------------------------------------	-------------------	---	------------------	--	-------------

Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public information meeting held on 6/16/16. Public hearing held on 11/15/16. The Design Build RFQ was released on August 15, 2017. A draft RFP was issued on 11/5/17. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor expected in May 2018. Construction is anticipated to begin in late 2018 or early 2019. Final project completion is expected in Summer 2024.	2024	June 2020	0%
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	Construction	The Board of Supervisors authorized staff to proceed with the construction of a 300-space park and ride lot adjacent to the existing lot adjacent to Bolen Park in the Town of Leesburg.	June 2019	June 2019	0%

Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	Right of way acquisition continues; signed agreements for right of way have been obtained from approximately five property owners. Pending a signed agreement, LCPS can move forward with land acquisition for the new Elementary School. Acquisition of the Elementary School parcel is complete; other land acquisition activities continue. Design is complete	Summer 2021	Summer 2021	10.5%
Loudoun County UPC 97529 , 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	The intersection at Loudoun County Parkway and Old Ox Road is substantially complete. Additional work is anticipated in 2018 in conjunction with the completion of the widening of Route 606.	Mid 2021	Mid 2021	34.1%

Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Design public hearing was held in November 2016. Duct bank design completed; waiting for VDOT approval, which will occur after ROW is acquired. Design and Construction of the Duct Bank is scheduled to begin spring 2018. Most of the partial take offers have been submitted. Currently negotiating full and partial takes. Finalizing roadway project design.	April 2021	March 2018	70.1%
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 70 parcels impacted with 11 properties with possible major impacts. 9 total acquisition offers distributed and 2 total acquisition offers pending. Appraisals for partial takes ongoing. Duct bank construction and utility relocations is planned for June 2018. Road Construction advertisement anticipated for fall 2018 with construction in winter 2019. Demolition planning is ongoing. Demolition is on hold due to asbestos in buildings. All ROW has been acquired. Asbestos removal will start the last	April 2021	April 2021	26.2%

	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW acquisition and utility relocations are complete. Project rebid as a standalone project. Construction contract awarded to General Excavation, Inc., on June 20, 2017. Utility relocations are complete and bridge work is ongoing. Coordinating temporary closure of Aden Road with VDOT. Southbound lane deck slab is complete. Bridgework is ongoing. Drilling and blasting to continue at Aden Road /Route 28 for Construction of Aden Road improvements.	October 2019	October 2019	27.6%

Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The Technical Proposal was received on September 8, 2017 and the review of the technical proposal was due October 31, 2017. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The first progress meeting was held on April 20, 2018, the next progress meeting is scheduled for May 18, 2018. The QA/QC plan was approved in April 2018.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	0%
	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	0%

City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Steering Committee approved four alternatives for detailed analysis. Consultant conducted travel demand model runs and analyzed the highest ranked alternatives against performance criteria determined by the technical committee. Board initiated a Comp Plan Amendment to include the results of the study in the Thoroughfare Plan. Public information meetings were held in Sept. 2017. NEPA process will begin in Spring 2018, with an approximate 36-month timeline. Currently negotiating new task order with new consultant. Additional funds have been requested as part of the NVTA SYP.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	27.4%
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. City Council and WMATA Board approved budget increase to \$320 million. Contract award forecasted May 2018.	TBD after contract award.	TBD after contract award.	100%

	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. City Council and WMATA Board approved budget increase to \$320 million. Contract award forecasted May 2018.	TBD after contract award.	TBD after contract award.	47.3%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted May 2018.	TBD after contract award.	TBD after contract award.	0%
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 18 shelters have been constructed and opened to the public. Site 19 is currently under construction.	Summer 2018	Summer 2018	70.5%
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Kittelson & Associates is completed the design and construction has been advertised. Bid opening in May 2018. Construction will begin in Spring/Summer 2018.	Summer/Fall 2018	Summer 2018	12.1%

City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	Kittelson & Associates is completed the design and construction has been advertised. Bid opening in May 2018. Construction will begin in Spring/Summer 2018.	Summer/Fall 2018	Summer 2018	30.5%
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	We are in the process of resuming the design portion of Phase I of the project. The project will be implemented in phases to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be along Van Dorn between Landmark Mall Rd and Sanger Avenue and Beauregard between Sanger Avenue and Mark Center Drive. The procurement for the first phase is anticipated to begin early FY 2019.	2023	2020	0%

City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended.	December 2018	December 2018	100%
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended	December 2018	December 2018	20%

City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is substantially complete. Working on punch list items.	Summer 2018	Summer 2018	100%
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	100% design completed. Currently in ROW phase with 8 out of 12 easements completed. Utility undergrounding contract award made to Sagres Construction Corp on June 28, 2017. Notice to Proceed issued on September 11, 2017, and currently under construction. Closing out construction. Dominion Virginia Power pulling wires. Project on schedule.	Fall 2018	Fall 2018	98.3%

City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 90%. Obtained CTB approval for “Limited Access Control Change.” Right of Way acquisition and utility relocation coordination continues. Project advertising expected in spring 2019.	October 2019	October 2019	0%
Town of Dumfries UPC 90339	Widen Route 1 (Fraleley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been held and in the process of being signed off. A design Public Hearing is scheduled in fall 2018. Design approval is scheduled for November of 2018. ROW is expected to begin in spring 2019.	FY2025	Mid-2019	8.3%

Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements has been completed. Utility relocation now underway. Sidewalk construction to occur during January- April 2018.	Highway capacity improvements completed November 2014. Completion of sidewalk improvements	June 2018	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during early 2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase II.	Spring 2020	0%
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. Engineering underway at 70%. Design ROW acquisition/street dedication to begin in early 2018 in coordination with VDOT review to be ready for utility underground/ relocation and construction phase during 2018-2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase II.	Spring 2020	0%

Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans. On May 9, 2017, Town Council adopted a resolution recommending to VDOT a preferred traffic management option for the construction of the Sugarland Run bridge upgrade. Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies.	2024	TBD after contract award	0%
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Preliminary Field Inspection meeting held on 8/9/17. Draft CE has been prepared and has been approved by Federal Highway in April 2018. Preparing for public hearing in May 31, 2018	Design approval expected in summer 2018.	Design approval expected in summer 2018. (Full payment made to VDOT)	100%

Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. Next step is obtaining VDOT Design Approval. In the meantime, Technical requirements and RFP concept plans are being developed.	2020	Fall 2018	30.8%
	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Begin construction 2020	Begin construction 2020	0%

Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC’s Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC’s long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended indefinitely. Because of two years of delay in order to be able to use the NVTA (Financial Close for I-66 has taken place), additional funding has been requested to cover increase in construction costs. PRTC was awarded \$11M in Concessionaire payment funds. Awaiting project agreements from DRPT in order to issue bid packages. Start of construction expected in summer of 2018.	Spring 2019	Spring 2020	0%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Design completed through 60%, including response to comments. Project fully funded, as designed, with addition of Smart Scale grant funds. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Consultant report on alternative implementation program delivered in April and currently under review by VRE staff..	Fall 2020	June 2019	0%

Virginia Railway Express	Gainesville to Haymarket Extension/ Broad Run Expansion – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Phase I, planning and alternatives analyses, complete. Phase II, NEPA/PE, is underway. Conceptual design for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site, the selected VRE Manassas Line expansion option, is complete. NEPA data collection, including field work, is underway.	Summer 2018	Summer 2018	50.8%
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated spring 2018. Design review services agreement with CSX was signed on Jan 8, 2018.	Summer 2021	Summer 2021	0%

Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 PE and NEPA analysis has been initiated. City Council was provided a status update in May. Public outreach to review the concept design and findings from TIA were conducted in June. Staff review of 30 percent design was conducted in Aug. Public hearing was conducted on zoning waiver at the Planning Commission meeting on October 17. Completion of Task A is anticipated in Spring 2018.	Spring 2018	Spring 2018	48.4%
	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%

Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated spring 2018. Waiting for CSX approval on design review agreement with CSX and emergency access considerations.	Summer 2021	Summer 2021	0%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in spring 2020. Conceptual design alternatives are being developed and analyzed, while environmental documentation is being prepared.	Spring 2022	Spring 2022	0%

Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT begun in July 2016 and CSX reports were completed in May 2017.. All work to be done by CSXT forces. Construction Agreement between CSXT and VRE has been completed. VRE Operations Board approved the Force Account Agreement, the financial part of the agreement, on September 15, 2017. Construction schedule pending information from CSX.	Summer 2018	Summer 2018	1.3%
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Briefings to Arlington County commissions and the Board conducted in summer 2017. Arlington County Board accepted the VRE staff recommendation for the preferred station location in Sept 2017. The VRE Operations Board approved Option 2 for further analysis and design on October 20, 2017. Proceeding with concept design.	Winter 2018	Spring 2018	51.2%

Washington Metropolitan Area Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. K06TB2 was cutover back on-line July 28, 2017 and punch list items completed by September. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in October. NVTAFunded phases are 99% complete and contract close out is currently in progress.	Projected Contract Close-out May 2018	May 2018	29.8%
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Pre-Bid Meeting and 2 site visits were held on September 20, 2017. Bids were received on February 21, 2018 and contract was awarded on April 12, 2018. Notice to Proceed was issued to the Contractor April 20, 2018. Due to manufacturing lead times installation is estimated to commence February 2019.	Project Contract Close-out estimated December 2021	December 2021	0%