



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, February 13, 2020
7:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. **Call to Order** Chair Randall
- II. **Roll Call** Ms. Duker, Clerk
- III. **Minutes of the January 9, 2020 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- IV. **2019 Transportation Perception Survey** Mr. Keith Jasper, Planning and Programming Manager

Action

- V. **Approval of the Public Hearing Date and Public Comment Period for the FY2020-2025 Six Year Program Update** Ms. Backmon, Executive Director
Recommended action: Approval of Public Hearing Date and Public Comment Period
- VI. **Approval of FY2020 Regional Revenue Fund Appropriation Cancellation for Fairfax County Parkway Widening** Mr. Longhi, CFO
Recommended action: Approval of De-appropriation
- VII. **Approval of FY2026 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Recommendations to the Commonwealth Transportation Board** Mr. Sree Nampoothiri, Transportation Planner
Recommended action: Approval of the CMAQ/RSTP Recommendations
- VIII. **Approval of Letter of Support for INFRA Grant for Prince William County and DRPT** Ms. Backmon, Executive Director
Recommended action: Approval of Letters of Support for INFRA Grant

Discussion/Information

- IX. Governance and Personnel Committee** Chair Randall
A. 2020 Legislative Update Ms. Baynard, McGuireWoods Consulting, LLC
- X. Finance Committee Report** Mayor Parrish, Chair
A. Investment Portfolio Report Mr. Longhi, CFO
B. Monthly Revenue Report Mr. Longhi, CFO
C. Operating Budget Report Mr. Longhi, CFO
- XI. Executive Director's Report** Ms. Backmon, Executive Director
- XII. Chair's Comments**
- XIII. Adjournment**

Closed Session

Correspondence

Next Meeting: March 12, 2020 at 7:00pm
NVTa Offices



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, January 9, 2020
7:00 p.m.
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chair Randall
A. Chair Randall called the meeting to order at 7:40 PM.
- II. Roll Call** Ms. Duker, Clerk
A. Voting Members: Chair Randall; Mayor Parrish; Chairman McKay; Chair Wheeler; Board Member Cristol; Mayor Rishell; Mayor Wilson; Councilmember Snyder; Ms. Hynes; Mr. Kolb;
B. Non-Voting Members; Mayor Wood, Ms. Cuervo, Mr. Horsley;
C. Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Ria Kulkarni (Transportation Planner); Mackenzie Jarvis (Transportation Planner); Richard Stavros (Investment and Debt Manager); Erica Hawksworth (Communication and Public Affairs Manager); Dev Priya Sen (Financial Analyst); Margaret Duker (Board Clerk); various jurisdictional and agency staff.
- III. Minutes of the December 12th, 2019 Meeting**
 - Mayor Parrish moved the approval of the December 12, 2019, minutes; seconded by Mayor Wilson. Motion carried with abstentions by Chairman McKay and Chair Wheeler.

Annual Meeting -Public Comments

Chair Randall invited Mr. Whitfield to continue his public comments from the TransAction Listening Session. Mr. Whitfield stated:

- ✓ There is no one representing the transportation interests of the suburban NoVA jurisdictions on the Commonwealth Transportation Board (CTB), citing over two million residents in the various suburban jurisdictions.
- ✓ He could not recall the last time there was a CTB member from Fairfax County adding that it was time to ask the General Assembly to do something about the imbalance.
- ✓ He believes the Silverline Metro Project should be funded by the Commonwealth, rather than toll payer revenues.

- ✓ He shared that many of those who use the toll roads are moderate income earners, whereas the tolls in Northern Virginia are disproportionately higher than those in Norfolk.
- ✓ He noted that Governor McAuliffe took action to lower tolls for moderate income people in the Norfolk area but no such action has been taken for Northern Virginians.
- ✓ In summary, he noted that there is work to be done in convincing the General Assembly that it is time for equitable treatment of Northern Virginia.

Presentations

IV. 2019 Annual Report

Ms. Hawksworth, Communications &
Public Affairs Manager

Ms. Backmon presented the 2019 Annual Report to the Authority, citing the following:

- ✓ The report encapsulates the organizational structure, membership composition and priorities and duties of the Authority.
- ✓ With the passage of HB2313, the Authority is able to prioritize and fund regional transportation projects.
- ✓ The Authority adopted the inaugural Six Year Program in June 2018.
- ✓ The Annual Report has a detailed list of the 94 projects the Authority has approved to date.
- ✓ Projects are primarily multi-modal in nature and total close to \$2 billion.
- ✓ The Annual Report features a map of all projects funded with regional revenues starting from FY2014 - FY2023, showing all the primary components of the map together with the key.
- ✓ Also included is Chairman Nohe's letter discussing his past 11 years as Chairman of the Authority, as well as the letter from the Executive Director.
- ✓ The Annual Report further features regional collaboration initiatives taken by the Authority:
 - Regional Investment Conversations Committee, which is a new initiative where some of the investment managers from various localities come together to discuss issues regarding investment management.
 - The joint public meeting with NVTC, PRTC, CTB, VRE, VDOT.
 - A Public Information Officers quarterly meeting was re-instituted as an initiative of NVTa.
- ✓ The Fourth Annual Intelligent Transportation (ITS) Roundtable was presented. Ms. Backmon informed members that the Fifth ITS Roundtable event is scheduled for March. Ms. Backmon stated that those interested in attending should purchase their tickets in advance as the last year's event was sold out.
- ✓ The Transportation Technology Committee (TTC), another new initiative, met throughout the year to look at trends in transportation technologies that is essential for the Authority's long-range planning and programming responsibilities.

- ✓ The Authority's partnership with Commonwealth on innovation also resulted in \$15 million in funding for the Regional Mobility Multimodal Program (RM3P).
 - RM3P is geared towards looking at travel options which could incentivize people to change their travel behavior.
- ✓ The Authority began the year with the groundbreaking for the Western Maintenance Facility and ended the year with the Potomac Yard Groundbreaking.
- ✓ Looking ahead, the Authority is in the process of updating the inaugural Six Year Program which was adopted in June of 2018. This update will cover FY20-FY25, with 41 projects under evaluation, totaling \$1.44 billion in funding requests.
- ✓ In closing, Ms. Backmon expressed her appreciation to all who contributed in making the NVTa a success in 2019, noting that additional details and information were in the foldable Annual Report.
- ✓ Chair Randall commended NVTa staff for all the hard work during the past year, noting the tremendous number of projects staff analyzes and reviews on a yearly basis.

V. Five-Year Strategic Plan Update

Ms. Backmon, Executive Director

- ✓ Ms. Backmon reminded the Authority that the Five-Year Strategic Plan was adopted in 2017 and an annual progress report, is in the Authority meeting packet.

Consent

VI. Approval of Standard Project Agreement for Fairfax County---Regional Funding 2018-009-2 (Frontier Drive Extension & Intersection Improvements)

VII. Approval of Standard Project Agreement for Fairfax County---Regional Funding 2018-006-2 (Route 1 Widening -Mount Vernon Memorial Hwy to Napier Road)

VIII. Approval of Standard Project Agreement for Fairfax County---Regional Funding 2018-014-2 (Rolling Road Widening-Old Keene Mill Rd to Franconia Springfield Pkwy)

Chairman McKay moved approval of the consent agenda. Seconded by Mayor Parrish. Motion passed unanimously.

Action

IX. Approval of the Transform 66 Outside the Beltway Concessionaire Funds Transfer Request for Fairfax County

Ms. Backmon, Executive Director

Chairman McKay moved approval of the recommendation to reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County; seconded by Chair Randall.

Discussion/Information

- X. 2020 Legislative Update** Ms. Baynard, McGuireWoods Consulting, LLC
- ✓ Chair Randall noted that at the last Authority meeting, she asked all Authority members to note the restoration of NVTAF funding as an item of priority in their jurisdictional legislative agendas. She added that members should endeavor to do this if not previously undertaken.
 - ✓ Ms. Baynard proceeded with an update of the 2020 General Assembly Session, noting that a good number of Northern Virginian Delegates and Senators have been appointed to key committees.
 - ✓ She restated the Authority's top priority to restore the \$102 million diverted from the Authority to the WMATA Capital Fund, with funding coming from statewide sources and not additional taxes from the region.
 - ✓ As a reminder, Ms. Baynard noted that the Authority secured \$20 million in statewide funding, as part of I-81 funding deal; adding that the \$20 million was to materialize in FY2022.
 - ✓ She further noted that during the campaign season, everyone in Northern Virginia spoke to the need to restore funding to the Authority.
 - ✓ The Administration's Omnibus Bill for Transportation, contains \$45 million in additional funding, for the Authority.
 - ✓ House Bill 729 patroned by Delegate Watts, proposes \$30 million in restoration to the Authority. Delegate Watts is looking for all stakeholders to comment on her Bill in her effort to restore the \$102 million diverted to Metro.
 - ✓ Boardmember Cristol asked if Delegate Watts's bill and the Administration's bill are connected.
 - ✓ Ms. Baynard responded that the bills are independent of each other.
 - ✓ She further added that Delegate Watts's goal is to attain the \$102 million, with no interest in diminishing the WMATA Capital Fund.
 - ✓ Mayor Parrish expressed concern, stating that it is important to support the WMATA funding but questioned how the General Assembly will raise the funds to restore the Authority. He noted that his worst fear is that the State will not commit to putting in substantial state funding to restore the Authority but resort to raising more taxes on Northern Virginians.
 - ✓ Mayor Rishell also asked whether the Administration's Bill will attain the \$102 million.
 - ✓ Ms. Baynard responded that the Administration's Bill is to add \$45 million to the I-81 funding of \$20 million, which amounts to \$65 million. She pointed out that the Governor has not stated that the goal is to get the Authority to \$102 million.
 - ✓ Chair Randall asked if Senator Barker has presented a bill.

- ✓ Ms. Baynard responded that Senator Barker has not filed a bill as of yet. She added that it is undetermined if he will present a bill or budget action, noting his stated goal is to also get the Authority to \$102 million in restoration.
- ✓ Chair Randall further asked if Senator Barker's goal included state money.
- ✓ Ms. Baynard answered that he has stated he would like to see a bigger commitment of state funding.
- ✓ Chair Randall noted that it is unacceptable for the Commonwealth to take two of the Authority's funding sources away with no guarantee that this would never happen again. She added that is totally unacceptable for the funds to be raised on the backs of Northern Virginians and she is not in support of it. She further noted that if the Commonwealth believes Northern Virginia is the economic engine of the Commonwealth and Metro is needed for that engine to run, they should do more for Metro but certainly not deplete funding for the Authority.
- ✓ Mayor Rishell expressed her agreement to Chair Randall's position.
- ✓ Chairman McKay reminded members that situations like these tend to change very quickly in Richmond, noting that there are options to help address this issue. Moreover, the fact that there are multiple people working on the Authority's behalf is a big plus so the Authority should be open to conversations to explore options. Chairman McKay added that there definitely should be state money involved in the Authority restoration and it is necessary for all jurisdictions to closely monitor the proceedings of the legislature; as he will be doing with his board.
- ✓ Mayor Wilson stated that he was in agreement with Chairman McKay, adding that he's appreciative of what everyone is doing to help restore the funding. He added that restoration should not totally be on the local level but should have state funds included.
- ✓ Mayor Rishell added that she appreciates members ongoing conversations and does not think the Authority is trying to tell the Commonwealth how to fix the issue. However, she believes it is entirely appropriate to let the Commonwealth know what the Authority's preferences are and are not, and what the Authority feels will be a sense of fairness in the process.
- ✓ Chair Randall added that she believes there should be strong language stating that the Authority's revenues should be protected and not tampered with.
- ✓ Mayor Parrish added that if the Authority's revenue is not protected, the Authority cannot accomplish its mandate.
- ✓ Ms. Baynard stated that it is not necessary to commit to anything at this time as there are lots of moving parts. She noted that she will communicate the Authority's appreciation for everyone's efforts to restore funding. She added that the goal should be a \$102 million in restoration, including State funds, and the need for language which will protect the Authority's revenues going forward.

- ✓ Chair Randall specified that the Authority is committed to its set of principles; noting there should be some state funding involved and the guarantee that funds are not going to be taken away again.
- ✓ Councilmember Snyder inquired as to what kind of process should be put in place going forward, stating the Authority should not be reactive. He added that he appreciates the position of Northern Virginians in the General Assembly and their efforts at restoration.
- ✓ Ms. Baynard answered that for now, there has to be discussions with the Delegates and Senators. She further added that the Authority is on the agenda for the January 27th NoVa Delegation meeting, which is the Transportation meeting. She stated that Secretary Valentine, WMATA General Manager Paul Wiedefeld and Chair Randall are on the agenda. This meeting will present one of many opportunities to talk to the Delegates in Richmond about the status of funding restoration for the Authority.
- ✓ Ms. Hynes inquired whether the Omnibus Bill has other transportation goals.
- ✓ To this, Ms. Baynard responded that yes, it includes all things transportation, it creates the Passenger Rail Authority, an alternate fuel vehicle fee and addresses other transportation related issues.
- ✓ She also added that there is a bill by Delegate Watts to close a tax loophole on third party booking platforms which should generate additional revenue and could be a funding opportunity to look into.
- ✓ Ms. Hynes stated that it is time to think about how much funding will be enough regarding Authority restoration. She continued by stating that this is the lowest threshold that should be set as discussions with the General Assembly continue.
- ✓ Chair Randall echoed that she was in total agreement and that it will be important to set a baseline for restoration.
- ✓ Chairman McKay agreed with the need to stick to the Authority's principles and communicate what the Authority believes is an acceptable threshold for restoration.
- ✓ Ms. Hynes noted the need to remind the Commonwealth that this is also about the State's commitment to Metro. She stated that this makes the argument much stronger.
- ✓ Ms. Baynard added that it is important for the General Assembly to understand the need for State money to be a part of the restoration of the Authority.

XI. Executive Director's Report

Ms. Backmon, Executive Director

- ✓ Ms. Backmon informed the Authority that letters requesting appointments to the PCAC will be sent to all jurisdictions (both hard and soft copies), noting that the PCAC is comprised of elected officials from the 9 cities and counties and 5 towns who do not serve on the Authority. The goal is to have the PCAC meet next month in addition to the Technical Advisory Committee.
- ✓ She reminded the Authority about the upcoming NVT A Work Session on January 22nd, noting that there are only three members currently on the Authority who were members when HB2313 was signed into law. Ms. Backmon added that the Work Session will serve as a refresher regarding the planning, programming, funding and legislative components that the Authority is governed by.
- ✓ Ms. Backmon informed the Authority that the 2019 budget language, which allows the Speaker of the House to appoint a citizen who is not a member of the House of Delegates, to serve on the Authority, is expected to change.

XII. Chairman's Comments: Chair Randall discussed appointments to the Authority's three Standing Committees, noting that she has not been able to speak with everyone and is open to making changes. She noted, pending further discussion the following appointments:

- ✓ Governance and Personnel Committee (GPC)
 - Chair Randall (Chair)
 - Boardmember Cristol
 - Chairman McKay
 - Chair Wheeler
 - Mayor Wilson
- ✓ Planning and Programming Committee (PPC)
 - Mayor Wilson (Chair)
 - Chair Wheeler
 - Councilmember Snyder
 - Mayor Meyer
 - Ms. Hynes
 - Mayor Rishell * (Chair Randall proposed replacing one member with Ms. Rishell, as she requested to be able to remain on the PPC.)
- ✓ Finance Committee
 - Mayor Parrish (Chair)
 - Boardmember Cristol
 - Chairman McKay
 - Chair Randall
 - Mayor Rishell
- ✓ Mayor Parrish announced that the next Finance Committee meeting is Thursday, January 16th, 2020 at 1:00pm and encouraged all members to attend.

- ✓ Boardmember Cristol inquired as to what analysis is performed to evaluate projects which reduce the emission of greenhouse gases.
- ✓ Mr. Jasper responded that the project evaluation includes a performance measure in TransAction which addresses emissions using vehicle miles traveled by speed. Mr. Jasper added that decisions about which measures to include for the next TransAction update will be determined at a later time.
- ✓ Boardmember Cristol responded that she hopes for future evaluations, there might be more levels of sophistication available regionally for a deeper level of analysis.
- ✓ Councilmember Snyder added that the current highway transportation issues tie in with the Transportation Technology Committee's (TTC) work on RM3P and commended NVTa staff for work on this project.

XIII. Adjournment: Meeting adjourned at 8:49pm.

Next Meeting: February 13, 2020 at 7:00pm
NVTa Offices

IV.



NVTA TransAction 2019 Update:
Tracking Changes in Transportation Attitudes and Priorities
January 2020

Methodology



AUDIENCE

Residents 18 years or older within jurisdiction of Northern Virginia Transportation Authority
n=616



DATES

December 10-27, 2019



MODE

Online Survey



LENGTH

14 minutes



GEOGRAPHY

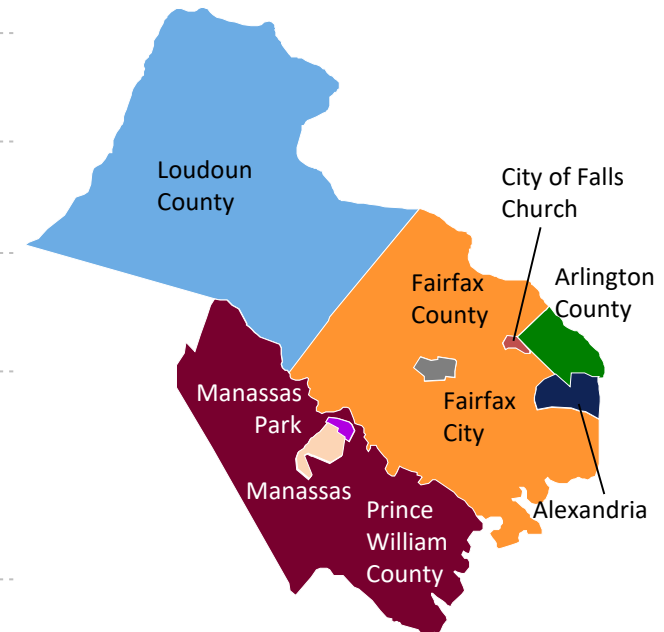
Northern Virginia

Arlington County, Fairfax County, Loudoun County, Prince William County and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park





DATA WEIGHTING

2019 data weighted by ethnicity
2016 data weighted by gender and ethnicity
2015 data weighted by ethnicity

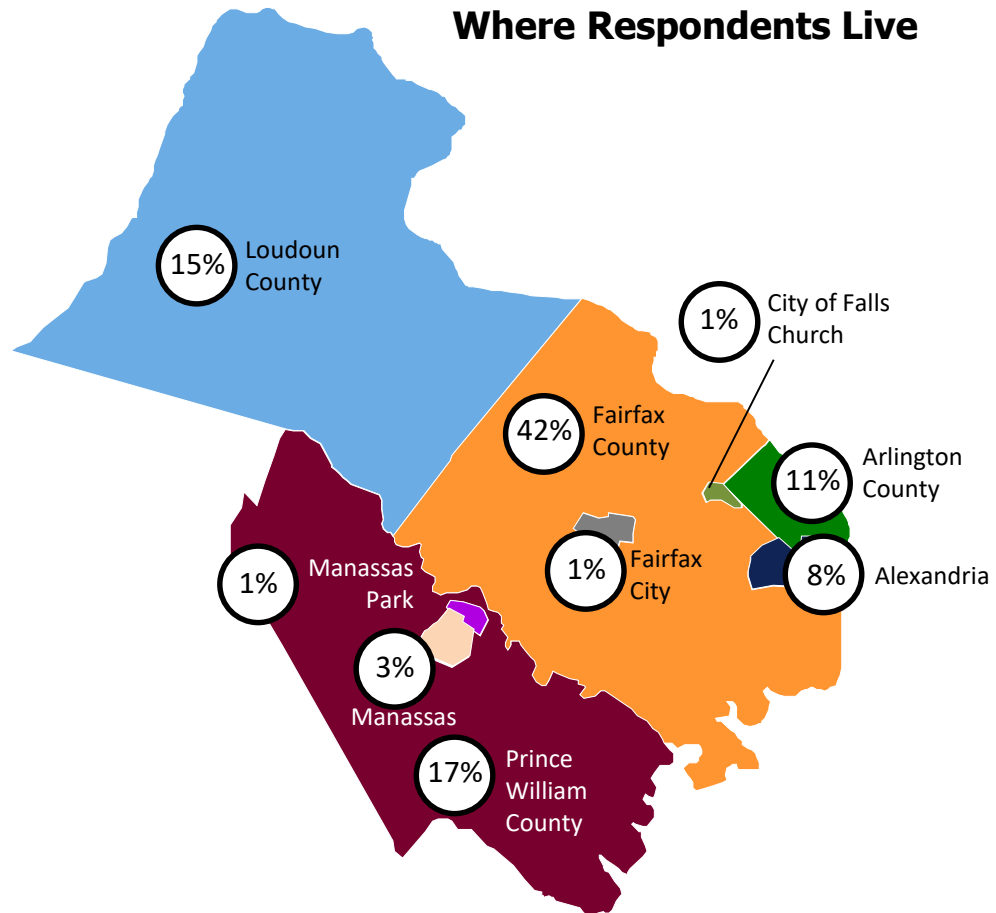


Methodology: Reporting Notes

- Survey Respondent Selection
 - Scientific study using an opt-in online panel.
 - Respondents must be age 18+ and residents of Northern Virginia, more specifically, residents of Arlington County, Fairfax County, Loudoun County, Prince William County, Alexandria, Fairfax City, City of Falls Church, Manassas, and Manassas Park.
 - We aim for an overall representation of regional demographics based on age, gender, and race according to the US Census. We also aim for a proportionate sample that represents each county/city by population size according to the US Census. For the most part we use sample quotas to hit these demographic targets.
- Confidence Interval and Margin of Error
 - All sample surveys and polls, whether or not they use probability sampling, are subject to multiple sources of error which are most often not possible to quantify or estimate. Online opt-in panels such as the one used for this study do not use probability sampling and accordingly the strict calculation of sampling error is not typically done. In the hypothetical case of a perfectly random sample and no response or measurement errors, a sample of this size (n=616) would produce a margin of error of $\pm 3.95\%$ at a 95% confidence interval. Margins of error for subgroups would be higher.
- Ethnicity clarification
 - Black, White, Asian refer to Non-Hispanic Black/White/Asians.
- Statistical Testing Notations
 -  Indicates statistically significant differences between 2016 and 2019 ($p < .05$). When appropriate, the report indicates these differences using green, red, and blue color coding wherein **green = an increase or positive change**; **red = decrease or negative change**; **blue = may be construed as either positive or negative/or just a change that might be of interest**.
 -  () Numbers in parenthesis are of interest but are not statistically significant at $p < .05$ level. When shown these numbers are color coded in the same way as described in prior bullet.

Resident Profile

Where Respondents Live



County/City of Employment	2015	2016	2019
Fairfax County	37%	36%	35%
District of Columbia	18%	12%	11%
Arlington County	11%	11%	12%
Loudoun County	8%	13%	12%
Alexandria	7%	9%	9%
Prince William County	6%	8%	12%
Manassas	4%	2%	2%
Fairfax City	2%	2%	2%
City of Falls Church	1%	1%	1%
Manassas Park	*	*	1%
Other county in Virginia	1%	1%	2%
Other county in Maryland	3%	2%	1%
Other	1%	3%	2%

Years of Residency

Less than 1 year	3%	2%	3%
1 to 5 years	19%	16%	17%
6 to 10 years	14%	12%	14%
11 to 15 years	12%	14%	11%
More than 15 years	51%	56%	55%

Own/Rent Home

Own	65%	70%	64%
Rent	32%	26%	31%
Neither	2%	3%	3%
Decline	1%	1%	2%



EXECUTIVE SUMMARY



Executive Summary: Key Highlights

- Overall, since the launch of the benchmark wave*, residents see improving performance from both the region and NVTa.
 - 39% of residents say that the Northern Virginia region's performance is either excellent or good on transportation related issues.
 - A gain of +12 points over time (30% 2016; 27% 2015).
 - 47% of residents say that NVTa's performance is either excellent or good.
 - A gain of +12 points as well from the benchmark wave (34% 2016; 35% 2015).

*Benchmark wave refers to the first wave of the tracker conducted in 2015.



Executive Summary: Overall Landscape

- Northern Virginia residents' interest in transportation issues is still high (Top 3 Box Interest: 74%; Top 3 Box Informed: 61%).
- Impact of transportation on Quality of Life also stays slightly positive overall with an average score of 6 (6/10).
- Concern about traffic congestion on Quality of Life decreases by 7 points to 26% (vs. 33% in 2016) and the focus turns to areas like housing.
 - Traffic congestion is also less influential when choosing where to live (17%) versus where to work (42%).
- Residents also report their normal commute time is 3 minutes faster.
 - However, the average maximum acceptable commuting time stays unchanged.
 - And, there is a slight decline in the number of residents who drive to work.
- A majority now say that the region is doing a mostly “good job” on key transportation priorities impacting Quality of Life (56% 2019; 51% 2016; 43% 2015: A +13-point increase from the benchmark wave).
- The gap between recall of positive and negative news shrinks this wave.
 - Residents are more likely to recall positive news and are much less likely to recall negative news compared to prior waves
 - Social media continues to grow as an information source for regional transportation news at the expense of traditional media (print, radio and TV)
 - Overall, residents' recall of transportation related news stories declines versus prior waves (56% 2019; 68% 2016; 65% 2015).



Executive Summary: Awareness and Performance of Regional Transportation Initiatives and Authorities

Awareness of:

- NVTa remains stable over time (35% 2019; 34% 2016; 33% 2015).
- TransAction also remains relatively stable as it holds on to the gains it made in 2016 (17% 2019; 15% 2016; 8% 2015).
 - TransAction was adopted in 2017 and has been largely dormant/missing from news since, so it is encouraging to see it hold /increase gains.
- A majority (58%) are unaware of any regional bus system initiatives.
 - Among those aware, many only recall one initiative.
- NOVA Rides, a NVTC Initiative, is at 30%.
 - Note: NOVA Rides was heavily promoted through advertising and NVTa/TransAction spends very little on advertising. Thus, the NOVA Rides Initiative experience appears to demonstrate the power of targeted advertising in a relatively short period of time.

Performance on planning and implementing transportation solutions:

- Both the region and NVTa see significant improvements in their performance ratings (see also slide 6).
- Additionally, performance ratings for all regional priorities also improve in 2019 (see next slide).

*New item not asked in prior waves



Executive Summary: Importance & Performance of Regional Priorities

- Performance is improving across all regional transportation priorities, while importance stays either on par or decreases slightly compared to prior waves. Declining Importance plus Improving Performance means the issue(s) are being handled effectively.
 - While there is still much work to be done, residents note significant performance improvements on affordable transportation, using technology to improve efficiencies and safety, investing in new highways and road improvements, and providing new public transportation options.
 - The declining importance of reducing trip times and more predictable trip times may be due to some combination of: The rise in remote work, increased use of ridesharing options, the rise in online shopping, and completion of public transit and roadwork related projects.
 - Not only do residents consider reducing trip times and more predictable trip times of less importance, they also find them less impactful as communication strategies.
- Among potential projects, new/extended metro rail lines top the list.
- When asked about future funding strategies, incentives top the list.
 - Changing motor vehicle taxes and variable pricing for HOT lanes are a distant second.



Executive Summary: Messaging

- In terms of communication, focusing on *reducing travel time(s)* is still the best way to motivate interest and support among residents.
 - However, this message is less impactful today than it was in the benchmark wave (61% in 2019; 69% in 2016; 78% in 2015. A decrease of 17 points).
- When prioritizing investment, residents distribute most funds to roads and rail/transit.
- Residents describe self-driving cars as “scary” or “dangerous,” with a smaller group also categorizing them as “good.”
- While the use of ridesharing services increases to 60% from 45% in 2016, future use appears to be flattening.
- Use of vehicle sharing services (Zipcar/car2go) and Capital Bikeshare also increase from the last wave.
- Almost half (46%) of Northern Virginia residents shop online at least once a week, and a fifth (19%) shop online at least multiple times a week.

A row of yellow triangular gymnastic rings hanging from a blue rope in a gym setting. The rings are made of a smooth, yellow plastic material and are arranged in a line, receding into the background. The background is blurred, showing other gym equipment and a bright, indoor environment.

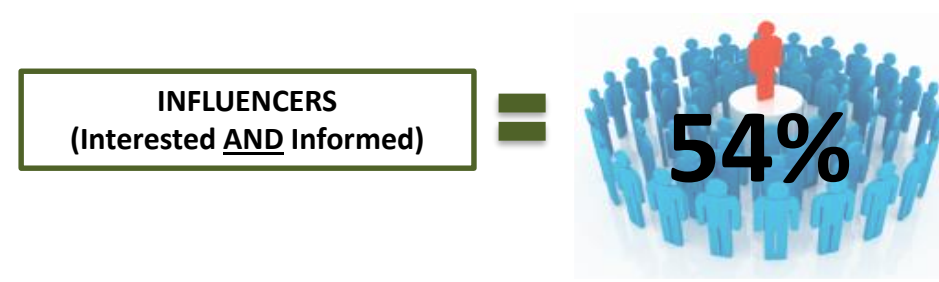
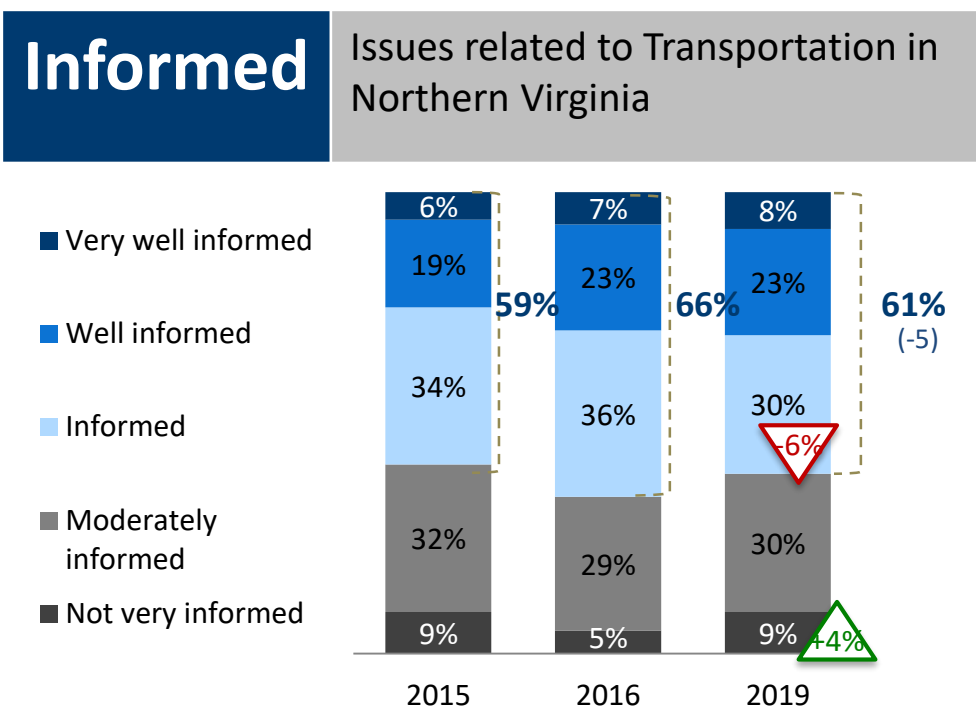
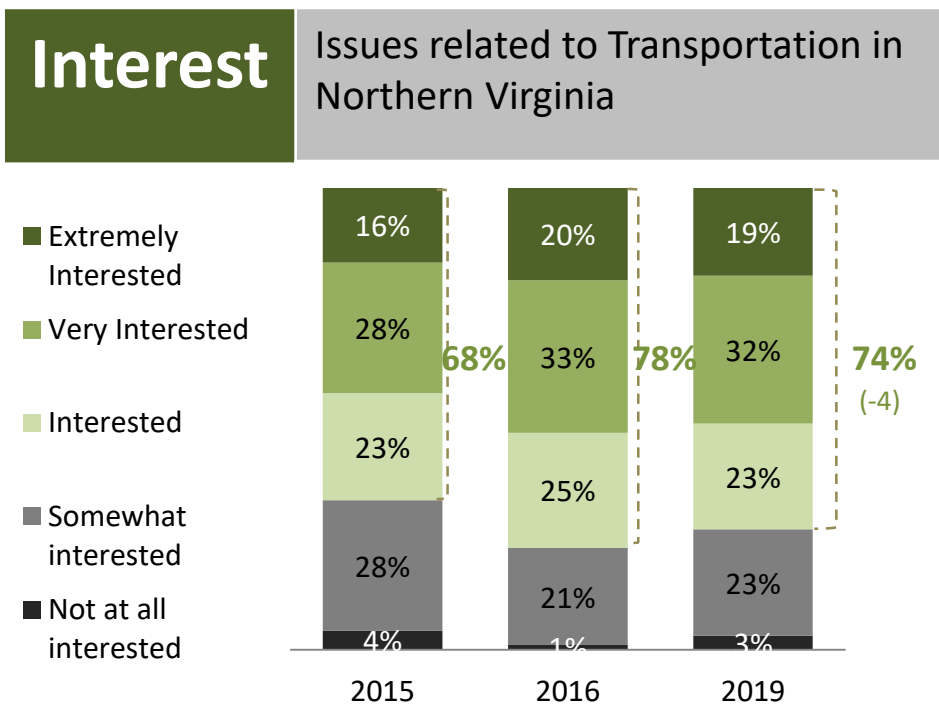
KEY FINDINGS

The background of the slide is a close-up, high-resolution photograph of asphalt pavement. Two parallel yellow lines, typical of road lane markings, run vertically along the left side of the frame. The asphalt surface is dark and has a rough, granular texture.

Transportation

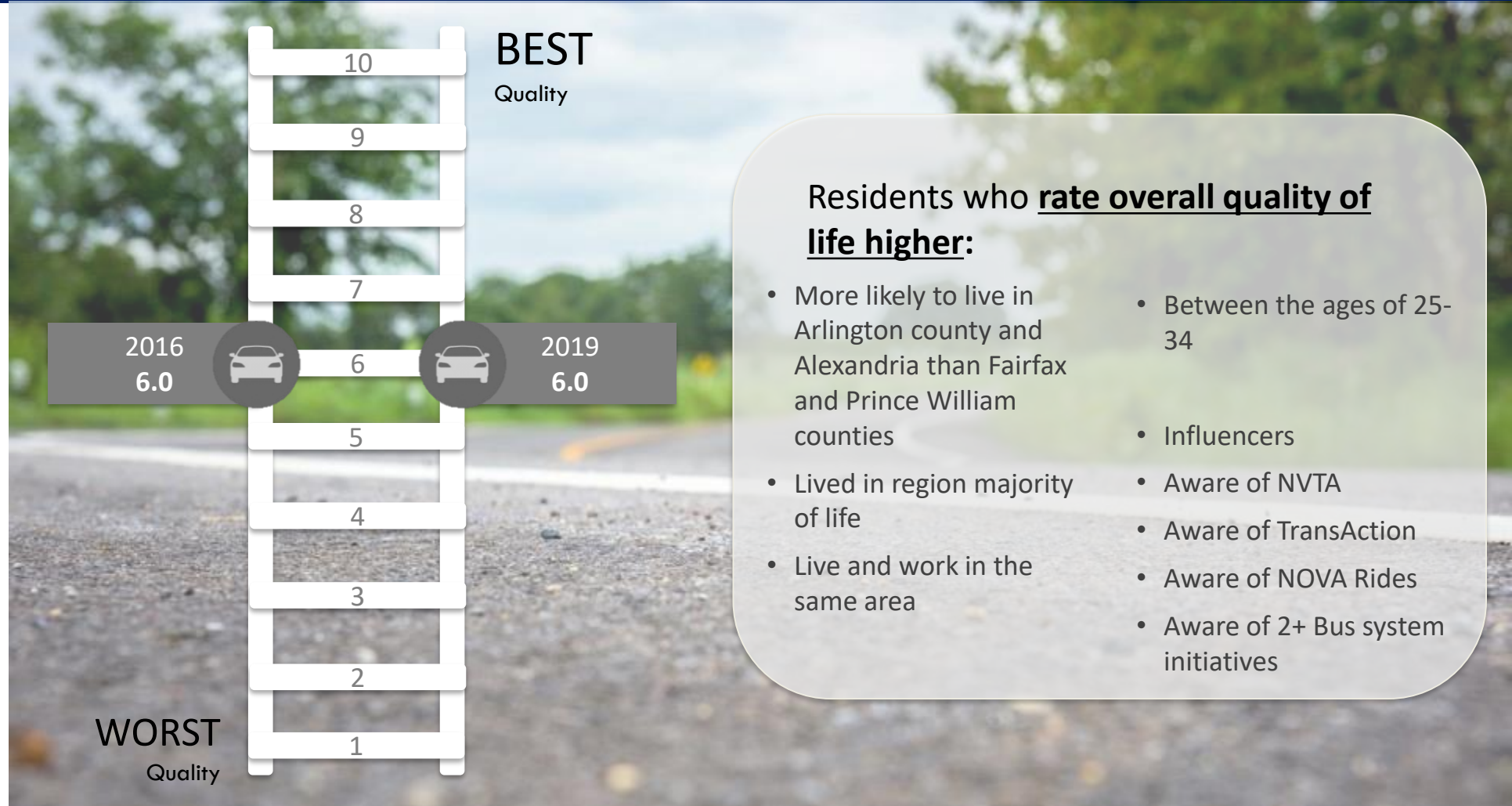
SETTING THE STAGE

Interest in transportation issues remains high.



- Most Likely to Be Influencers:**
- 62% Male
 - 63% HHI \$100k+
 - 57% Work in NoVa
 - 57% College graduate +
 - 58% Married/Living w partner
 - 58% White
- 58% have lived in the region for more than 10 years
 - 59% Home-owners
 - 71% Aware of NVTA
 - 77% Aware of TransAction
 - 68% Heard NoVa transit news recently
 - 73% Aware of NOVA Rides
 - 90% Aware of 3+ bus system initiatives (71% 2+)

Impact of transportation on Quality of Life remains slightly positive overall.



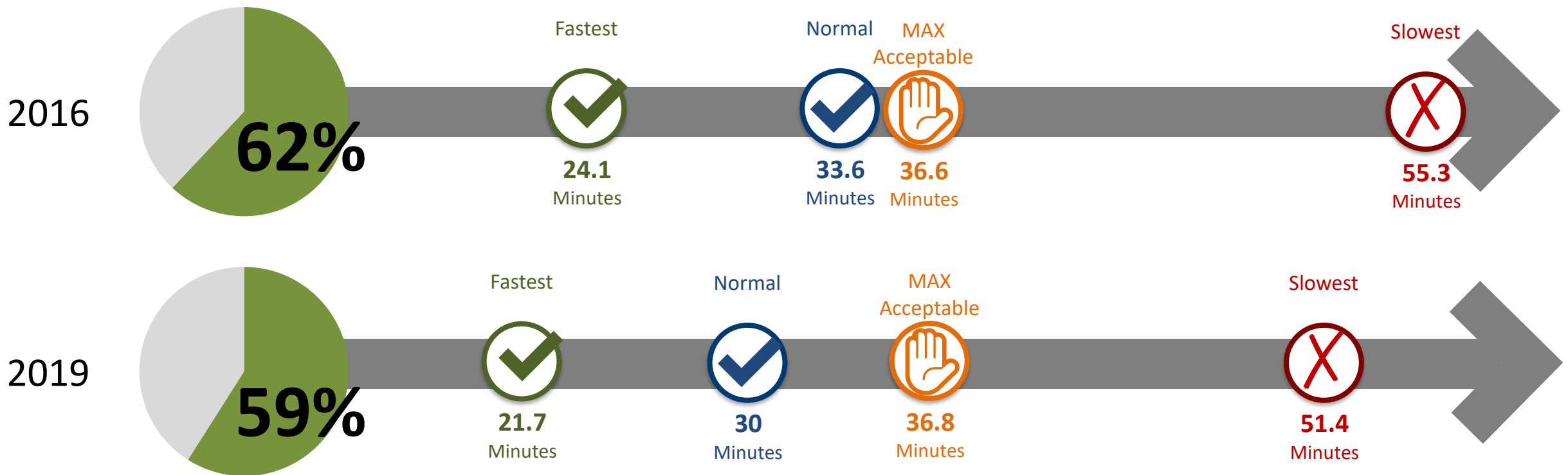
BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)

Q300. Think for a moment about the impact of transportation on your overall quality of life here in Northern Virginia. Imagine a ladder with ten steps representing the "ladder of life." Let's suppose the top of the ladder, the tenth step, represents the best possible life for you from a transportation perspective; and the bottom, the first step, the worst possible life for you from a transportation perspective. On a scale of 1 to 10, on which step of the ladder do you personally stand at the present time?

Residents report their normal commute time is 3 minutes faster.

Impact of Traffic Congestion Levels on Commute Time

% Who drive to work



BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616)

Q580. Do you drive to work?

BASE: DRIVE TO WORK (2016 n=375, 2019 n=362)

Q585. In a vibrant region like Northern Virginia, some level of traffic congestion is inevitable for people who drive to work. Thinking about your regular morning commute trip, please provide an estimated number of minutes for each of the following:



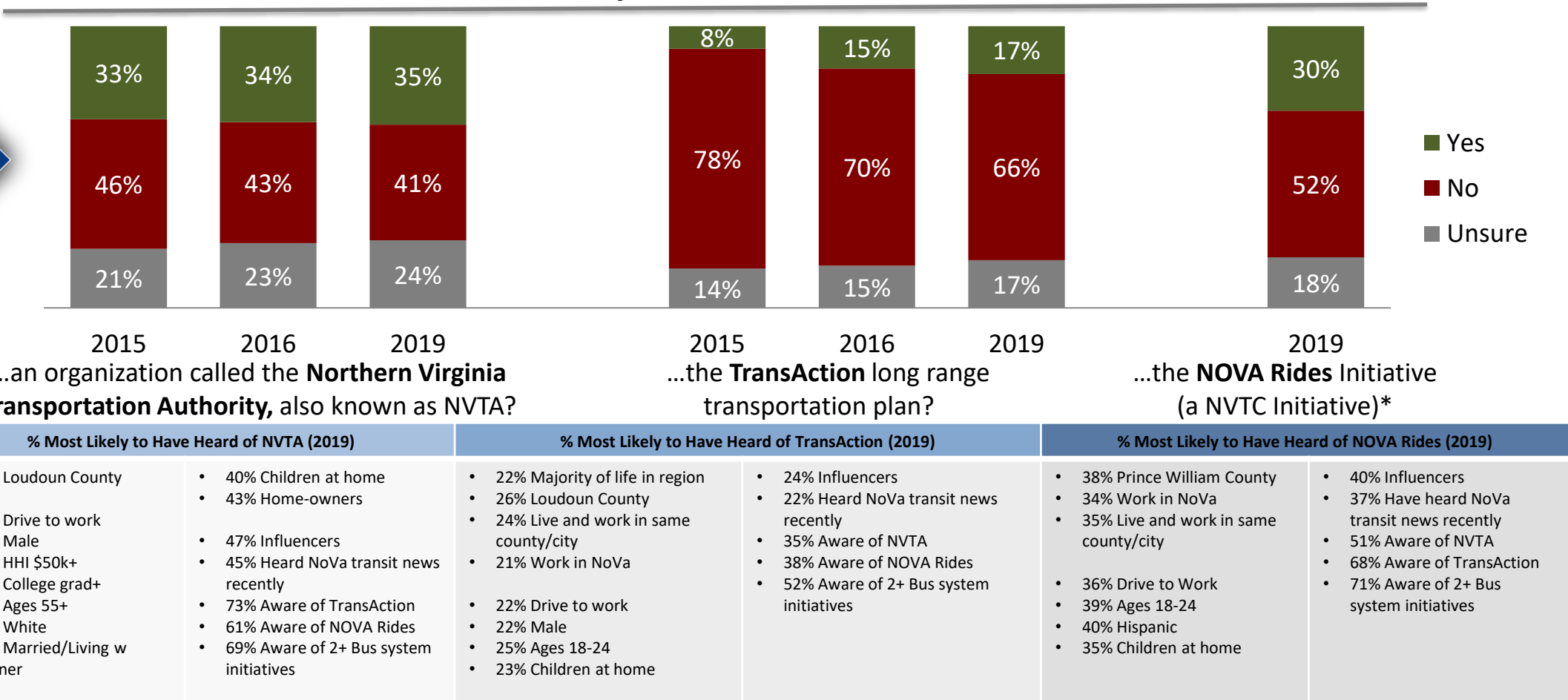
Transportation

AWARENESS LEVELS AND
PERFORMANCE RATINGS FOR
THE REGION AND REGIONAL
AGENCIES

NVTA recall builds on gains from last wave. NOVA Rides recall is almost on par with NVTA recall.



Have you ever heard of...



Both NoVa Region and NVTA performance ratings increase significantly.

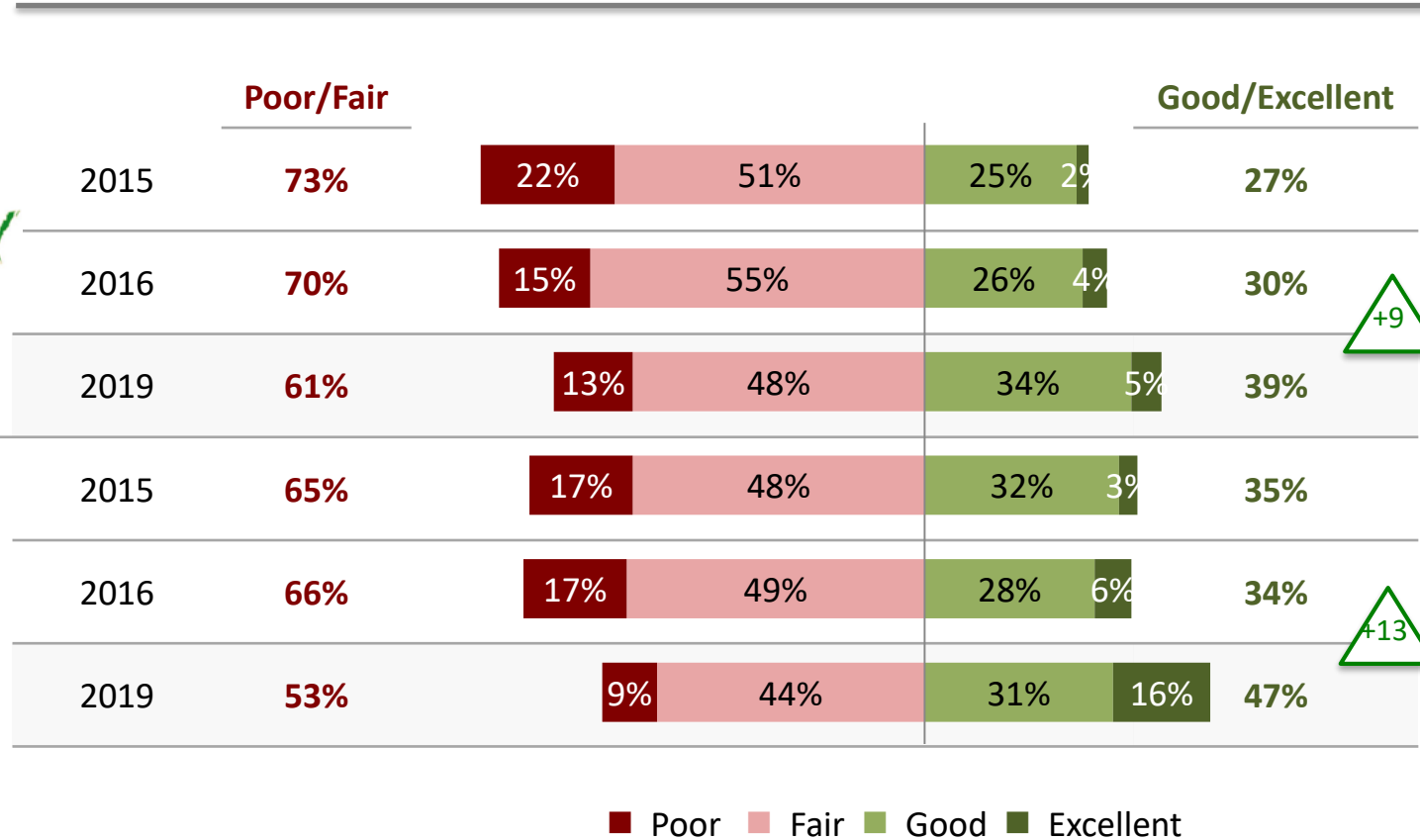
Performance on Planning and Implementing Transportation Solutions



Northern
VA region



NVTA
(Among those
aware of NVTA)



NOVA Region Performance, those rating it higher (as good/excellent) (2019):

- 50% Loudoun County; 50% Manassas/Manassas Park residents *
- 48% New residents (<1 year in region)*

- 44% Male
- 45% Ages 18 to 45
- 48% HHI < \$50k
- 56% High school education or less
- 53% Black; 47% Hispanic
- 47% Children at home

- 49% Most imp on QoL: Transportation infrastructure
- 59% Most imp on QoL: Convenient access

- 45% Haven't heard NoVa transit news recently
- High awareness levels of local transportation bodies/initiatives. Among those aware of each: 49% NVTA, 64% TransAction, 49% NOVA Rides, 62% 2+ Bus system initiatives)

NVTA Performance, those rating it higher (as good/excellent) (2019):

- 56% Loudoun County*; 55% Prince William County*; 71% Manassas/Manassas Park*
- 56% Lived in region <5 years*
- 53% have lived in region majority of life
- 57% Ages 18 to 45
- 62% HHI <\$50k
- 54% High school education or less
- 64% Black*; 53% Asian*
- 59% Children at home
- High awareness levels of local transportation bodies. Among those aware of each: 65% TransAction, 57% NOVA Rides, 73% 2+ Bus system initiatives*

BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)

Q630. How would you rate the performance of Northern Virginia region when it comes to planning and implementing transportation solutions in the region?

BASE: HAVE HEARD OF NVTA (2015 n=207, 2016 n=212, 2019 n=222)

Q645. How would you rate the performance of Northern Virginia Transportation Authority (NVTA) when it comes to planning and implementing transportation solutions in the region?

* Small base sizes less than 30/50. Data are directional only.

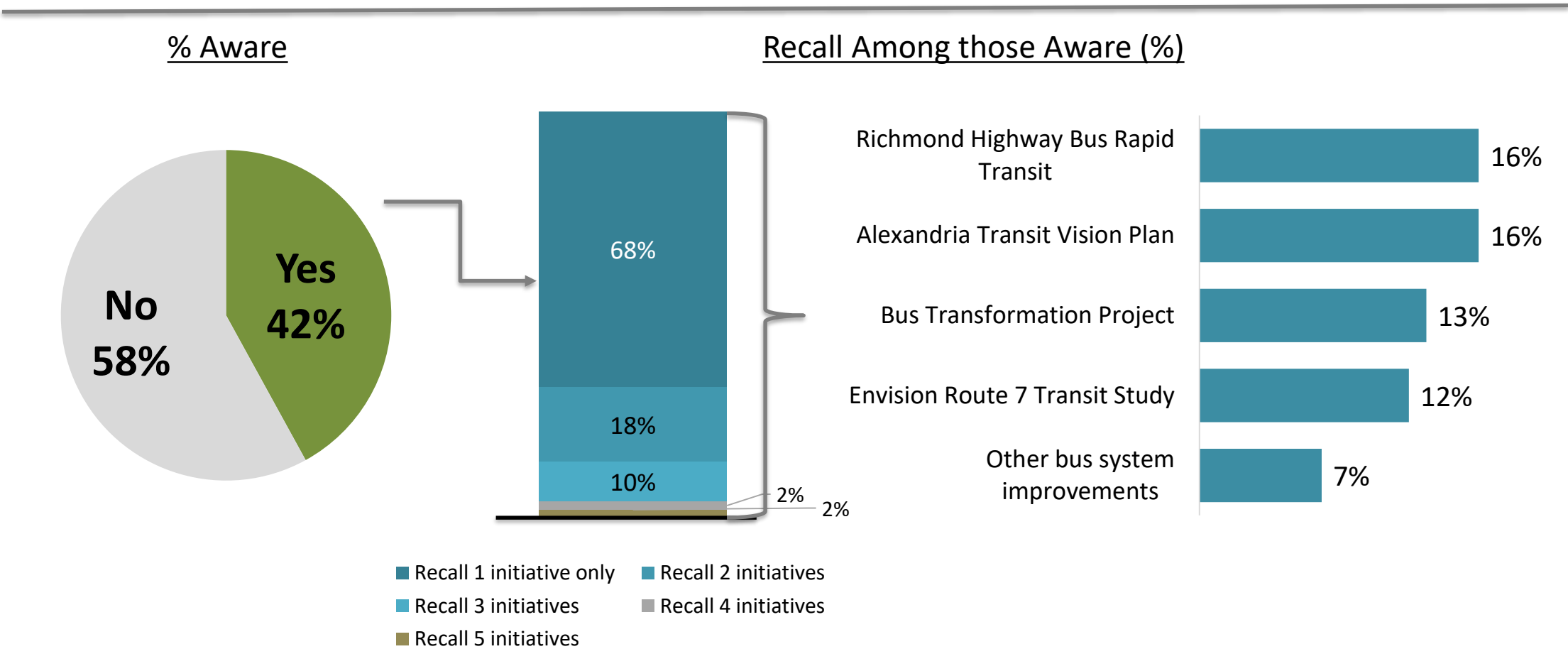


Denotes statistically significant differences between 2016 and 2019 (p<.05)



A majority are unaware of any bus system initiatives. Among those aware, many only recall one initiative.

Awareness of Bus System Initiatives

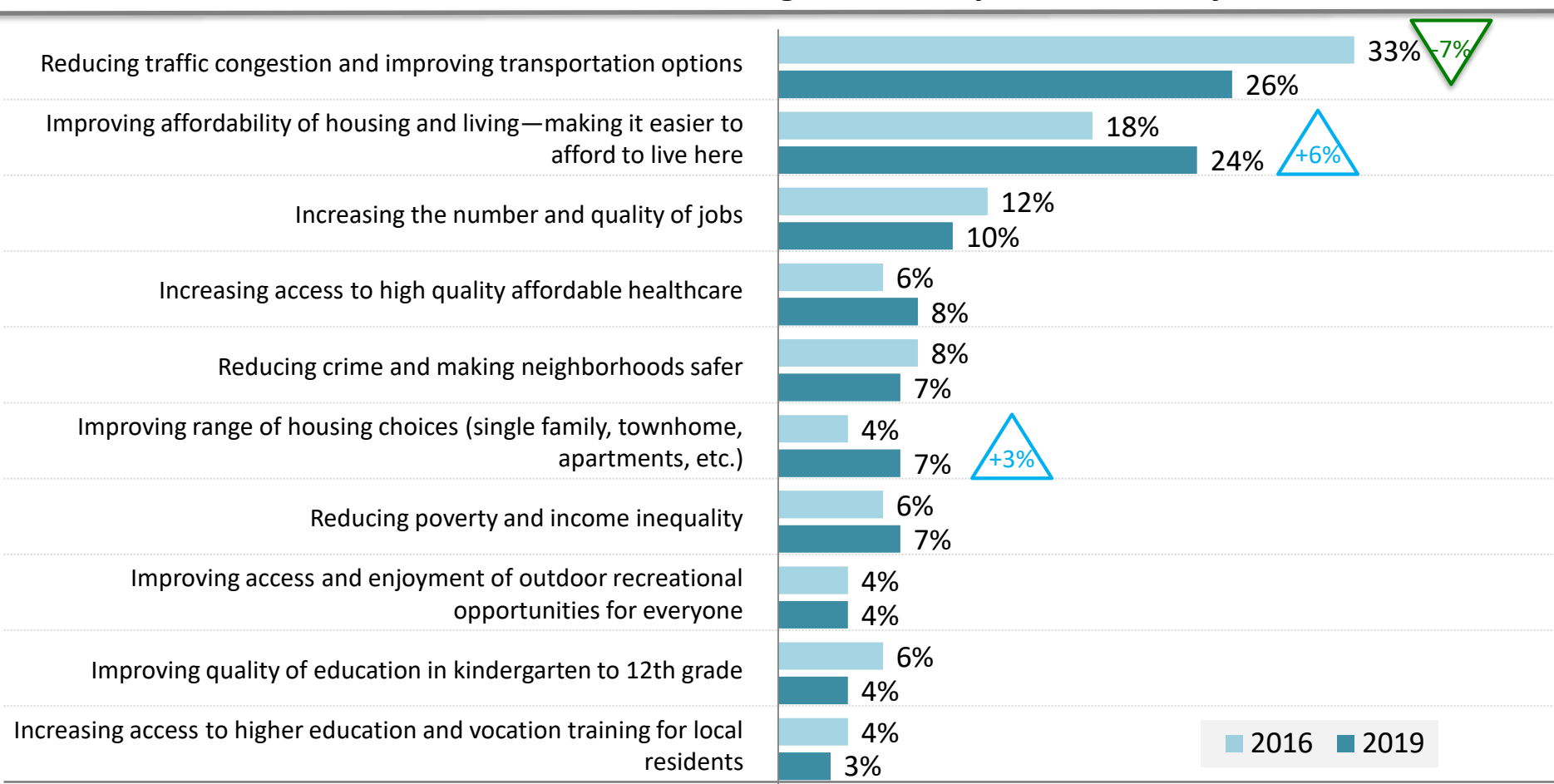




Transportation PERSONAL VALUES

As concerns about traffic congestion decrease, focus turns to areas like housing.

Significant Impact on Quality of Life



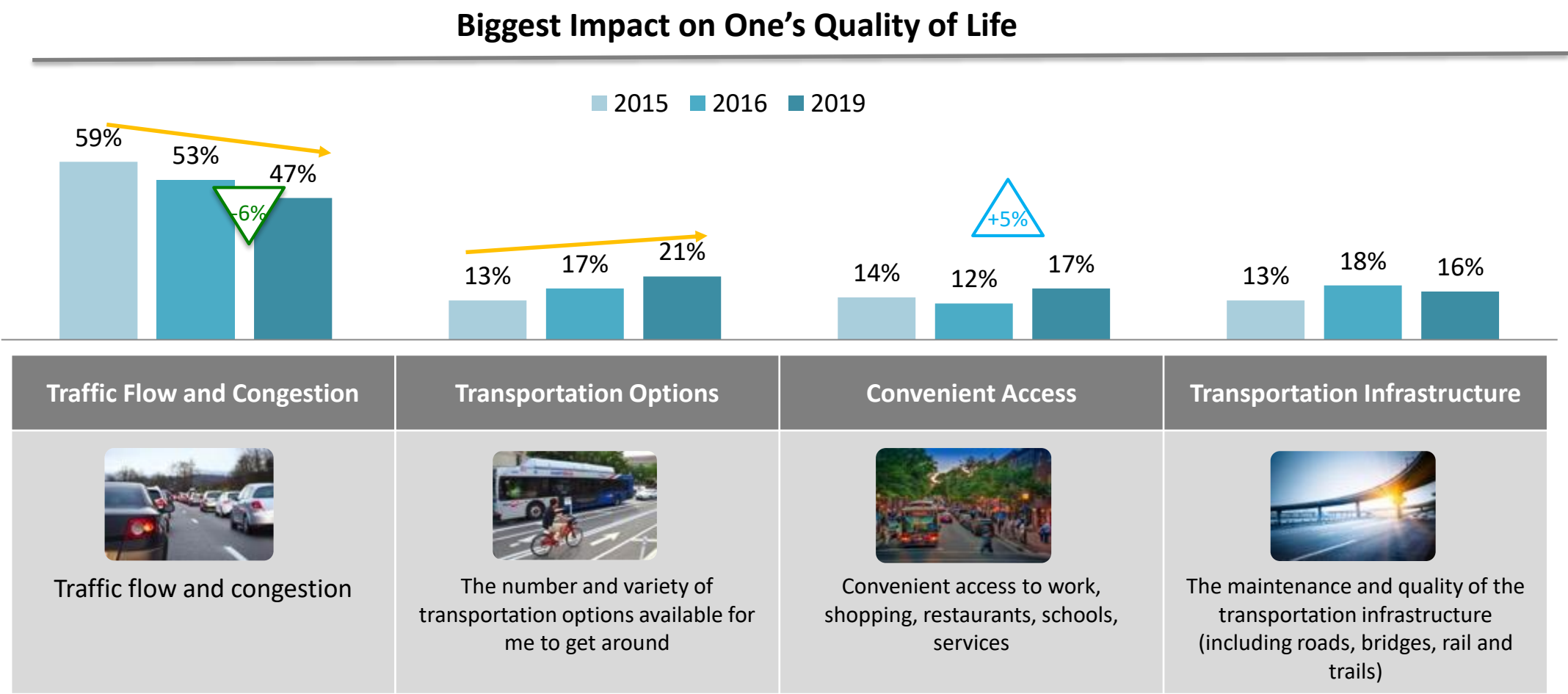
When looking across groups, reducing traffic congestion is more important to (2019):

- Ages 55+
- Men
- Fairfax County residents
- White residents
- Those who have lived in region for 15+ years
- On average, have slightly higher commuting times
- Want higher spend on roads
- HHI \$100k+
- Home-owners
- Influencers

Improving housing affordability is more imp. to (2019):

- Those who have lived in the region for < 10 years
- Ages 18-35
- Women
- Hispanic and Black residents
- Single
- Residents who are more likely to be high school graduates and/or have some college education
- Employed part-time
- HHI < \$50k
- Want higher spend on incentivizing less driving at peak times
- Much more likely to be using ridesharing services and scooters

Decline of traffic congestion on Quality of Life continues: Indicating the issue is being handled well.



Traffic flow and congestion matter most to those who work outside of NoVa and those who are more affluent.

Biggest Impact on Your Quality of Life – Subgroup Analysis



Traffic Flow and Congestion (47%)

- 63% Work outside of NOVA (64% Work in DC)
- 53% Live and work in a different county/city
- 51% Lived in region for 15+ years
- 56% HHI \$100k+
- 52% College grad+
- 58% Ages 55+
- 54% White
- 55% Divorced/Separated/Widowed
- 52% No children at home
- 52% Heard NoVa transit news recently



Transportation Options (21%)

- 32% Arlington County
- 25% Don't drive to work
- 25% HHI \$50k to \$99k
- 26% Unemployed
- 31% Black
- 25% Children at home
- 26% Renters
- 26% Aware of NVTA
- 31% Aware of TransAction



Convenient Access (17%)

- 27% Lived in region for 6-10 years
- 25% HHI <\$50k
- 35% High school education or less
- 29% Ages 18-24
- 22% Hispanic
- 26% Asian
- 23% Single
- 21% Children at home
- 20% Drive to work
- 21% Non-Influencer
- 21% Haven't heard NoVa transit news recently

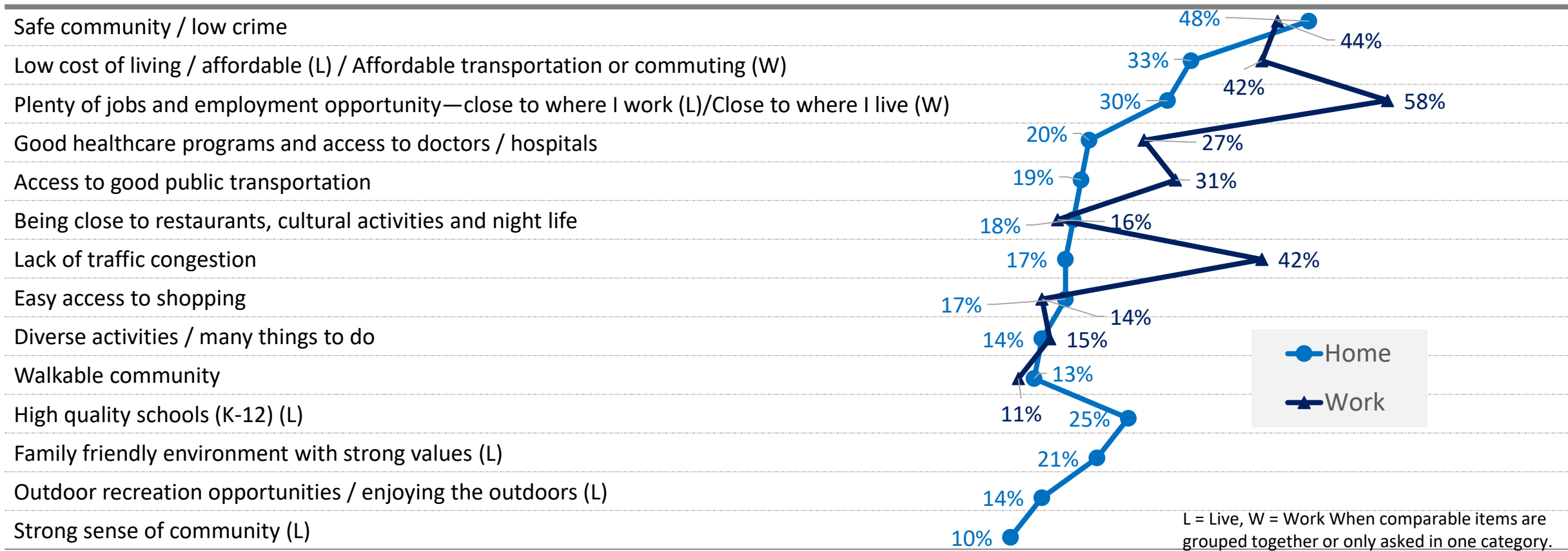


Transportation Infrastructure (16%)

- 23% Some College
- 22% Aware of TransAction
- 21% Heard NoVa transit news recently

Residents focus on essentials like safety, affordability, opportunity, and ease of commuting when considering where to live or work. “Social” opps and walkable communities are secondary.

Factors Influencing Where to Live / Work

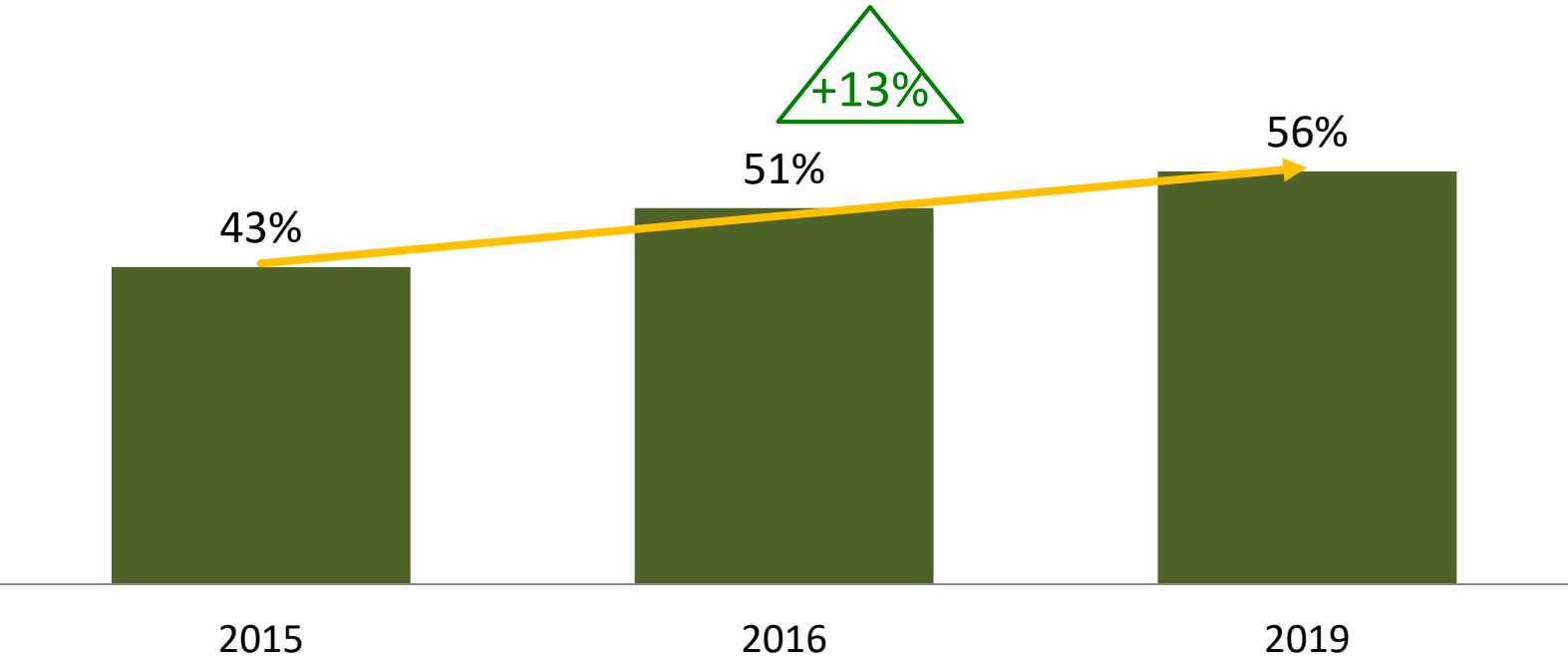




Transportation REGIONAL VALUES

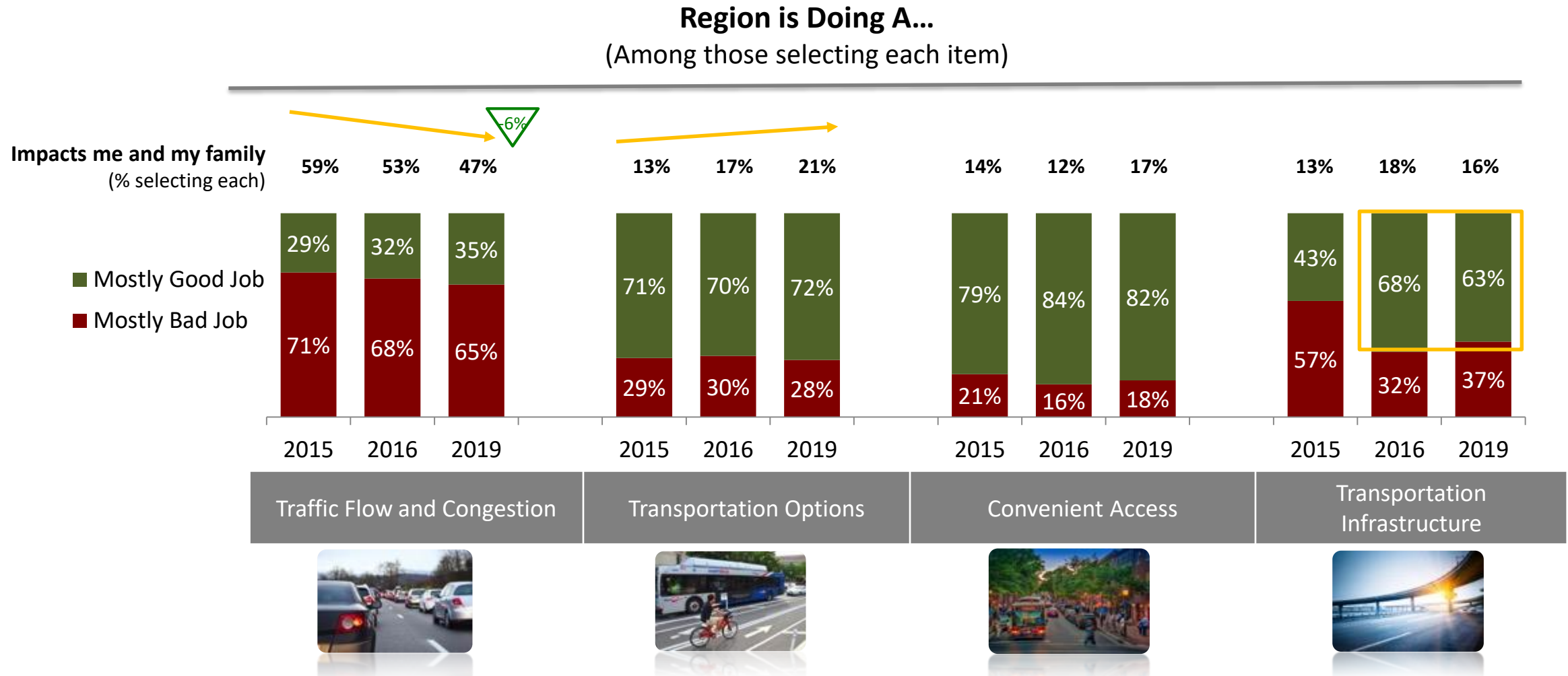
A majority (56%) say the region is doing a mostly “good job” across key priorities. This is a significant jump of +13 points since the benchmark wave.

Region is Doing a Mostly “Good Job” on Top Priorities
(Total Respondents)




BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)
Q530. Currently, when it comes to the number and variety of transportation options, do you feel that the region is doing a good job or a bad job?
Q540. Currently, when it comes to the maintenance and quality of the transportation infrastructure do you feel that the region is doing a good job or a bad job?
Q550. Currently, when it comes to convenient access to work, shopping, restaurants, schools and services, do you that like the region is doing a good job or a bad job?
Q560. Currently, when it comes to improving traffic flow and reducing congestion, do you feel that the region is doing a good job or a bad job?

Number of residents saying the region is doing a mostly “good job” at managing congestion continues to grow.



27 BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616). Q520. Northern Virginia residents and workers have mentioned different factors relating to transportation—both positive and negative—that contribute to or detract from their quality of life. Thinking about transportation here in this region and your personal quality of life, please identify which one of the following you feel has the biggest impact on you and your family personally? BASE: AMONG THOSE SELECTING EACH - TRANSPORTATION OPTIONS (2015 n=76, 2016 n=97, 2019 n=122); TRANSPORTATION INFRASTRUCTURE (2015 n=85, 2016 n=101, 2019 n=97) CONVENIENT ACCESS (2015 n=84, 2016 n=71, 2019 n=97) TRAFFIC CONGESTION (2015 n=365, 2016 n=337, 2019 n=288). Q530-Q560. Currently, when it comes to [ANSWER FROM Q520], do you feel that the region is doing a good job or a bad job?

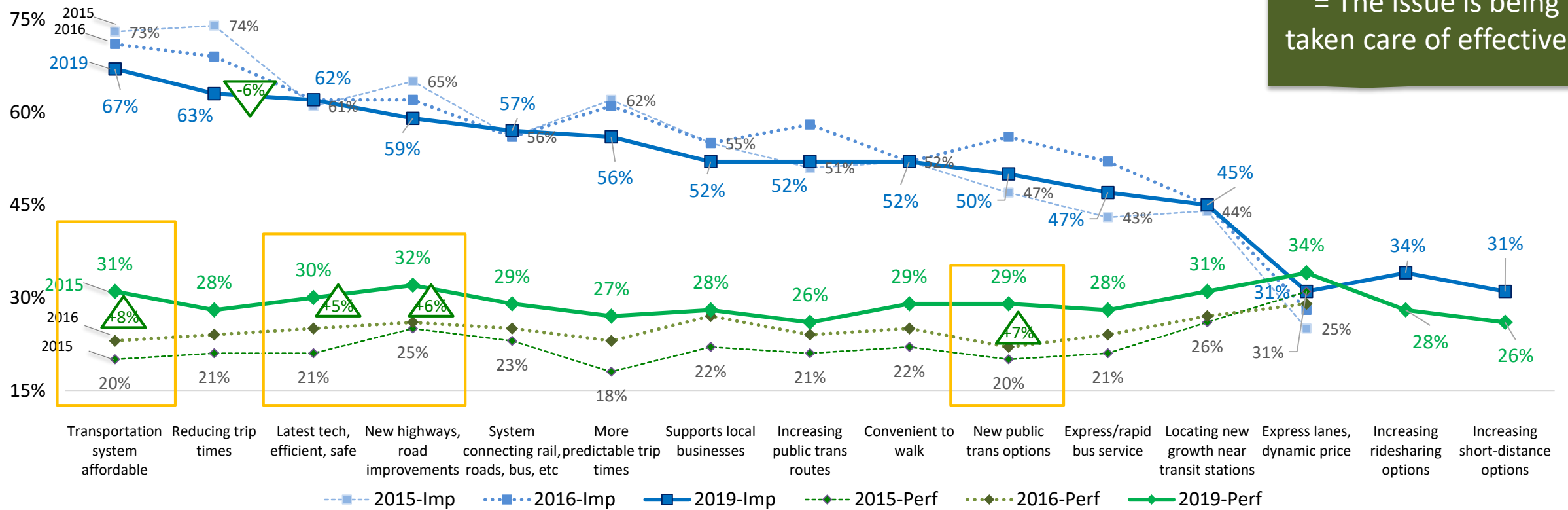
 Denotes statistically significant differences between 2016 and 2019 (p<.05)



NVTA's
TransAction

Performance is improving across all priorities.

Importance & Performance Over Time of Regional Transportation Priorities*



* % rating each 8-10 on 10-pt scale

BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)

Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means 'Not at all important to the future of the region' and 10 means 'Extremely important priority for the future of the region.'

Q605. Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

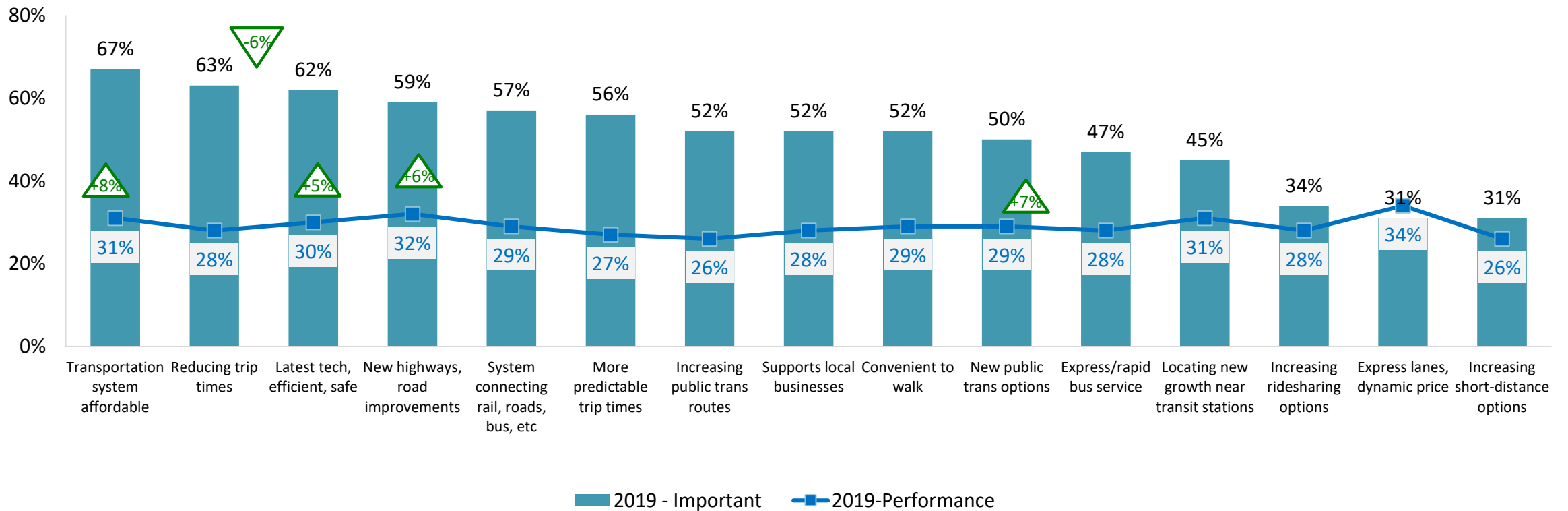
Denotes statistically significant differences between 2016 and 2019 (p<.05)



NVTA's
TransAction

Keeping the transportation system affordable, reducing trip times, and using the latest tech remain the most important priorities in 2019.

2019: Importance & Performance of Regional Transportation Priorities*



*% rating each 8-10 on 10-pt scale

BASE: ALL RESPONDENTS (2019 n=616)

Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means 'Not at all important to the future of the region' and 10 means 'Extremely important priority for the future of the region.'

Q605. Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

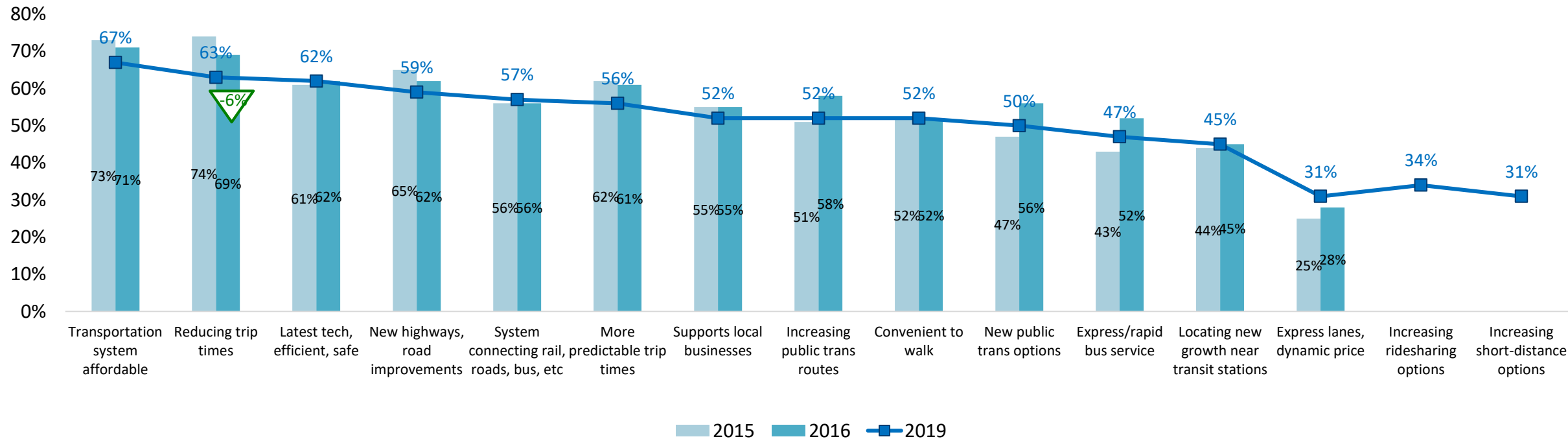
△ Denotes statistically significant differences between 2016 and 2019 (p<.05)



NVTA's
TransAction

Importance either declines or remains stable for all priorities ...

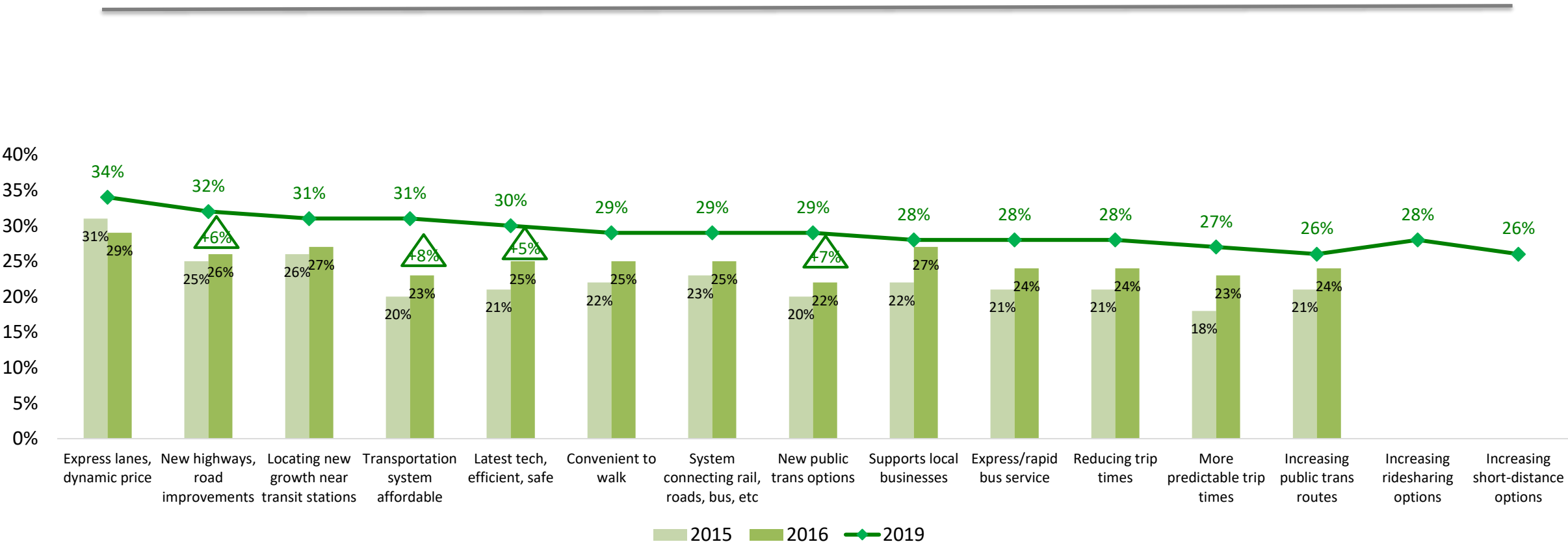
Importance Over Time of Regional Transportation Priorities*



*% rating each 8-10 on 10-pt scale

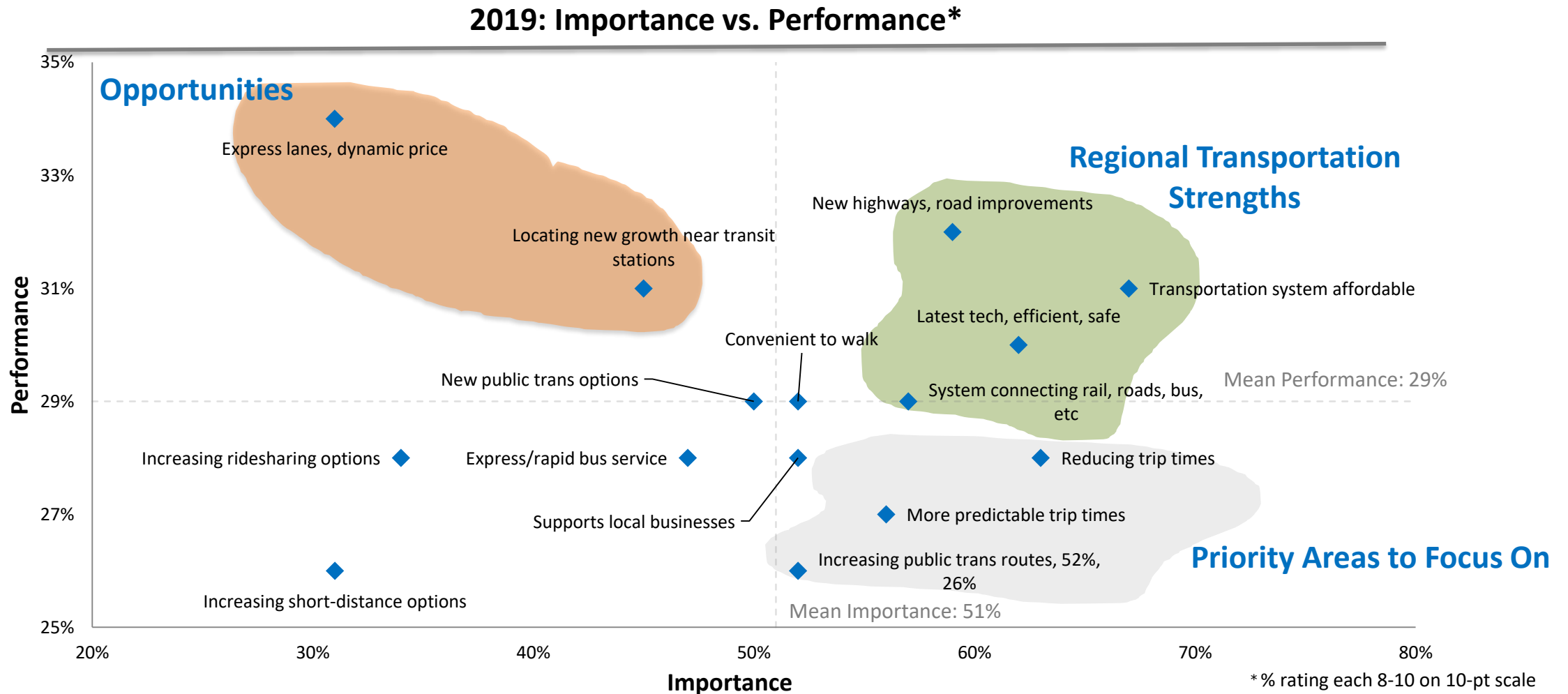
While performance ratings increase, but there is still room for improvement.

Performance Over Time in Regional Transportation Priorities*



*% rating each 8-10 on 10-pt scale

Priority areas to focus on: Reducing trip times, more predictable trip times, and increasing public transit services and routes.



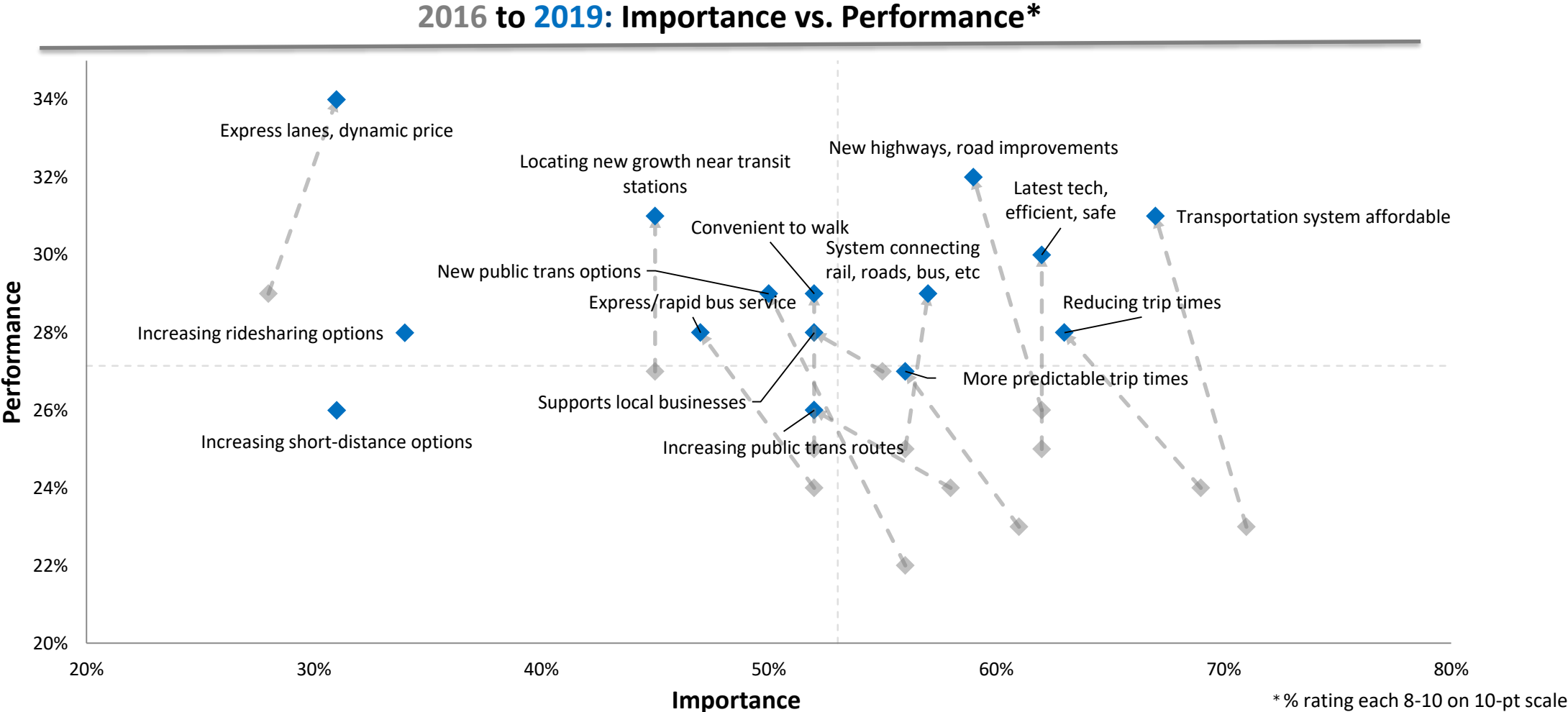
BASE: ALL RESPONDENTS (2019 n=616)

Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means 'Not at all important to the future of the region' and 10 means 'Extremely important priority for the future of the region.'

Q605 Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.



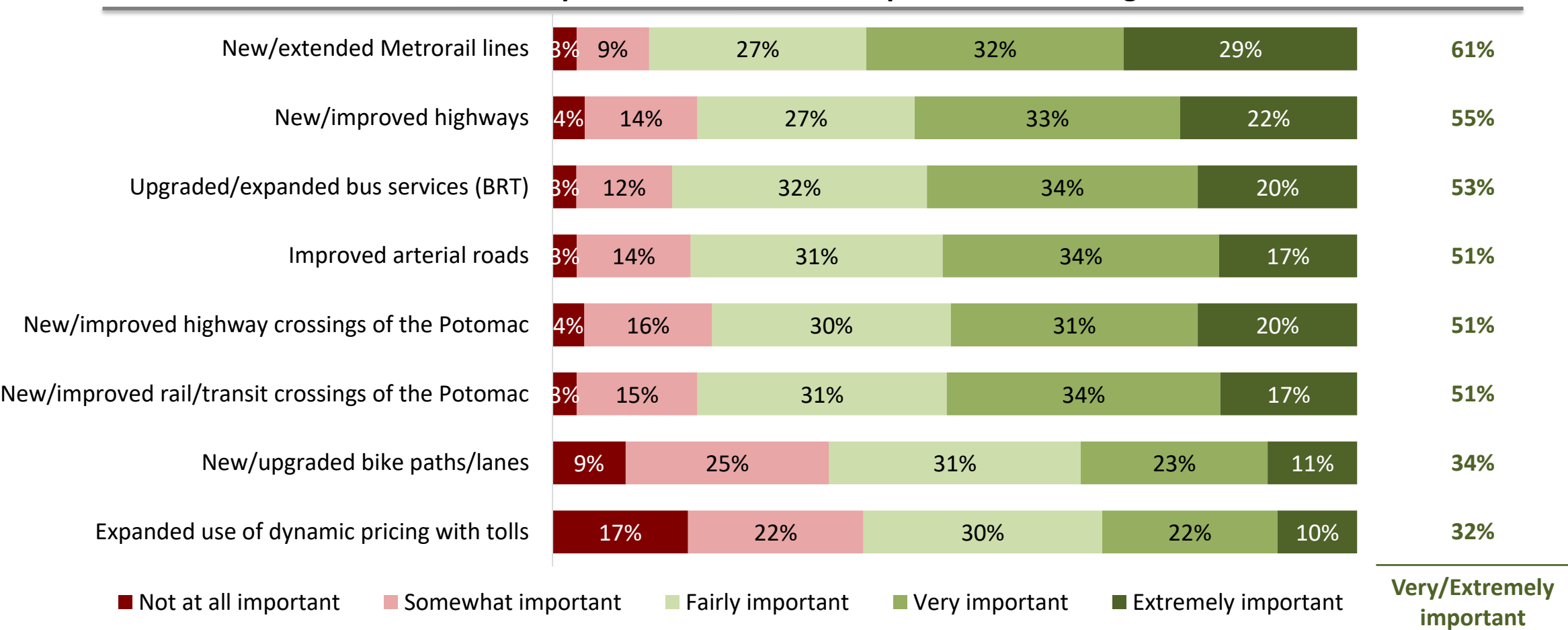
The region sees improved performance in priority areas from last wave.



BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616)
Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means 'Not at all important to the future of the region' and 10 means 'Extremely important priority for the future of the region.'
Q605. Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

All approaches are perceived as important to the region, with new/extended metro rail lines being the most important.

2019: Importance of Potential Improvements to Region

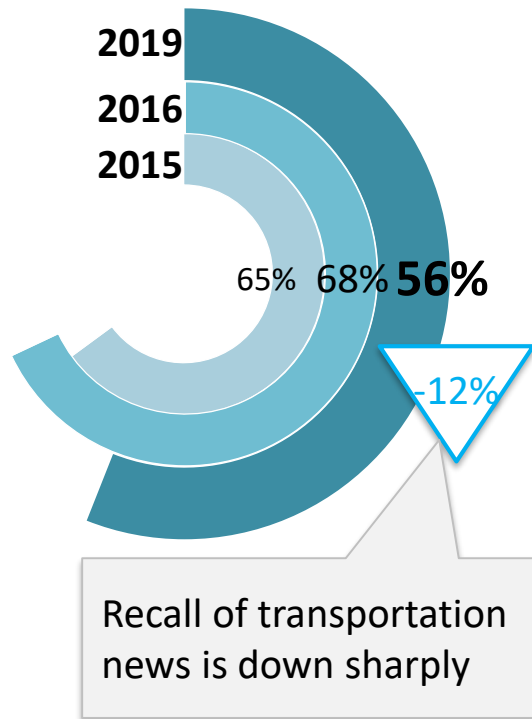


The background of the image is a close-up, high-resolution shot of asphalt pavement. Two parallel yellow lines, typical of road lane markings, run vertically from the top to the bottom of the frame on the left side. The asphalt surface is dark and has a rough, granular texture.

Transportation NEWS RECALL

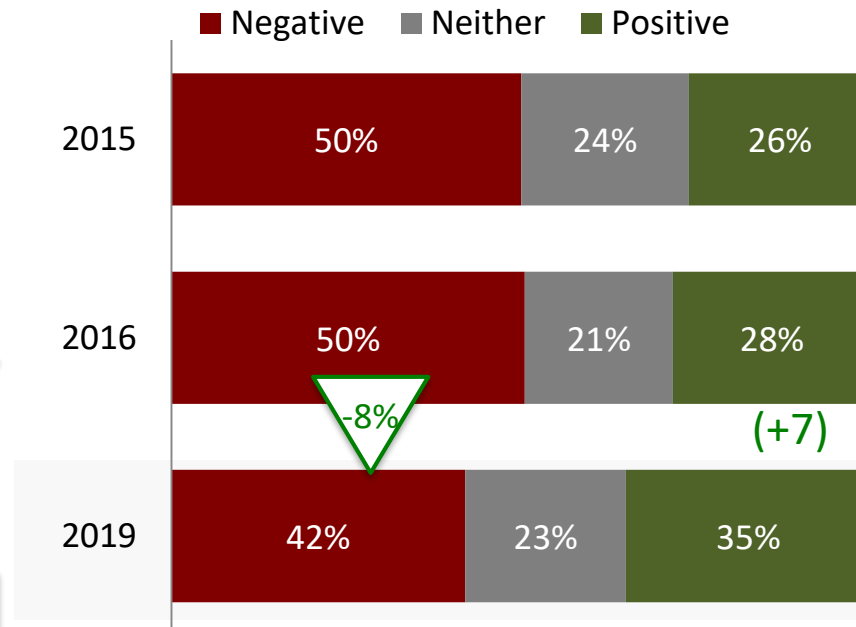
Recall of positive news increases from prior waves. The gap between recall of positive and negative news narrows to 7 points.

Heard Something Recently



Top-of-Mind Transportation Issues

Is what you heard...



Most Likely to Hear Something Positive in 2019:

- 53% Loudoun County, 48% Prince William county
- 41% Live and work in the same county/city
- 40% Lived in region majority of life
- 45% Male
- 47% Children at home
- 47% Aware of NVTA
- 56% Aware of TransAction
- 46% Aware of NOVA Rides
- 60% Aware of 2+ Bus system initiatives
- 65% Good NVTA performance
- 53% Good NoVa performance

Most Likely to Hear Something Negative in 2019:

- 48% Fairfax County (incl. Falls Church)
- 50% Not lived in region majority of life
- 52% Female
- 57% Asian or Multi-race
- 47% No children at home
- 52% Non-Influencers
- 47% Unaware of NVTA
- 46% Unaware of TransAction
- 46% Unaware of NOVA Rides

BASE: : ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)

Q400. What, if anything, have you heard, read or seen recently regarding transportation issues, actions or news in the Northern Virginia region?

BASE: HEARD, READ, SEEN TRANSPORTATION ISSUES (2019 n=363); Consider it Positive 2019 (n=121), Consider it Negative 2019 (n=149)

Q405. Would you consider what you have heard, read, or seen positive or negative?

Denotes statistically significant differences between 2016 and 2019 (p<.05)

() #s in parenthesis are of interest, but are not statistically significant at p<.05 level



Positive story recall is primarily about roads and metro/WMATA.

Top-of-Mind Transportation Issues

Positive

- **35% Road Mentions**

- Opening the new EZ Pass lanes on 395 inside the beltway.
- Approved a road bond to address some of the issues with road problems in Prince William County.
- They plan on expanding RT 28 and certain roads in Manassas.

- **29% Metro/WMATA Mentions**

- The completion of the metro silver line in Ashburn, VA.
- I've heard of new metro stations being opened in my area (Herndon/Dulles) and near Dulles airport.
- There is a train that is going to go between Richmond and DC.

- **12% I-66 Mentions**

- Express lanes on 66, expansion on 66, metro making improvements to correct deferred maintenance.
- Major construction of additional lanes on 66. Addition of toll lanes on beltway and 66.

- **10% HOV/Express Lanes Mentions**

- HOV lanes from beltway to DC line,. Most important to me is attention to the gridlock on I 95, particularly at Rt 123, and then down to Fredericksburg.

- **10% Traffic/Congestion Mentions**

- Plans to improve traffic congestion around the Occoquan area on I-95.

- **7% Bus Mentions**

- They are planning on widening Rte. 1 and adding dedicated bus lanes to ease congestion.

Negative story recall is primarily about metro/WMATA, roads, and traffic congestion.

Top-of-Mind Transportation Issues

Negative

- **33% Metro/WMATA Mentions***

- *There may... be a delay for opening of new metro stations. Similarly, several stations between Vienna and Falls Church will be closed next summer.*
- *The extension of the silver line of the metrorail will be delayed due to contractor's shortfalls. It will cost substantially more money to correct these shortfalls.*

- **30% Road Mentions****

- *Turning a lane of Seminary Road... into a bike lane, which I absolutely opposed since it clogs traffic more than it previously was. Adding toll lanes on 395.*
- *Most of the news on transportation has been related to toll roads and traffic congestion in the Washington DC metro area.*

- **28% Traffic Congestion Mentions****

- *Concerns regarding increase in traffic once Amazon HQ arrives in crystal city.*

- **21% Tolls****

- *Lots of projects; not enough money; more toll roads; more limited access roads for those who can afford them.*

- **10% Bus Mentions****

- *Bus strike/Bus drivers on strike.*
- *One of the things I've read recently about transportation issues is that a big group of our bus drivers are officially boycotting*

- **8% I-66 Mentions***

- *I have read that 66 is being widened. Also that inbound 66 has had tolls as high as \$46 for a drive of a few miles*
- *I-66 is under construction for the installation of toll express lanes, with commuter lots.*
- *Route 66 will eventually be a toll road and all lanes would require an easy pass.*

- * Down significantly from 2016
- ** Up significantly from 2016

BASE: : ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)

Q400. What, if anything, have you heard, read or seen recently regarding transportation issues, actions or news in the Northern Virginia region?

BASE: HEARD, READ, SEEN TRANSPORTATION ISSUES AND CONSIDER IT NEGATIVE (2019 n=143)

Q405. Would you consider what you have heard, read, or seen positive or negative?







Changes in Number and Types of Comments about WMATA Over Waves




Changes in Number and Types of Comments about WMATA

	2015	2016	2019
Metro/WMATA (Net)	45%	62%	33%
Metro having problems/issues	17%	18%	8%
Metro service delays	5%	2%	7%
Metro service negative mentions	2%	15%	5%
Metro funding issues	2%	6%	3%
Metro safety/accidents/derailments	4%	7%	3%
Metro construction issues	1%	1%	3%
Metro leadership negative mentions	5%	1%	3%
Metro Silverline negative mentions	4%	3%	2%
Metro Orange line negative mentions	2%	1%	2%
Metro increase rates/fees	6%	1%	1%
Metro fire/smoke issues	3%	2%	-
Metro decline in ridership	2%	1%	-
Metro Blue line negative mentions	2%	1%	-
Metro maintenance issues	1%	10%	-
Metro equipment negative mentions	3%	1%	-
Metro SafeTrack negative mentions	-	3%	-
Other negative Metro/WMATA mentions	3%	6%	1%

Use of social media as an information source increases with Facebook dominating. Use of print media declines significantly.

Most Recent Information Sources for Transportation Issues

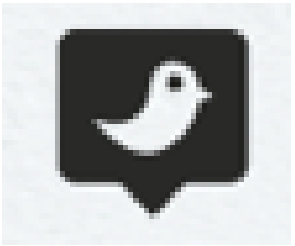
	2015 (n=363)	2016 (n=411)	2019 (n=400)
 Television/News story	54%	57%	49% (-8)
 Social Media	24%	31%	38% (+7)
 Print article or ad In newspaper, magazine, flyer or information packet	46%	45%	36% (-11)
 Radio ad/news/discussion	41%	38%	32% (-6)
 Website	8%	9%	9%
 Community Meeting	7%	9%	10%
Other	7%	4%	10%
Do not recall	3%	3%	—

Source	2019
 Facebook	24%
 Twitter	13%
 Instagram	12%
? Other social media	10%

Websites mentioned in 2019
• washingtonpost.com
• wtop.com
• arlnow.com
• wmata.com
• ggwash.org
• virginiaidot.org
• nextdoor.com

Younger residents and minorities are much more likely to get their transportation news via social media.

More likely to use social media



50% Alexandria*, 65%
Manassas/Manassas Park*

50% Have lived in the region for less than
15 years

55% Children at home

46% Single

44% Employed/Student

64% High school education or less*

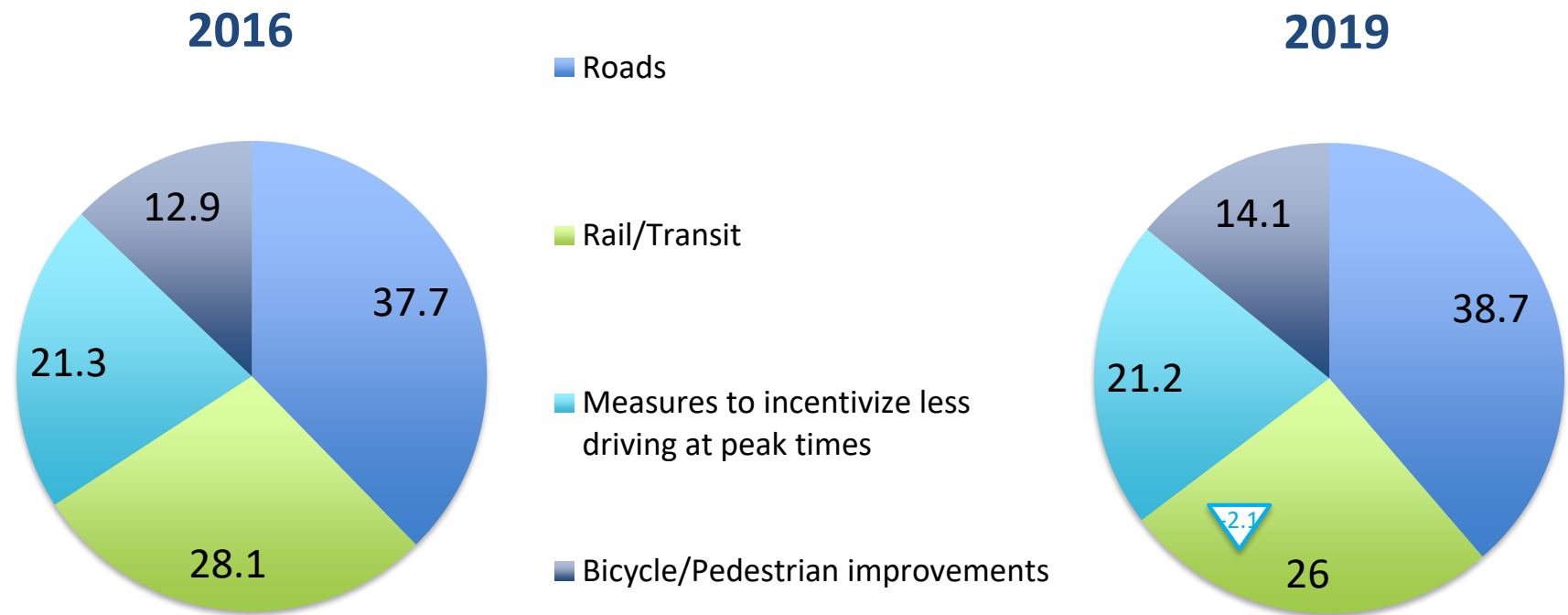
56% Ages 18-45

The background of the image is a close-up, high-resolution shot of asphalt pavement. Two parallel yellow lines, typical of road lane markings, run vertically from the top to the bottom of the frame on the left side. The asphalt surface is dark and has a rough, granular texture.

Transportation MESSAGING

Slight decline in rail/transit spending from last wave. Most spend still goes to roads followed by rail/transit.

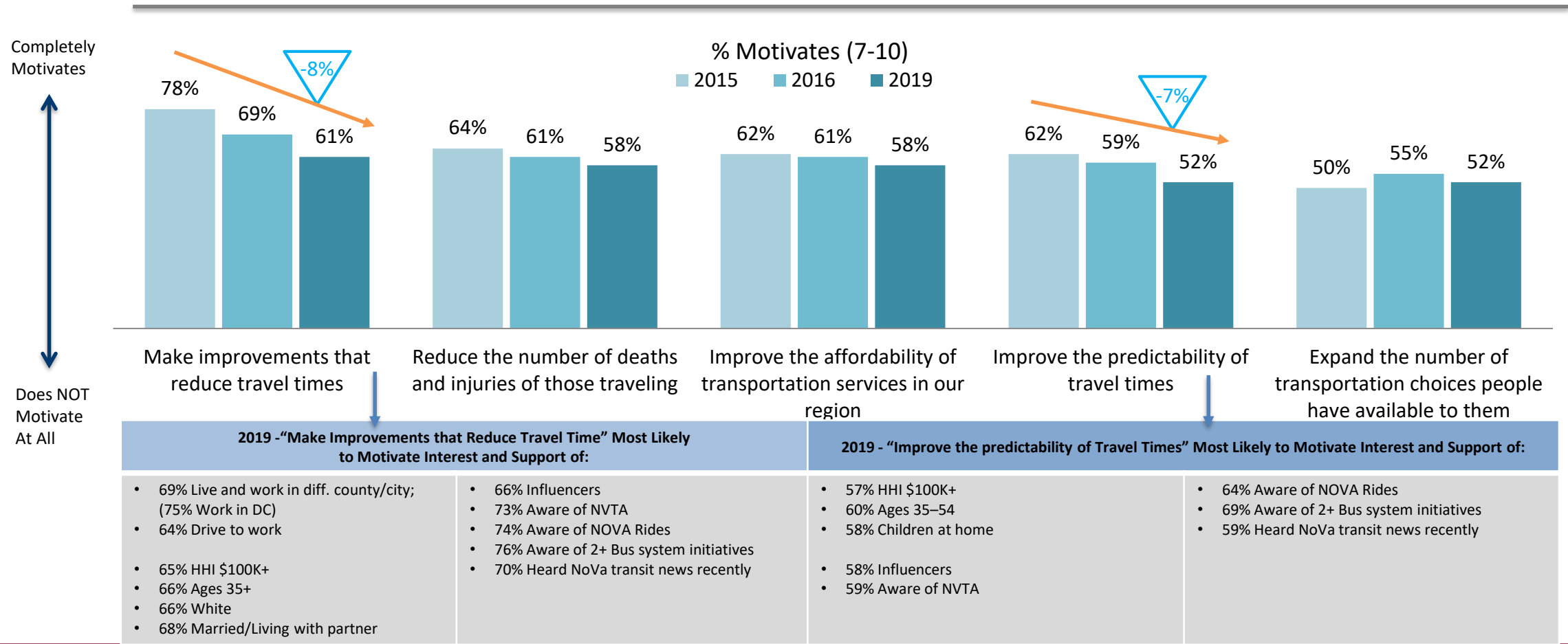
Average Point Allocation to Transportation Improvements



In 2019, Arlington County residents allocate a lesser portion towards roads while Fairfax County and Arlington County residents allocate a greater portion towards rail/transit.

Reducing/Improving travel times continues to lose ground as do other strategies.

Motivates Interest and Support



BASE: ALL RESPONDENTS (2015 n=610, 2016 n=606, 2019 n=616)
Q705. The following are strategies to help fulfill the regional values and priorities we have been talking about. There are different ways to talk about these priorities and goals. Please indicate the degree to which the goal captures and motivates your interest and support by rating the statements from 1 to 10 where 1 means "does not motivate your interest and support at all" and 10 means "completely motivates your interest and support".

Denotes statistically significant differences between 2016 and 2019 (p<.05)

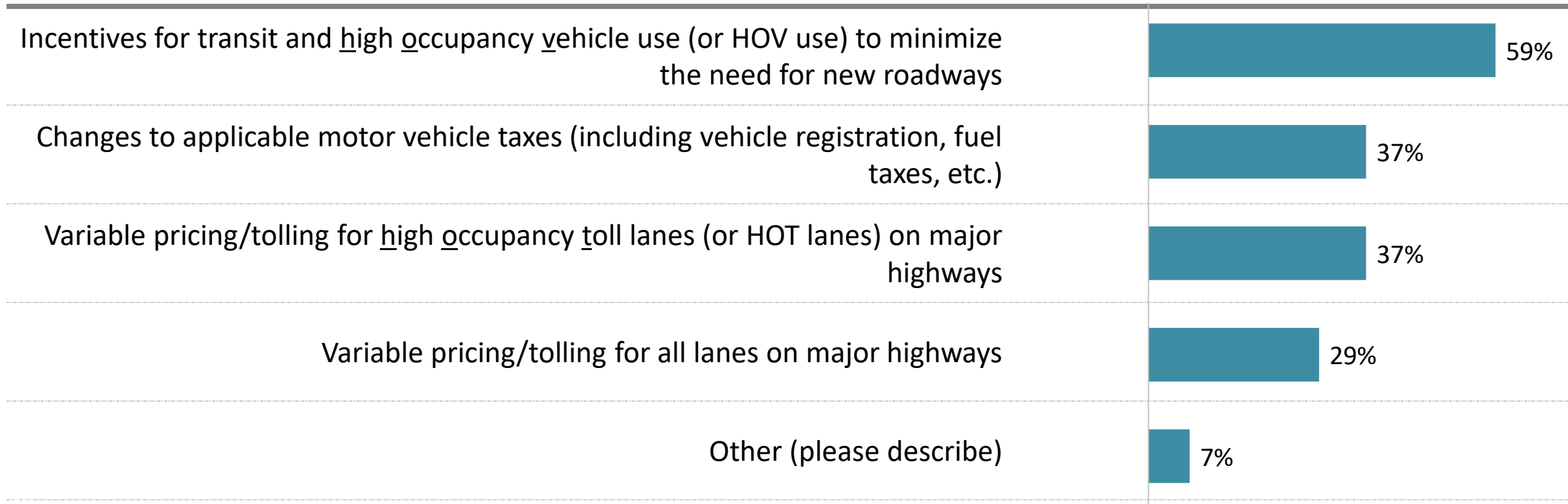
Perceptions of self-driving cars remain negative.

Opinions on Self-Driving Cars



Excluding “incentives,” residents are split on how to secure future funding.

Preferred Methods of Funding Future Construction and Maintenance of Transportation Infrastructure



BASE: ALL RESPONDENTS (2019 n=616)

Q762. There are a variety of new ways to fund future construction and ongoing maintenance of the transportation infrastructure in the Northern Virginia Region.

Which of the following should be the focus when it comes to new ways of funding construction and maintenance of transportation infrastructure? (Please select all that apply.)

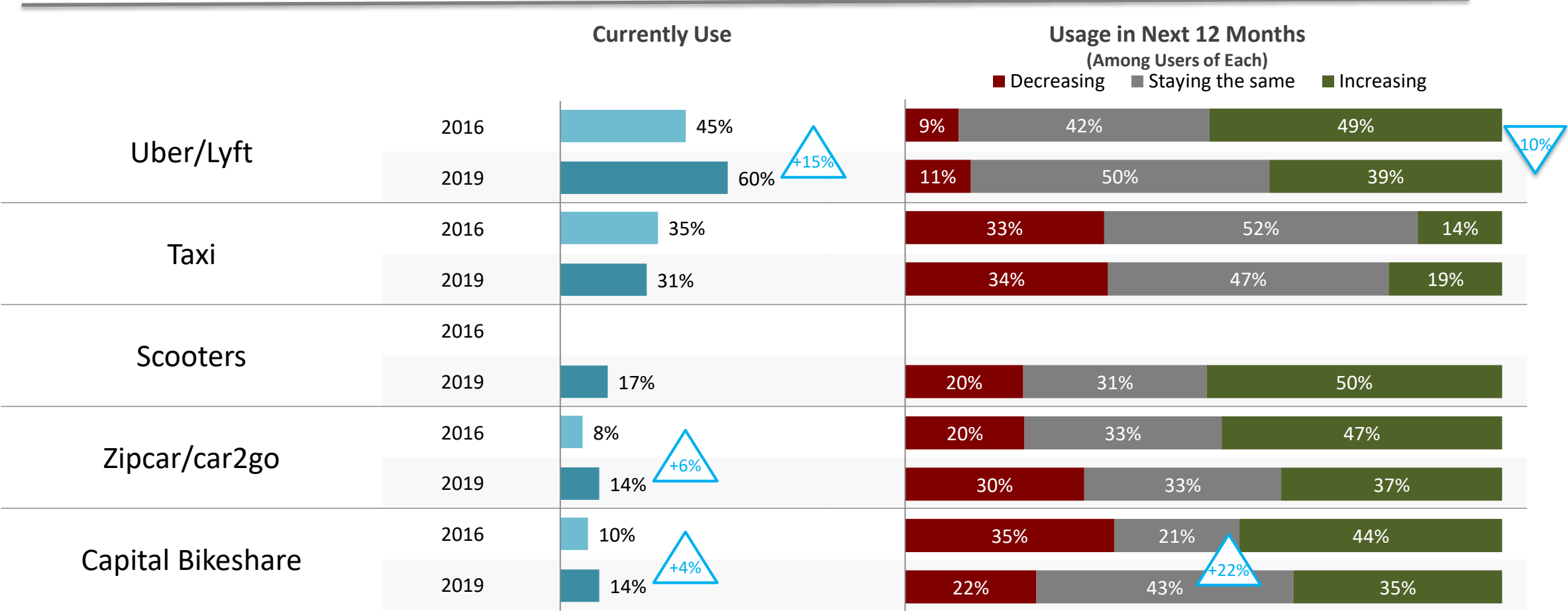
The background of the slide is a close-up photograph of asphalt pavement. Two parallel yellow lines, typical of road lane markings, run vertically along the left side of the image. The rest of the image shows the dark, textured surface of the asphalt.

Transportation

IMPACT OF 21ST CENTURY
EXPANDED ALTERNATIVES TO CAR
OWNERSHIP AND LIFESTYLE
FACTORS

Residents use of ridesharing services has increased, but future growth is flattening.

Usage of Car Ownership Alternatives

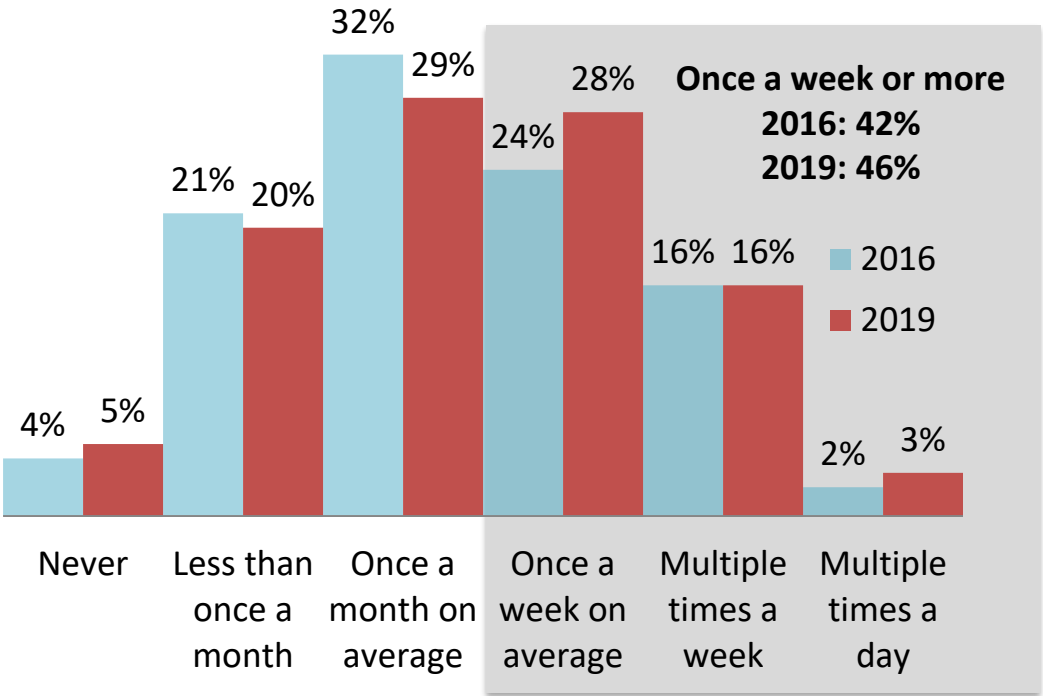


48 BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616). Q740. There are a number of alternatives to owning a car that are being used by people living in the region. Which of the following do you currently use?
BASE: AMONG THOSE USING EACH SERVICE - UBER/LYFT (2016 n=265, 2019 n=352); Taxi (2016 n=208, 2019 n=189); Scooters (2019 n=94); Zipcar/car2go (2016 n=46, 2019 n=80); Capital Bikeshare (2016 n=55, 2019 n=84). Q745. Do you anticipate your usage increasing, decreasing or staying the same over the next 12 months for each of the following?

Denotes statistically significant differences between 2016 and 2019 (p<.05)

Almost half (46%) of NoVa residents shop online at least once a week, and a fifth (19%) shop online multiple times a week.

Frequency of Online Shopping



DEMOGRAPHICS



Demographics

		2015	2016	2019
Gender	Male	48%	48%	47%
	Female	52%	52%	53%
Age	18-24	7%	11%	15%
	25-34	22%	22%	22%
	35-44	24%	21%	21%
	45-54	20%	21%	15%
	55-64	15%	14%	15%
	65+	12%	11%	13%
Ethnicity	White	58%	58%	52%
	Hispanic	15%	15%	17%
	Black	11%	11%	12%
	Asian	14%	14%	15%
	Hawaiian/Pacific Islander	*	*	*
	Native American/ Alaskan native	*	*	*
	Multi-race	2%	2%	4%
	Other	*	*	*
Marital	Married/Civil Union	60%	56%	51%
	Single, never married	24%	32%	31%
	Divorced/Separated/Widowed	11%	8%	12%
	Living with Partner	5%	3%	6%
	Decline to answer	*	*	*

Statistically significant differences at p <05% level between 2019 and 2016 are highlighted in orange

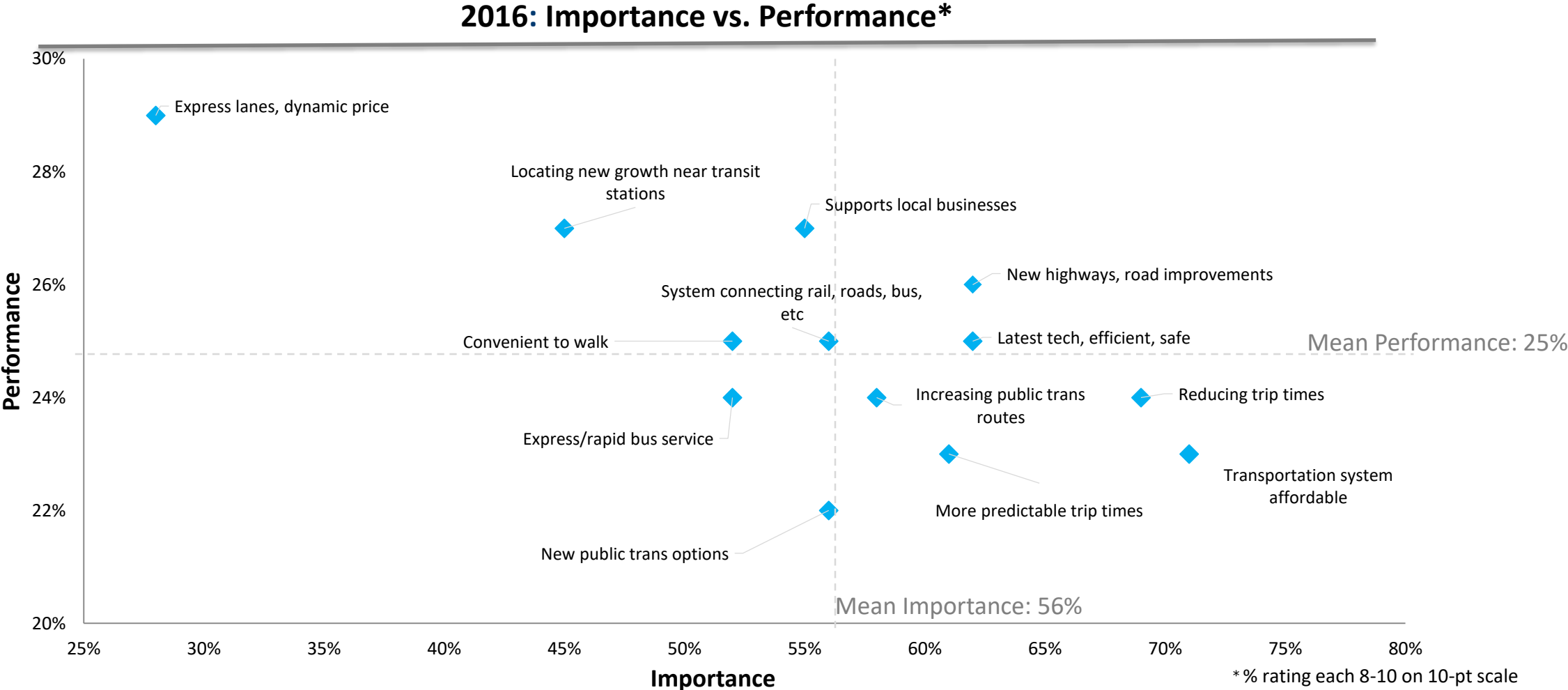
		2015	2016	2019
Education	HS or less	5%	7%	13%
	Some college	15%	14%	16%
	Associates Degree	6%	6%	7%
	Bachelor's Degree	35%	37%	31%
	Master's Degree	28%	27%	25%
	Professional Degree	7%	5%	4%
	Doctorate Degree	4%	4%	4%
	Decline to answer	*	*	—
Employment	Employed (NET)	73%	72%	71%
	Full-time	64%	58%	55%
	Part-time	5%	9%	11%
	Self-employed	4%	5%	6%
	Not employed (NET)	15%	16%	20%
	Not employed, looking	2%	1%	3%
	Not employed, not looking	*	1%	1%
	Not employed, unable	*	1%	2%
	Retired	13%	13%	14%
	Student	3%	7%	4%
Household Income	Stay home spouse/ partner	8%	5%	4%
	Decline to answer	*	1%	*
	<\$50,000	13%	16%	24%
	\$35,000-\$75,000	22%	22%	20%
	\$75,000-\$100,000	17%	18%	14%
	\$100,000-\$150,000	25%	21%	19%
	\$150,000-\$200,000	11%	11%	13%
	\$200,000+	11%	10%	12%
	Decline	9%	8%	6%



Transportation

APPENDIX: PRIOR WAVE
DATA

In 2017, NVTA should continue to focus its efforts on reducing trip times and making transportation affordable, but by way of new transportation options and technologies.



BASE: ALL RESPONDENTS (2016 n=606, 2019 n=616)
Q600. Thinking specifically about transportation issues and priorities, please rate each of the following where 1 means 'Not at all important to the future of the region' and 10 means 'Extremely important priority for the future of the region.'
Q605. Please indicate how well you think Northern Virginia is performing on each of these priorities using the scale where 1 means the region is not performing well at all and 10 means the region is performing extremely well.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: February 6, 2020

SUBJECT: Approval of the Public Hearing Date and Public Comment Period for the FY2020-2025 Six Year Program Update

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of April 16, 2020, as the Public Hearing date for the draft FY2020-2025 Six Year Program and approve the Public Comment Period from Friday, March 13, 2020, to midnight on Sunday, April 26, 2020. Approval of these dates will enable NVTa staff to initiate necessary legal actions associated with the advertisement and posting requirements for the Six Year Program's public comment process.
2. **Suggested Motion:** *I move approval of April 16, 2020, as the Public Hearing date for the FY2020-2025 Six Year Program and March 13, 2020 through April 26, 2020, as the Six Year Program's public comment period.*
3. **Discussion.**
Subject to Authority approval:
 - A. **5:30 p.m. – Open House:** This will provide the public with the opportunity to have one-on-one discussions with NVTa staff and jurisdiction and agency staff volunteers.
 - B. **7:00 p.m. – Presentation immediately followed by Public Hearing:** The public will have multiple opportunities to sign-up to provide a public comment in advance of the Public Hearing. If needed, the Authority will meet immediately after the conclusion of the Public Hearing.
 - C. **Friday, March 14, 2020 through midnight on Sunday, April 26, 2020 – Public Comment Period:** During this time, NVTa staff will execute public outreach efforts designed to complement the Open House and Public Hearing and collaborate with jurisdictional and agency staff.

The public comments and testimonies at the Public Hearing will be the final part of project evaluations that include various quantitative and qualitative considerations. Following the public comment period, NVTa staff will summarize all comments, consider the need for additional analysis, and prepare draft recommendations.

- 4. Next steps.** Development of the FY2020-2025 SYP remains on schedule. Upcoming milestones include:
- A. March 2020:** Release candidate project list and evaluations for public comment;
 - B. April 2020:** Public comment period, NVTa Public Hearing/Open House, jurisdictional Town Hall meetings;
 - C. May 2020:** Finalize regional revenues available for FY2020-2025 SYP; release NVTa staff project recommendations for review by TAC, PCAC, and PPC;
 - D. June 2020:** Adoption of SYP

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: February 6, 2020

SUBJECT: FY2020 Regional Revenue Fund Appropriation Cancellation – Fairfax County Parkway Widening from Ox Road to Lee Highway

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) budget de-appropriation action for the Fairfax County Parkway Widening from Ox Road to Lee Highway Project. This action does not change the project's status as an adopted project in the Authority's FY2018-2023 Six Year Program.
2. **Suggested Motion:** *I move the Authority cancel the FY2020 \$67 million appropriation, for the Fairfax County Widening from Ox Road to Lee Highway Project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted.*
3. **Background:**
 - a. The Authority adopted the FY2018 – 2023 Six Year Program on June 14, 2018.
 - b. The Authority appropriated \$67 million for this project on April 5, 2019.
 - c. To maintain compliance with Policy 29 – Project Activation, Monitoring and De-Appropriation, projects are expected to execute a Standard Project Agreement (SPA) within three months of appropriation.
 - d. NVTa projects with appropriations are expected to start drawing project funds in the year of appropriation.
 - e. At this time, Fairfax County reports schedule changes related to project phasing and addressing public comments.
 - f. To better match appropriations with expenditures, Fairfax County requests to defer the FY2020 appropriation. This will allow the project the greatest amount of timing flexibility.
 - g. The project will remain an adopted project in the Authority's FY2018-2023 Six Year Program, with secure funding pending a future appropriation.

Coordination: Fairfax County, Department of Transportation

Attachment: Fairfax County Request Letter Dated January 13, 2020



County of Fairfax, Virginia

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

January 13, 2020

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

Re: FY2020 Funding for Fairfax County Parkway Widening Ox Road to Lee Highway,
including a grade-separated interchange at the intersection of Popes Head Road

Dear Ms. Backmon:

I am writing to request that the FY 2020 funding appropriation for the Fairfax County Parkway Widening be cancelled and the funding be re-appropriated in future years. The Northern Virginia Transportation Authority (NVTa) approved its FY 2018-2023 Six Year Program (SYP) on June 14, 2018. The program included \$67,000,000 for the project.

This project provides for the widening of Fairfax County Parkway from Ox Road (Route 123) to just north of Lee Highway (Route 29) from four to six lanes, and a grade separated interchange at the intersection of Fairfax County Parkway and Popes Head Road. Improvements will also be made to the existing Fairfax County Parkway Trail. Where there is no trail currently, a new shared-use path will be constructed to make the trail continuous within the project limits.

The interchange will provide significant congestion relief as well as improve safety at the signalized intersection at Popes Head Road. The project will provide for the future connection to Shirley Gate Road to the east, which was identified to improve regional north/south travel in this area of the County and alleviate congestion along the parallel Route 123 to the east. It is anticipated that the Shirley Gate Road extension will be built as a separate project after the interchange project is completed; however, the portion of the roadway from Fairfax County Parkway to the future Fairfax County Park Access Road entrance would be built as part of the interchange project.

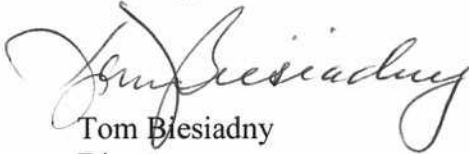
At the time of the SYP adoption, it was expected that Preliminary Engineering would occur through FY 2020; with right-of-way occurring in FY 2019-2020 and construction occurring after FY 2021. Utilizing this timeline, Fairfax County requested that the Authority appropriate funding for the project in FY 2020. However, due to phasing of the project and to allow additional time to address public comments on the interchange design at Popes Head Road and the intersection design at Burke Centre Parkway, this funding will be needed slightly later than

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
January 13, 2020
Page 2 of 2

originally expected. The project continues to move forward, but we are requesting that the funding appropriation be cancelled in FY 2020 and will be seeking re-appropriation in a future year.

Thank you for your time and consideration. If you have any questions, please feel free to contact me at (703) 877-5663 or Noelle Dominguez at (703) 877-5665.

Sincerely,



Tom Biesiadny
Director

CC: Gregg Steverson, Deputy Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Division Chief, Coordination and Funding Division, FCDOT
Noelle Dominguez, Section Chief, Coordination Section, FCDOT
Ray Johnson, Section Chief, Funding Section, FCDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: January 24, 2020

SUBJECT: Approval of FY2026 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Recommendations to the Commonwealth Transportation Board

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) endorsement of the attached list of projects for funding recommendation to the Commonwealth Transportation Board, for the FY 2026 CMAQ and RSTP funding.
2. **Suggested Motion:** *I move approval of the recommended list of projects to the Commonwealth Transportation Board for FY2026 CMAQ and RSTP funding.*
3. **Background.** The NVTa established a submission deadline of Friday, December 13, 2019, for FY 2026 CMAQ and RSTP applications. NVTa staff in coordination with the jurisdictions and agencies who applied during this cycle of funding, developed the attached recommended list of projects and the proposed funding allocations. For FY 2026, 33 CMAQ and RSTP applications were received, totaling \$154,185,500.
The funding available for distribution in FY 2026 is estimated to be (subject to change based on final Federal allocations):

CMAQ	\$23,278,925
<u>RSTP</u>	<u>\$55,805,936</u>
<u>Total:</u>	<u>\$77,718,152</u>

VDOT provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

The Regional Jurisdiction and Agency Coordination Committee (RJACC) reviewed the projects submitted at its January 23, 2020 meeting, and recommends that the NVTa endorse the attached list of CMAQ and RSTP projects for submission to VDOT and the Commonwealth Transportation Board for approval.

NVTa staff and I will be available at the NVTa meeting on February 13, 2020, to answer questions.

Attachment(s): NoVA's Recommended FY 2026 CMAQ and RSTP Projects

FY 2026 CMAQ/RSTP Proposed Allocations
Winter 2019 Strawman

CMAQ Estimate \$ 23,278,925

CMAQ FUNDS	Overall Ranking	FY 2026	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ 1,392,847	\$ 1,392,847
VDOT-COG/TPB - Commuter Connections Operations Center (UPC 52726)	1 of 5	\$325,000	\$325,000
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC T17894)	2 of 5	\$800,000	\$800,000
VDOT - Clean Air Partners (UPC 52725)	3 of 5	\$267,847	\$267,847
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS		\$ -	\$ 21,886,078
JURISDICTIONAL ALLOCATIONS*	Overall Ranking	Requested	Proposed
ALEXANDRIA, CITY		\$ 500,000	\$ 500,000
Transportation Demand Management (UPC T18035)	2 of 3	\$500,000	\$500,000
ARLINGTON COUNTY		\$ 8,000,000	\$ 6,195,000
Traffic Signal Optimization	1 of 3	\$750,000	\$590,000
Commuter Services Program (ACCS),(UPC T100) (See RSTP)	2 of 3	\$7,000,000	\$5,605,000
Capital Bikeshare	3 of 3	\$250,000	\$0
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ -	\$ -
FAIRFAX COUNTY		\$ 10,690,000	\$ 690,000
Richmond Highway Bus Rapid Transit (UPC 106921) (See RSTP)	2 of 6	\$10,000,000	
Countywide Transit Stores (UPC T207)	6 of 6	\$690,000	\$690,000
FALLS CHURCH, CITY		\$ -	\$ -
HERNDON, TOWN		\$ 700,000	\$ 100,000
Herndon Metrorail Intermodal Access Improvements (UPC 106986, 104328)	2 of 2	\$700,000	\$100,000
LEESBURG, TOWN		\$ -	\$ -
LOUDOUN COUNTY		\$ 5,040,000	\$ 4,072,078
Lowes Island Park & Ride Lot Lease (UPC 79679)	1 of 4	\$40,000	\$40,000
Route 15 Roundabout and Braddock Road (See RSTP)	2 of 4	\$5,000,000	\$4,032,078
MANASSAS, CITY		\$ 575,000	\$ 257,000
Stonewall Park Trail Extension (Phase I)	2 of 2	\$575,000	\$257,000
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ -	\$ -
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 25,505,000	\$ 11,814,078
AGENCY ALLOCATIONS		Requested	Proposed
PRTC (Prince William, Manassas, Manassas Park)		\$ 2,815,000	\$ 2,815,000
PRTC Bus Shelter Program (3 new shelters)	1 of 2	\$175,000	\$175,000
Commuter Bus Replacements (4 new 45 ft. Buses), (UPC T21459)	2 of 2	\$2,640,000	\$2,640,000
VDOT		\$ 3,157,000	\$ 2,757,000
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)	4 of 5	\$2,000,000	\$2,000,000
Multi-modal Travel Information Displays Upgrade and Expansion (Fairfax)	5 of 5	\$800,000	\$400,000
Safety Service Patrol along Route 28 between I-66 and Route 7 (Fairfax & Loudoun)	6 of 5	\$357,000	\$357,000
WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 5,544,000	\$ 4,500,000
Virginia Metrobus Replacement (UPC T20133) (8 buses)	1 of 1	\$5,544,000	\$4,500,000
VRE		\$ -	\$ -
Total Agency		\$ 11,516,000	\$ 10,072,000
TOTAL CMAQ		\$ 38,413,847	\$ 23,278,925

**FY 2026 CMAQ/RSTP Proposed Allocations
Winter 2019 Strawman**

			RSTP Initial Estimate \$	55,805,936
			RSTP Estimate \$	55,805,936

RSTP FUNDS	Overall Ranking	FY 2026	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ -	
RSTP BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS			\$ 55,805,936
JURISDICTIONAL ALLOCATIONS*		Requested	Proposed
ALEXANDRIA, CITY		\$ 4,100,000	\$ 3,780,000
Smart Mobility Implementation	1 of 3	\$3,750,000	\$3,430,000
Capital Bikeshare Replacement Equipment	3 of 3	\$350,000	\$350,000
ARLINGTON COUNTY		\$ -	\$ -
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ 1,000,000	\$ 755,000
Multimodal Transportation Improvements	1 of 1	\$1,000,000	\$755,000
FAIRFAX COUNTY		\$ 67,000,000	\$ 29,694,000
Richmond Highway Widening (UPC 107187)	1 of 6	\$20,000,000	\$20,000,000
Richmond Highway Bus Rapid Transit (UPC 106921) (See CMAQ)	2 of 6	\$10,000,000	\$9,694,000
Soapstone Drive Extension (112479)	3 of 6	\$18,000,000	
Fairfax County Parkway Improvements	4 of 6	\$10,000,000	
Seven Corners Ring Road - Phase 1A/Segment 1A (UPC T17486)	5 of 6	\$9,000,000	
FALLS CHURCH, CITY		\$ 450,000	\$ 436,500
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements (UPC 100411)	1 of 1	\$450,000	\$436,500
HERNDON, TOWN		\$ 2,200,000	\$ 680,000
East Elden Street Widening and Improvements (UPC 50100)	1 of 2	\$2,200,000	\$680,000
LEESBURG, TOWN		\$ 2,000,000	\$ 1,710,000
Route 15 Bypass @ Edwards Ferry Rd Interchange (UPC 89890)	1 of 1	\$2,000,000	\$1,710,000
LOUDOUN COUNTY		\$ 12,000,000	\$ 6,170,436
Route 15 Roundabout and Braddock Road (See CMAQ)	2 of 4	\$5,000,000	\$967,922
Route 7 Improvements (Route 9 to the Dulles Greenway)	3 of 4	\$2,000,000	\$2,000,000
Route 50 Collector Road	4 of 4	\$5,000,000	\$3,202,514
MANASSAS, CITY		\$ 1,000,000	\$ 1,000,000
Dean Drive Widening	1 of 2	\$1,000,000	\$1,000,000
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 26,435,500	\$ 11,580,000
University Boulevard (Devlin Road to Wellington Road)	1 of 1	\$26,435,500	\$11,580,000
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 116,185,500	\$ 55,805,936
TOTAL RSTP		\$ 116,185,500	\$ 55,805,936

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: February 6, 2020

SUBJECT: NVT A Endorsement of INFRA Project Application

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVT A) endorsement of Prince William County's and the Department of Rail and Public Transportation's application for the Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program.
- 2. Suggested Motion:** *I move Authority Endorsement of Prince William County's Route 15 Improvements with Railroad Overpass and DRPT's Long Bridge Expansion Project for the INFRA Discretionary Grant Program funding.*
- 3. Background.**
 - On January 13, 2020, U.S. Department of Transportation (USDOT) Secretary Elaine L. Chao announced the latest round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program, which makes available more than \$900 million for American infrastructure investments.
 - The INFRA program is expected to award \$906 million to significant projects that support the Administration's focus on infrastructure improvements.
 - INFRA advances a grant program established in the FAST Act of 2015 to help rebuild America's aging infrastructure.
 - INFRA utilizes selection criteria that promote projects with national and regional economic vitality goals while leveraging non-federal funding to increase the total investment by state, local, and private partners. The program also incentivizes project sponsors to pursue innovative strategies, including public-private partnerships.
 - INFRA promotes the incorporation of innovative technology, such as broadband deployment and intelligent transportation systems that will improve our transportation system. INFRA will also hold recipients accountable for their performance in project delivery and operations.

- The Department will make awards under the INFRA program to large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects.
- The Department will award at least 25 percent of INFRA grant funding to rural projects, which often play a vital role in supporting our national economic vitality.
- INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction.
- Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.
- To be eligible for an INFRA grant, a project must be:
 - a highway freight project carried out on the [National Highway Freight Network](#) (23 U.S.C. 167)
 - a highway or bridge project carried out on the [National Highway System](#) (NHS) including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area
 - a railway-highway grade crossing or grade separation project; or
 - a freight project that is:
 - an intermodal or rail project, or
 - within the boundaries of a public or private freight rail, water (including ports), or intermodal facility, is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility, and will significantly improve freight movement on the National Highway Freight Network. For these projects Federal funds can only support project elements that provide public benefits.
- NVTa received a request from Prince William County to support the Route 15 Improvements with Railroad Overpass Project application for up to \$42 million.
- NVTa received a request from DRPT to support the Long Bridge Expansion Project application for \$100 million.
- Both projects are in TransAction, the region's Long Range Transportation Plan.
- NVTa endorsement is consistent with the Authority's mandate to:

- i. Recommend to federal, state, and regional agencies regional transportation priorities, including public-private transportation projects and funding allocations.

4. Next Steps.

The deadline to submit an application for the INFRA Transportation Discretionary Grants Program is February 25, 2020.

Attachment A: Letter of Request for Support from Prince William County

Attachment B: NVTA Endorsement Letter for Prince William County

Attachment C: Letter of Request from DRPT

Attachment D: NVTA Endorsement Letter for DRPT



February 5, 2020

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

RE: Request for NVTa Endorsement of Prince William County's INFRA Grant Application for the U.S. Route 15 Improvements with a Railroad Overpass

Ms. Backmon:

I am writing to request NVTa's endorsement of Prince William County's application under the U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for the U.S. Route 15 Improvements with a Railroad Overpass project. Prince William County will be requesting up to \$42 million in INFRA funding for this project.

The Route 15 Improvements with Railroad Overpass project is part of TransAction (TransAction ID 250) and a key component of improving segment 9-3 of the US 15 corridor.

The U.S. Route 15 Improvements project will provide a 4-lane section with median and asphalt shared use path on a 0.6-mile-long stretch of Route 15 and construct an overpass over the existing Norfolk Southern Railway (NSR) tracks. These improvements will make this segment of the roadway consistent with sections north and south of the railroad tracks, eliminating the current bottleneck and creating a uniform four lane section with pedestrian/bicycle facilities for six miles from Route 234 to Route 682. This small segment, while capital-intensive, is a key element in making Route 15 a safer and more reliable road. This project improves the network for: commuters, commercial traffic, freight, pedestrians, bicyclists and potentially the Virginia Railway Express. Therefore, the project is a truly a multimodal, congestion-relieving safety improvement.

An INFRA grant would greatly facilitate construction of this project and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

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

Ricardo Canizales
Director of Transportation



Attachment B.

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

February 6, 2020

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

Reference: Prince William County, Virginia's INFRA Grant Application: U.S. Route 15
Improvements with Railroad Overpass

Dear Secretary Chao,

On behalf of the Northern Virginia Transportation Authority (NVTA) we express support for Prince William County's application for the Infrastructure for Rebuilding America (INFRA) discretionary grant program funding for the Route 15 Improvements with Railroad Overpass Project. NVTA is responsible for setting regional transportation policies and priorities, developing the region's long-range transportation plan, known as TransAction, and for improving mobility and reducing congestion in the Northern Virginia. The Route 15 Improvements with Railroad Overpass Project, is included in TransAction and a key component of improving the U.S. 15 Corridor.

The U.S. Route 15 Improvements Project will provide a 4-lane section with median and asphalt shared use path on a 0.6-mile-long stretch of Route 15 and construct an overpass over the existing Norfolk Southern Railway (NSSR) tracks. These improvements will make this segment of the roadway consistent with sections north and south of the railroad tracks, eliminating the current bottleneck and creating a uniform four lane section with pedestrian/bicycle facilities for six miles from Route 234 to Route 682. This small segment, while capital-intensive, is a key element in making Route 15 a safer and more reliable road. This project improves the network for: commuters, commercial traffic, freight, pedestrians, bicyclists and potentially the Virginia Railway Express. Therefore, the project is truly a multimodal, congestion-relieving safety improvement.

An INFRA grant would greatly facilitate construction of this project. We thank you for your consideration of the Prince William County Route 15 Improvements with Railroad Overpass application.

Sincerely,

Phyllis J. Randall
NVTA Chair



COMMONWEALTH of VIRGINIA

Jennifer L. Mitchell
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
600 EAST MAIN STREET, SUITE 2102
RICHMOND, VA 23219-2416

(804) 786-4440
FAX (804) 225-3752
Virginia Relay Center
800-828-1120 (TDD)

February 6, 2020

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

RE: Long Bridge - Request for NVTA INFRA Grant Letter of Support

Dear Ms. Backmon:

I am writing to request a letter of support for a \$100 million INFRA Grant application that Virginia Department of Rail and Public Transportation (DRPT) is preparing for the Long Bridge Project (Project). The Long Bridge project identified in the 2018 version of NVTA TransAction 2040 as Project ID 297.

Per NVTA staff's request, a brief description of the Project details are below.

Project Name: Long Bridge Expansion (TransAction Project ID 297 Widen Long Bridge)

Project Description: This Project would permit a new independent separated two-track rail bridge to be constructed north of the existing two-track Long Bridge. This Project will allow separation of passenger and freight rail service in the rail corridor and the new bridge will be in public ownership, and will be owned by the Commonwealth of Virginia. The Long Bridge expansion will double capacity in what is now a railroad bottleneck for the east coast, and allow for service expansion for the entire mid-Atlantic region. The Long Bridge Project will allow Virginia to double Amtrak state-supported service and VRE service over the next decade, and will allow for future MARC service to Virginia. The additional daily commuters who will use the new two-track Long Bridge will create over \$6 billion in annual economic activity in the Metropolitan Washington region, a nearly 95% increase from today. Freight fluidity in the region will greatly benefit from the Long Bridge, which will allow passenger rail to be separated from freight rail movements, and remove the need for 1 million freight trucks from the I-95 corridor. The INFRA Grant request is for \$100 million.

If you have any questions or if you would like to talk in more detail about anything, please feel free to contact me at jennifer.mitchell@drpt.virginia.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jennifer L. Mitchell".

Jennifer Mitchel



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 6, 2020

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

Reference: Department of Rail and Public Transportation's, Virginia's INFRA Grant Application:
Long Bridge Project

Dear Secretary Chao,

On behalf of the Northern Virginia Transportation Authority (NVTA), we express support for the Department of Rail and Public Transportation's application for the Infrastructure for Rebuilding America (INFRA) discretionary grant program funding for the Long Bridge Expansion Project. NVTA is responsible for setting regional transportation policies and priorities, developing the region's long-range transportation plan, known as TransAction, and for improving mobility and reducing congestion in the Northern Virginia. The Long Bridge Expansion Project, is included in TransAction and a key component of improving the I-95/I-395/US 1 Corridor.

Project Description: This Project would permit a new independent separated two-track rail bridge to be constructed north of the existing two-track Long Bridge. This Project will allow separation of passenger and freight rail service in the rail corridor and the new bridge will be in public ownership, and will be owned by the Commonwealth of Virginia. The Long Bridge expansion will double capacity in what is now a railroad bottleneck for the east coast, and allow for service expansion for the entire mid-Atlantic region. The Long Bridge Project will allow Virginia to double Amtrak state-supported service and VRE service over the next decade, and will allow for future MARC service to Virginia. The additional daily commuters who will use the new two-track Long Bridge will create over \$6 billion in annual economic activity in the Metropolitan Washington region, a nearly 95% increase from today. Freight fluidity in the region will greatly benefit from the Long Bridge, which will allow passenger rail to be separated from freight rail movements, and remove the need for 1 million freight trucks from the I-95 corridor.

An INFRA Grant would greatly facilitate construction of this project. We thank you for your consideration of the Department of Rail and Public Transportation's application.

Sincerely,

Phyllis J. Randall
NVTA Chair

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman – NVTAFinance Committee

DATE: February 6, 2020

SUBJECT: Finance Committee Report of the January 16, 2020 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTAFinance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on Thursday, January 16, 2020. The next meeting is scheduled for Thursday, February 20, 2020 at 1:00 PM. The following summarizes the January 16th meeting.
3. **Presentation – Bloomberg Direct/Annual Best Ex Review.** The Committee received a presentation from Mr. Stavros, Investment and Debt Manager. The presentation demonstrated the use of the investment tools and subscription services recommended by the Finance Committee and approved by the Authority. The demonstration showed how the tools provide real time market and best price information for the management of the Authority’s \$1 billion investment portfolio. Additionally, staff showed how purchase transactions are evaluated quantitatively against immediate market prices creating a feedback loop. The evaluation reports measure which firms and brokers provided best price execution. This service is used to refine broker interaction to achieve the best pricing in future transactions.
4. **Action Items:**
 - a. **Finance Committee Meeting Schedule for CY2020:** The Committee adopted a meeting schedule for CY2020. Meetings are planned for the third Thursday of the month at 1PM.
5. **Information/Discussion Items:**
 - a. **FY2021 Budget Guidance.** The Committee received and discussed material from NVTAFinance Committee staff and provided guidance in the development of the Operation, Regional Revenue Fund and Local Distribution Fund budgets for FY2021.
 - b. **Policy 29 Report.** The Committee received a verbal report on the status of previously reported projects with Policy 29 concerns. The Committee will receive ongoing reports at its February meeting.
 - c. **Investment Portfolio Report.** The report to the Committee noted that the portfolio is beating investment benchmarks even though the fixed income market has experienced

significant rate declines over the reporting period. NVTa staff reported the strong earnings were significantly related to the technology and subscription service investments recently endorsed by the Finance Committee and approved by the Authority.

- d. Monthly Revenue Report.** The report received and discussed by the Committee reflected revenue received through December 2019.
 - i.** Sales Tax receipts reflected strong performance of 7.5% above projections, with approximately 4.5% of that credited to the implementation of the 'Internet Sales Tax'.
 - ii.** Staff expressed concern that the revenue related to Heavy Truck Registration and Diesel Fuel (SB1716), commonly referred to as I-81 revenue, has not materialized at the level to support Commonwealth's projections for FY2020. This revenue is currently on a year-end trajectory of \$2.4 million, well below the Commonwealth projected receipts of \$9.4 million.
 - iii.** The latest communication from the Commonwealth indicated that some transaction problems will be resolved and an unspecified amount of backlogged revenue will be reflected in the February receipts.
- e. NVTa Operating Budget.** The report received and discussed showed the Operating Budget was within expected parameters with no changes expected for the fiscal year.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

DATE: February 6, 2019

SUBJECT: Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) with required reports on investment activities and portfolio performance through December 31, 2019.
- 2) **Background:** This report is on investment activity through December 2019 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.

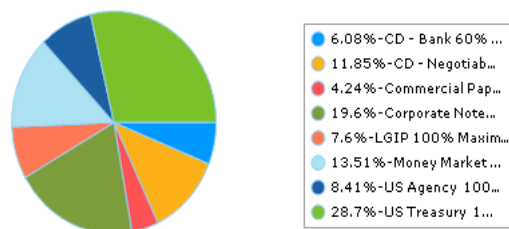


Northern Virginia Transportation Authority Distribution by Asset Category - Book Value Report Group: Regional Revenue

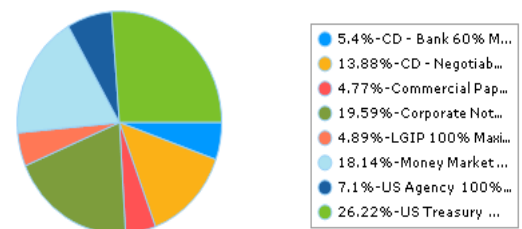
Begin Date: 10/31/2019, End Date: 12/31/2019

Asset Category Allocation				
Asset Category	Book Value 10/31/2019	% of Portfolio 10/31/2019	Book Value 12/31/2019	% of Portfolio 12/31/2019
CD - Bank 60% Maximum	65,134,723.53	6.08	57,134,723.53	5.40
CD - Negotiable 25% Maximum	127,001,192.20	11.85	147,000,700.82	13.88
Commercial Paper 30% / 5% Maximum	45,467,293.33	4.24	50,555,184.17	4.77
Corporate Notes 50% Maximum	209,949,962.11	19.60	207,464,656.95	19.59
LGIP 100% Maximum	81,424,268.79	7.60	51,792,739.96	4.89
Money Market 60% Maximum	144,781,639.89	13.51	192,031,619.97	18.14
US Agency 100% Maximum	90,099,145.47	8.41	75,227,722.83	7.10
US Treasury 100% Maximum	307,438,445.67	28.70	277,691,173.83	26.22
Total / Average	1,071,296,671.19	100.00	1,058,898,522.06	100.00

Portfolio Holdings as of 10/31/2019



Portfolio Holdings as of 12/31/2019



3) Current Period Reports:

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

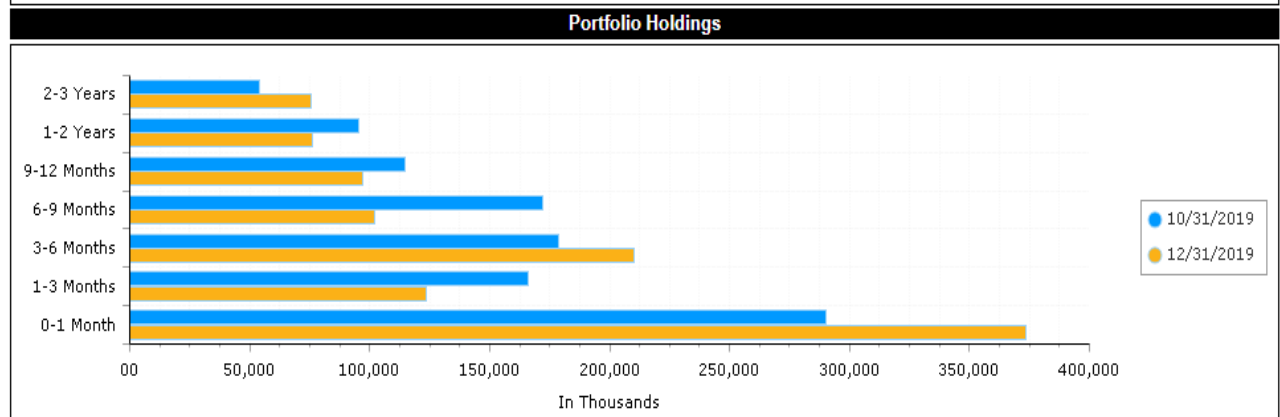


Northern Virginia Transportation Authority Distribution by Maturity Range - Book Value

Report Group: Regional Revenue

Begin Date: 10/31/2019, End Date: 12/31/2019

Maturity Range Allocation				
Maturity Range	Book Value 10/31/2019	% of Portfolio 10/31/2019	Book Value 12/31/2019	% of Portfolio 12/31/2019
0-1 Month	290,028,851.35	27.07	373,789,426.88	35.30
1-3 Months	165,870,271.58	15.48	123,780,585.70	11.69
3-6 Months	178,651,152.52	16.68	210,454,326.08	19.87
6-9 Months	172,257,426.61	16.08	101,857,294.49	9.62
9-12 Months	114,805,715.93	10.72	97,363,248.26	9.19
1-2 Years	95,427,095.79	8.91	75,882,265.34	7.17
2-3 Years	54,256,157.41	5.06	75,771,375.31	7.16
Total / Average	1,071,296,671.19	100.00	1,058,898,522.06	100.00



- b. The liquidity of the portfolio is reflected in the portfolio's duration of .38 (1.0 = 1 year) and the maturity schedule shown above.

NVTA Investment Benchmarks	Dec-19 Month End
Fed Funds Rate	1.55%
Treasury 90 Day T Bill	1.53%
Local Government Investment Pool	1.74%
Virginia Non-Arbitrage Program	1.84%
NVTA Performance	2.28%

Source: Bloomberg, Statements

- c. The yield on the portfolio at the end of December 2019 was 2.28%. The NVTA's Investment Policy specifies the benchmarks shown above for yield performance comparison.

4) Portfolio Analysis & Statistics Overview

a) **Safety:** The portfolio is invested primarily in;

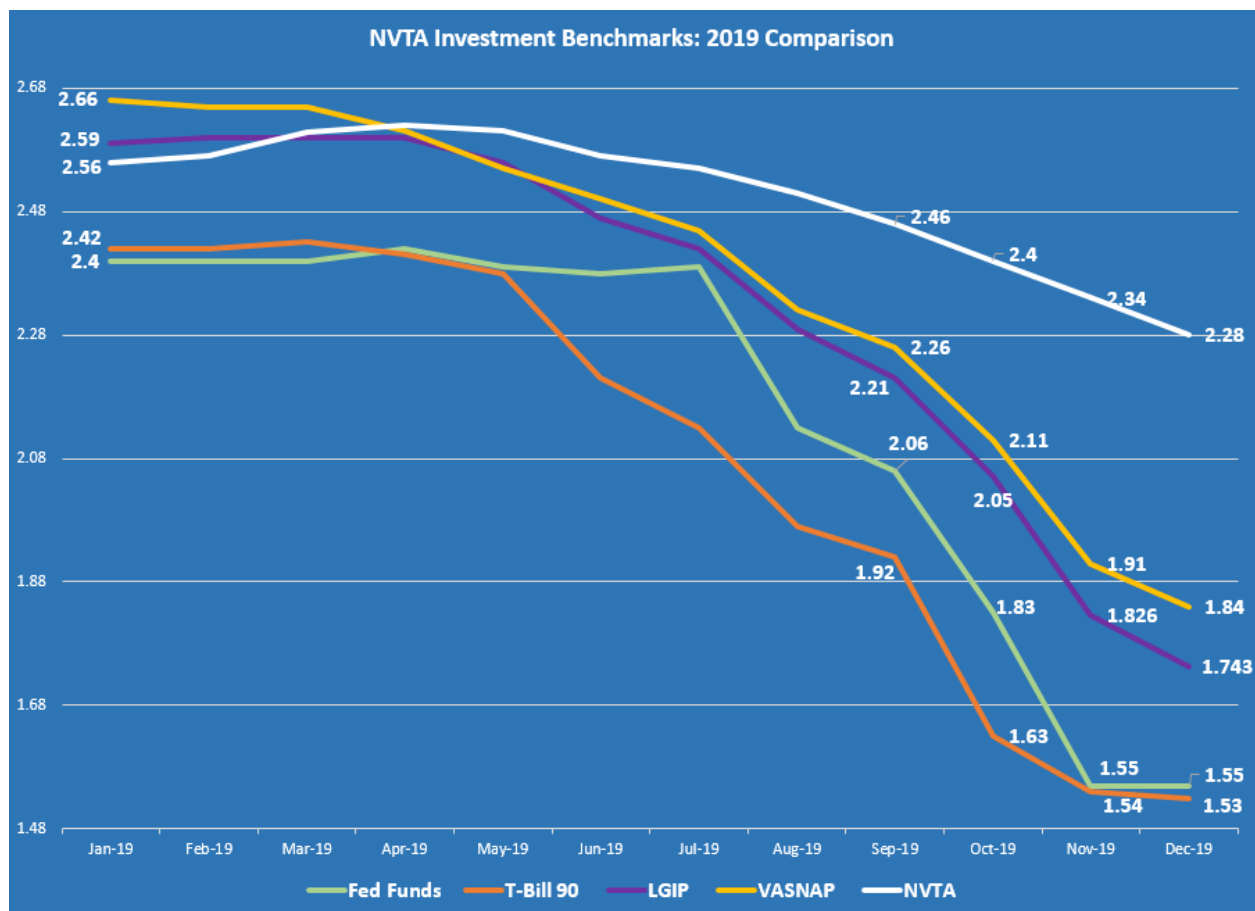
- i) AAA/AA rated U.S. Treasury and Agency Bonds (33.3%)
- ii) AAA/AA rated investment grade corporate bonds (19.6%)
- iii) Collateralized bank money market accounts (18.4%)

b) **Liquidity:**

- i) Since our last report on November 21, 2019, the NVTa Portfolio average duration has fallen to .38 from .43 or less than 6 months – reflecting recent maturities.
- ii) Analysis of forward transportation project liabilities (reimbursements) associated with the Six Year Program found that the portfolio has the flexibility to extend modestly to 2-3 year maturities (7.16% of the portfolio presently).

c) **Yield:**

- i) **Current Forecast - 2020 Mild Rate Cut:** Current market forecasts are for one rate cut in late 2020, but if predictions of an economic slowdown are realized, the rate environment could be worse. The Federal Reserve cut rates three times in 2019, most recently lowering rates by 25 basis points in October to a range of 1.5% to 1.75% in response to slowing U.S. economic growth. The Fed's target policy is now a total of 75 basis points lower from its first rate cut in mid-summer.
- ii) **2019 Performance:** In response to the change in rates and economic sentiment, NVTa evaluated the portfolio's performance for 2019 as compared to its policy benchmarks as a way to review our rate strategy, see chart below.
 - **Value Preservation:** NVTa's Regional Portfolio outperformed its benchmarks in 8 of the last 12 months. This performance is attributed to steps taken in early 2019 to increase safety by purchasing US Treasuries. Furthermore, more shorter dated portfolio benchmarks have been impacted more severely by the third Fed rate cut.
 - **Rate Strategy Implications:** While there are still many safe, liquid and fair yielding investments, staff acknowledges that over time NVTa's portfolio performance will move (decline) with the market.



- 5) **Custodian Certification:** BB&T Retirement & Institutional Services is the custodian of all of NVTA's investment purchases and is where all of NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
- 6) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:
- Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
 - Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.

Attachments: Compliance - GASB 40 Report shows reporting requirements as listed above, and not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and annual audit.



Northern Virginia Transportation Authority

Attachment.

Portfolio Holdings Compliance - GASB 40 Report - As of 12/31/2019

Issuer	Face Amount	Book	Market	Credit	Credit	Portfolio %	Maturity Date	YTM @	Duration To
	Shares	Value	Value	Rating 1	Rating 2			Cost	Maturity
Certificate Of Deposit									
United Bank2.6 4/30/2020	15,000,000.00	15,000,000.00	15,000,000.00	NR	NR	1.42	04/30/2020	2.600	0.33
United Bank2.75 1/17/2020	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.94	01/17/2020	2.750	0.05
United Bank 2.7 3/5/2020	12,634,723.53	12,634,723.53	12,634,723.53	NR	NR	1.19	03/05/2020	2.700	0.18
Atlantic Union Bank1.7 12/26/2020	9,500,000.00	9,500,000.00	9,500,000.00	NR	NR	0.90	12/26/2020	1.700	0.99
John Marshall Bank1.94 1/23/2020	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	0.94	01/23/2020	1.940	0.06
Sub Total / Average Certificate Of Deposit	57,134,723.53	57,134,723.53	57,134,723.53			5.39		2.383	0.31
Commercial Paper									
JP Morgan Securities 0 5/29/2020	20,000,000.00	19,850,000.00	19,713,066.66	S&P-A1	Moody's-P1	1.89	05/29/2020	1.824	0.41
JP Morgan Securities 0 6/19/2020	12,000,000.00	11,890,560.00	11,828,920.00	S&P-A1	Moody's-P1	1.13	06/19/2020	1.948	0.47
JP Morgan Securities 0 6/19/2020	14,000,000.00	13,872,320.00	13,800,406.66	S&P-A1	Moody's-P1	1.32	06/19/2020	1.948	0.47
JP Morgan Securities 0 8/14/2020	5,000,000.00	4,942,304.17	4,930,650.42	S&P-A1	Moody's-P1	0.47	08/14/2020	1.855	0.62
Sub Total / Average Commercial Paper	51,000,000.00	50,555,184.17	50,273,043.74			4.81		1.890	0.46
Corporate Bond									
ADP 2.25 9/15/2020	5,000,000.00	4,990,942.34	5,013,200.00	S&P-AA	Moody's-Aa3	0.47	09/15/2020	2.512	0.70
Apple Corp.1.7 9/11/2022	16,145,000.00	16,102,436.56	16,133,698.50	S&P-AA+	Moody's-Aa1	1.52	09/11/2022	1.800	2.63
Apple Corp.1.9 2/7/2020	5,403,000.00	5,397,842.76	5,402,837.91	S&P-AA+	Moody's-Aa1	0.51	02/07/2020	2.840	0.10
Apple Corp.Var. Corp 2/9/2022	5,011,000.00	5,045,840.53	5,052,340.75	S&P-AA+	Moody's-Aa1	0.47	02/09/2022	2.400	0.00
Apple Corp. 2 11/13/2020	5,000,000.00	4,969,881.92	5,012,750.00	S&P-AA+	Moody's-Aa1	0.47	11/13/2020	2.718	0.86
Bank of New YorkVar. Corp 6/4/2021 -20	8,258,000.00	8,269,023.99	8,265,597.36	S&P-AA-	Moody's-Aa2	0.78	06/04/2021	2.180	0.00
Berkshire Hathaway2.2 3/15/2021	7,386,000.00	7,332,011.29	7,414,583.82	S&P-AA	Moody's-Aa2	0.70	03/15/2021	2.833	1.19
Berkshire Hathaway2.2 3/15/2021	10,000,000.00	10,016,292.36	10,038,700.00	S&P-AA	Moody's-Aa2	0.94	03/15/2021	2.061	1.19
Chevron Corp.1.961 3/3/2020	5,000,000.00	4,991,267.97	4,999,100.00	S&P-AA	Moody's-Aa2	0.47	03/03/2020	2.998	0.17
Chevron Corp. 1.991 3/3/2020	7,500,000.00	7,492,905.41	7,500,150.00	S&P-AA	Moody's-Aa2	0.71	03/03/2020	2.549	0.17
Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,499,887.91	5,595,139.20	S&P-AA	Moody's-Aa2	0.52	05/16/2021	2.923	1.36
Exxon Mobil Corp 1.912 3/6/2020	8,663,000.00	8,653,067.33	8,663,606.41	S&P-AA+	Moody's-Aaa	0.82	03/06/2020	2.566	0.18
Exxon Mobil Corp 1.912 3/6/2020	5,000,000.00	4,990,639.75	5,000,350.00	S&P-AA+	Moody's-Aaa	0.47	03/06/2020	2.973	0.18
Exxon Mobil Corp Var. Corp 3/6/2022	1,000,000.00	1,005,414.42	1,006,050.00	S&P-AA+	Moody's-Aaa	0.09	03/06/2022	2.257	0.00

Exxon Mobil Corp Var. Corp 3/6/2022	7,500,000.00	7,538,552.14	7,545,375.00	S&P-AA+	Moody's-Aaa	0.71	03/06/2022	2.257	0.00
Exxon Mobil Corp Var. Corp 8/16/2022	10,000,000.00	10,041,547.71	10,046,700.00	S&P-AA+	Moody's-Aaa	0.94	08/16/2022	2.234	0.00
Johnson and Johnson2.95 9/1/2020	5,000,000.00	5,015,494.59	5,039,200.00	S&P-AAA	Moody's-Aaa	0.47	09/01/2020	2.472	0.66
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,900,658.53	4,993,400.00	S&P-AAA	Moody's-Aaa	0.47	08/08/2021	2.850	1.58
Microsoft Corp.1.85 2/12/2020	5,000,000.00	4,993,970.96	5,000,050.00	S&P-AAA	Moody's-Aaa	0.47	02/12/2020	2.900	0.11
Microsoft Corp.1.85 2/6/2020	1,196,000.00	1,195,197.46	1,195,952.16	S&P-AAA	Moody's-Aaa	0.11	02/06/2020	2.530	0.10
Microsoft Corp.1.85 2/6/2020	5,000,000.00	4,994,917.58	4,999,800.00	S&P-AAA	Moody's-Aaa	0.47	02/06/2020	2.878	0.10
Microsoft Corp.1.85 2/6/2020	3,000,000.00	2,997,031.46	2,999,880.00	S&P-AAA	Moody's-Aaa	0.28	02/06/2020	2.851	0.10
National Australia Bank 2.25 1/10/2020	5,000,000.00	4,999,045.65	5,000,200.00	S&P-AA-	Moody's-Aa3	0.47	01/10/2020	2.970	0.03
Proctor and Gamble Co. 1.9 10/23/2020	5,000,000.00	4,966,845.64	5,004,300.00	S&P-AA-	Moody's-Aa3	0.47	10/23/2020	2.746	0.81
Toyota Motor Credit corpVar. Corp 5/17/2022	10,000,000.00	10,034,258.82	10,029,500.00	S&P-AA-	Moody's-Aa3	0.94	05/17/2022	2.304	0.00
Toyota Motor Credit corp 2.15 3/12/2020	5,000,000.00	4,996,243.78	5,001,300.00	S&P-AA-	Moody's-Aa3	0.47	03/12/2020	2.537	0.20
Toyota Motor Credit corp 2.15 3/12/2020	5,057,000.00	5,053,422.10	5,058,314.82	S&P-AA-	Moody's-Aa3	0.48	03/12/2020	2.515	0.20
Toyota Motor Credit corp 2.8 7/13/2022	5,305,000.00	5,428,899.82	5,430,144.95	S&P-AA-	Moody's-Aa3	0.50	07/13/2022	1.851	2.43
Toyota Motor Credit corp Var. Corp 1/11/2022	4,607,000.00	4,645,702.93	4,648,370.86	S&P-AA-	Moody's-Aa3	0.43	01/11/2022	2.674	0.00
Toyota Motor Credit corp Var. Corp 1/11/2022	900,000.00	907,560.81	908,082.00	S&P-AA-	Moody's-Aa3	0.08	01/11/2022	2.674	0.00
Toyota Motor Credit corp Var. Corp 10/7/2021	10,000,000.00	10,025,655.43	10,020,800.00	S&P-AA-	Moody's-Aa3	0.94	10/07/2021	2.333	0.00
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,999,305.56	5,000,000.00	S&P-AA-	Moody's-Aa3	0.47	01/10/2020	2.720	0.03
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,999,051.72	5,000,000.00	S&P-AA-	Moody's-Aa3	0.47	01/10/2020	2.910	0.03
WalmartVar. Corp 6/23/2021	5,000,000.00	5,011,739.13	5,008,550.00	S&P-AA	Moody's-Aa2	0.47	06/23/2021	2.158	0.00
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,962,100.59	5,006,850.00	S&P-AA	Moody's-Aa2	0.47	12/15/2020	2.722	0.95
Sub Total / Average Corporate Bond	207,491,000.00	207,464,656.95	208,034,873.74			19.58		2.485	0.58
FFCB Bond									
FFCBVar. FFCB 9/13/2021	5,000,000.00	5,000,000.00	5,002,700.00	S&P-AA+	Moody's-Aaa	0.47	09/13/2021	1.897	0.00
FFCB 1.85 3/3/2022	5,000,000.00	4,998,910.71	4,984,350.00	S&P-AA+	Moody's-Aaa	0.47	03/03/2022	1.860	2.13
FFCB 2.85 4/15/2020	5,000,000.00	5,000,000.00	5,019,700.00	S&P-AA+	Moody's-Aaa	0.47	04/15/2020	2.850	0.29
Sub Total / Average FFCB Bond	15,000,000.00	14,998,910.71	15,006,750.00			1.42		2.203	0.81
FHLB Bond									
FHLB 2.125 2/11/2020	10,000,000.00	9,995,320.72	10,005,300.00	S&P-AA+	Moody's-Aaa	0.94	02/11/2020	2.541	0.11
FHLB 2.375 3/3/2020	5,000,000.00	4,996,594.59	5,009,550.00	S&P-AA+	Moody's-Aaa	0.47	03/03/2020	2.781	0.25
FHLB 2.4 2/15/2022-20	10,000,000.00	10,022,250.86	10,012,800.00	S&P-AA+	Moody's-Aaa	0.94	02/15/2022	2.291	2.08
FHLB 2.875 9/11/2020	5,000,000.00	4,998,549.08	5,036,300.00	S&P-AA+	Moody's-Aaa	0.47	09/11/2020	2.917	0.69
Sub Total / Average FHLB Bond	30,000,000.00	30,012,715.25	30,063,950.00			2.83		2.560	0.89
FHLMC Bond									
FHLMC 1.5 1/17/2020	5,000,000.00	4,997,160.64	4,999,500.00	S&P-AA+	Moody's-Aaa	0.47	01/17/2020	2.750	0.04
FHLMC 1.875 11/17/2020	5,000,000.00	4,956,090.91	5,009,800.00	S&P-AA+	Moody's-Aaa	0.47	11/17/2020	2.910	0.87
FHLMC Step 9/30/2021-17	4,903,000.00	4,819,875.61	4,897,312.52	S&P-AA+	Moody's-Aaa	0.46	09/30/2021	3.582	1.72
Sub Total / Average FHLMC Bond	14,903,000.00	14,773,127.16	14,906,612.52			1.41		3.077	0.87
FNMA Bond									
FNMA 1.25 3/27/2020	10,435,000.00	10,396,739.48	10,426,338.95	S&P-AA+	Moody's-Aaa	0.98	03/27/2020	2.825	0.24

Sub Total / Average FNMA Bond	10,435,000.00	10,396,739.48	10,426,338.95			0.98		2.825	0.24
Local Government Investment Pool									
Commonwealth of Virginia LGIP	11,921.88	11,921.88	11,921.88	S&P-AAA	NR	0.00	N/A	1.743	0.00
Commonwealth of Virginia LGIP	15,079,299.79	15,079,299.79	15,079,299.79	S&P-AAA	NR	1.42	N/A	1.743	0.00
VIP Stable NAV LGIP	36,701,518.29	36,701,518.29	36,701,518.29	S&P-AAA	NR	3.46	N/A	1.790	0.00
Sub Total / Average Local Government Investment Pool	51,792,739.96	51,792,739.96	51,792,739.96			4.89		1.776	0.00
Money Market									
Access National Bank MM	57,305,231.53	57,305,231.53	57,305,231.53	NR	NR	5.41	N/A	1.764	0.00
BB&T MM	5,667,877.25	5,667,877.25	5,667,877.25	NR	NR	0.53	N/A	1.540	0.00
John Marshall Bank ICS MM	37,214,095.25	37,214,095.25	37,214,095.25	NR	NR	3.51	N/A	1.900	0.00
United Bank MM	91,844,415.94	91,844,415.94	91,844,415.94	NR	NR	8.67	N/A	1.790	0.00
Sub Total / Average Money Market	192,031,619.97	192,031,619.97	192,031,619.97			18.12		1.796	0.00
Negotiable Certificate Of Deposit									
CIBC NY Office 2.53 3/27/2020	15,000,000.00	15,000,700.82	15,026,250.00	S&P-A1	Moody's-P1	1.42	03/27/2020	2.510	0.24
CIBC NY Office 2.64 4/15/2020	30,000,000.00	30,000,000.00	30,073,500.00	S&P-A1	Moody's-P1	2.83	04/15/2020	2.640	0.29
Credit Mutuel-CIC NY 1.83 5/20/2020	20,000,000.00	20,000,000.00	20,001,000.00	S&P-A1	Moody's-P1	1.89	05/20/2020	1.830	0.39
Rabobank NY 2.05 7/17/2020	17,000,000.00	17,000,000.00	17,018,870.00	S&P-A1	Moody's-P1	1.60	07/17/2020	2.050	0.55
TD Bank NY 2.05 6/26/2020	10,000,000.00	10,000,000.00	10,007,300.00	S&P-A1+	Moody's-P1	0.94	06/26/2020	2.050	0.49
TD Bank NY 2.08 7/15/2020	10,000,000.00	10,000,000.00	10,010,200.00	S&P-A1+	Moody's-P1	0.94	07/15/2020	2.080	0.54
TD Bank NY 2.68 3/12/2020	15,000,000.00	15,000,000.00	15,023,250.00	S&P-A1+	Moody's-P1	1.42	03/12/2020	2.680	0.20
TD Bank NY 2.81 1/22/2020	30,000,000.00	30,000,000.00	30,018,000.00	S&P-A1+	Moody's-P1	2.83	01/22/2020	2.810	0.06
Sub Total / Average Negotiable Certificate Of Deposit	147,000,000.00	147,000,700.82	147,178,370.00			13.87		2.409	0.30
Treasury Note									
T-Note 1.375 1/15/2020	20,000,000.00	19,990,178.89	19,998,000.00	S&P-AA+	Moody's-Aaa	1.89	01/15/2020	2.593	0.04
T-Note 1.375 1/15/2020	20,000,000.00	19,990,178.89	19,998,000.00	S&P-AA+	Moody's-Aaa	1.89	01/15/2020	2.593	0.04
T-Note 1.375 1/15/2020	20,000,000.00	19,990,145.60	19,998,000.00	S&P-AA+	Moody's-Aaa	1.89	01/15/2020	2.597	0.04
T-Note 1.375 10/31/2020	10,000,000.00	9,908,430.77	9,977,000.00	S&P-AA+	Moody's-Aaa	0.94	10/31/2020	2.504	0.83
T-Note 1.375 4/30/2020	10,000,000.00	9,963,019.56	9,990,600.00	S&P-AA+	Moody's-Aaa	0.94	04/30/2020	2.514	0.33
T-Note 1.5 5/15/2020	10,000,000.00	9,962,188.20	9,994,900.00	S&P-AA+	Moody's-Aaa	0.94	05/15/2020	2.537	0.37
T-Note 1.5 5/15/2020	15,000,000.00	14,945,017.48	14,992,350.00	S&P-AA+	Moody's-Aaa	1.42	05/15/2020	2.505	0.37
T-Note 1.5 6/15/2020	10,000,000.00	9,953,442.69	9,996,500.00	S&P-AA+	Moody's-Aaa	0.94	06/15/2020	2.542	0.46
T-Note 1.5 8/15/2020	10,000,000.00	9,938,607.40	9,992,200.00	S&P-AA+	Moody's-Aaa	0.94	08/15/2020	2.506	0.62
T-Note 1.5 8/15/2020	10,000,000.00	9,969,304.83	9,992,200.00	S&P-AA+	Moody's-Aaa	0.94	08/15/2020	2.000	0.62
T-Note 1.5 8/15/2020	5,000,000.00	4,984,961.96	4,996,100.00	S&P-AA+	Moody's-Aaa	0.47	08/15/2020	1.990	0.62
T-Note 1.625 10/15/2020	10,000,000.00	9,972,285.86	9,998,800.00	S&P-AA+	Moody's-Aaa	0.94	10/15/2020	1.981	0.79
T-Note 1.625 7/31/2020	5,000,000.00	4,989,736.10	4,999,800.00	S&P-AA+	Moody's-Aaa	0.47	07/31/2020	1.983	0.58
T-Note 2 11/30/2020	5,000,000.00	5,003,251.97	5,016,200.00	S&P-AA+	Moody's-Aaa	0.47	11/30/2020	1.927	0.91
T-Note 2 11/30/2020	6,000,000.00	6,008,488.18	6,019,440.00	S&P-AA+	Moody's-Aaa	0.57	11/30/2020	1.842	0.91
T-Note 2.25 3/31/2020	10,000,000.00	9,993,444.60	10,014,100.00	S&P-AA+	Moody's-Aaa	0.94	03/31/2020	2.518	0.25
T-Note 2.25 3/31/2020	10,000,000.00	9,993,259.94	10,014,100.00	S&P-AA+	Moody's-Aaa	0.94	03/31/2020	2.526	0.25

T-Note 2.375 12/31/2020	7,000,000.00	7,037,081.58	7,049,490.00	S&P-AA+	Moody's-Aaa	0.66	12/31/2020	1.835	0.99
T-Note 2.375 4/30/2020	10,000,000.00	9,994,988.70	10,024,200.00	S&P-AA+	Moody's-Aaa	0.94	04/30/2020	2.528	0.33
T-Note 2.5 6/30/2020	10,000,000.00	9,999,253.22	10,042,200.00	S&P-AA+	Moody's-Aaa	0.94	06/30/2020	2.514	0.50
T-Note 2.625 7/31/2020	10,000,000.00	10,006,741.76	10,056,600.00	S&P-AA+	Moody's-Aaa	0.94	07/31/2020	2.506	0.58
T-Note 2.625 8/31/2020	5,000,000.00	5,021,399.04	5,032,050.00	S&P-AA+	Moody's-Aaa	0.47	08/31/2020	1.971	0.66
T-Note 2.75 9/15/2021	10,000,000.00	9,960,890.86	10,191,800.00	S&P-AA+	Moody's-Aaa	0.94	09/15/2021	2.990	1.67
T-Note 2.75 9/30/2020	10,000,000.00	9,994,111.07	10,080,500.00	S&P-AA+	Moody's-Aaa	0.94	09/30/2020	2.831	0.74
T-Note 2.75 9/30/2020	10,000,000.00	10,017,712.92	10,080,500.00	S&P-AA+	Moody's-Aaa	0.94	09/30/2020	2.507	0.74
T-Note 2.75 9/30/2020	5,000,000.00	5,033,411.11	5,040,250.00	S&P-AA+	Moody's-Aaa	0.47	09/30/2020	1.845	0.74
T-Note 2.75 9/30/2020	5,000,000.00	5,033,555.74	5,040,250.00	S&P-AA+	Moody's-Aaa	0.47	09/30/2020	1.841	0.74
T-Note 3.5 5/15/2020	10,000,000.00	10,036,084.91	10,066,800.00	S&P-AA+	Moody's-Aaa	0.94	05/15/2020	2.508	0.37
Sub Total / Average Treasury Note	278,000,000.00	277,691,173.83	278,692,930.00			26.23		2.428	0.49
TVA Bond									
TVA 3.875 2/15/2021	5,000,000.00	5,046,230.23	5,111,150.00	S&P-AA+	Moody's-Aaa	0.47	02/15/2021	3.017	1.09
Sub Total / Average TVA Bond	5,000,000.00	5,046,230.23	5,111,150.00			0.47		3.017	1.09
Total / Average	1,059,788,083.46	1,058,898,522.06	1,060,653,102.41			100		2.278	0.38

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: February 6, 2020

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 December 2019. December receipts represent four months of FY2020 Sales Tax revenue.
3. **Comments:**
 - a. **FY2020 Revenues (Attachment A)**
 - i. The Authority has received approximately \$97.1 million through the December 2019 transfers from the Commonwealth.
 - ii. Actual revenue (four months of sales tax receipts) to estimate comparison of annual sales tax revenues through December 2019 show a 7.5% positive variance in receipts compared to the FY2020 adopted revenue projections.
 - iii. The positive variance can be greatly attributed to the newly taxed internet sales but NVTa lacks the data to differentiate the internet sales from the annual growth experienced in the past. While working with member localities on updating revenue projections, staff expects to gain a better understanding of the internet sales tax impact.
 - iv. Revenue related to Heavy Truck Registration and Diesel Fuel (SB1716) has not materialized at the level to support Commonwealth projections for FY2020. However, it is still early in the cycle for this first-time revenue source. VDOT has prepared an analysis of the receipts and shared that there has been some system and processing lag in the collection startup of this new revenue source.
 - b. **FY2020 Distribution to localities (Attachment B)**
 - i. Eight jurisdictions have completed the required annual HB2313 certification to receive FY2020 Local Distribution Funds (30%). The remaining jurisdiction has been contacted and is aware of the deadlines.
 - ii. As of December 2019, approximately \$28.1 million of the \$29.1 million of 30% local distribution funds have been distributed to member jurisdictions.

- c. **FY2015 to FY2020 Year over Year Revenue Comparison (Attachment C).** This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received through December 2019.
- d. **Sales Tax Forecast Model V. Projection (Attachment D).** This chart reflects tracking of current fiscal year revenue on an actual to projection basis. A statistical packet called Palisade's Stat Tools is now used to improve the accuracy of the tracking. The reports from the tool are forecasting actual revenue to exceed NVTA projections. However, the tool is unable to segregate usual annual growth in sales tax from the newly implemented internet sales tax receipts.

Attachments:

- A. Sales Tax Revenues Received Compared to NVTA Estimates, Through December 2019
- B. FY2020 30% Distribution by Jurisdiction, through December 2019
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for December 2015 to 2019
- D. Palisade's Stat Tool Analysis of FY2020 Revenue Actual to Projections

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
Based on: Revenue Data Through December 2019
FYE June 30, 2020

Regional Sales Tax		Annualized			
Transaction Months	4	Received To Date	Revenue based on YTD Receipts	FY2020 Budget	Annualized - Actual To Budget
City of Alexandria	\$	6,158,683	\$ 18,476,049	\$ 16,379,177	\$ 2,096,872
Arlington County		9,902,947	29,708,841	25,943,302	3,765,539
City of Fairfax		2,514,326	7,542,978	7,506,931	36,047
Fairfax County		40,166,888	120,500,663	114,583,396	5,917,267
City of Falls Church		1,105,022	3,315,065	2,777,700	537,365
Loudoun County		18,609,685	55,829,054	52,470,000	3,359,054
City of Manassas		2,158,875	6,476,625	5,202,000	1,274,625
City of Manassas Park		546,371	1,639,112	1,469,727	169,385
Prince William County		14,087,482	42,262,446	39,514,160	2,748,286
Total Sales Tax Revenue	\$	95,250,278	\$ 285,750,833	\$ 265,846,393	\$ 19,904,440 7.5%

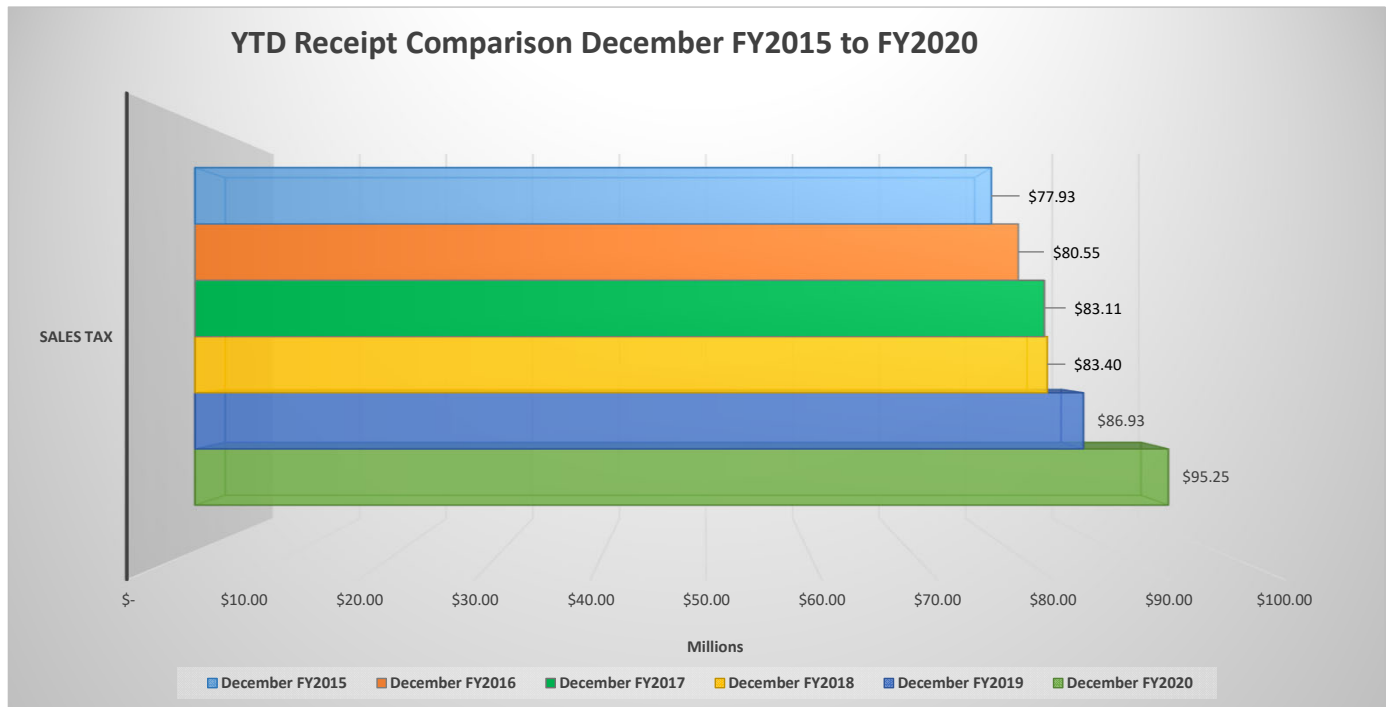
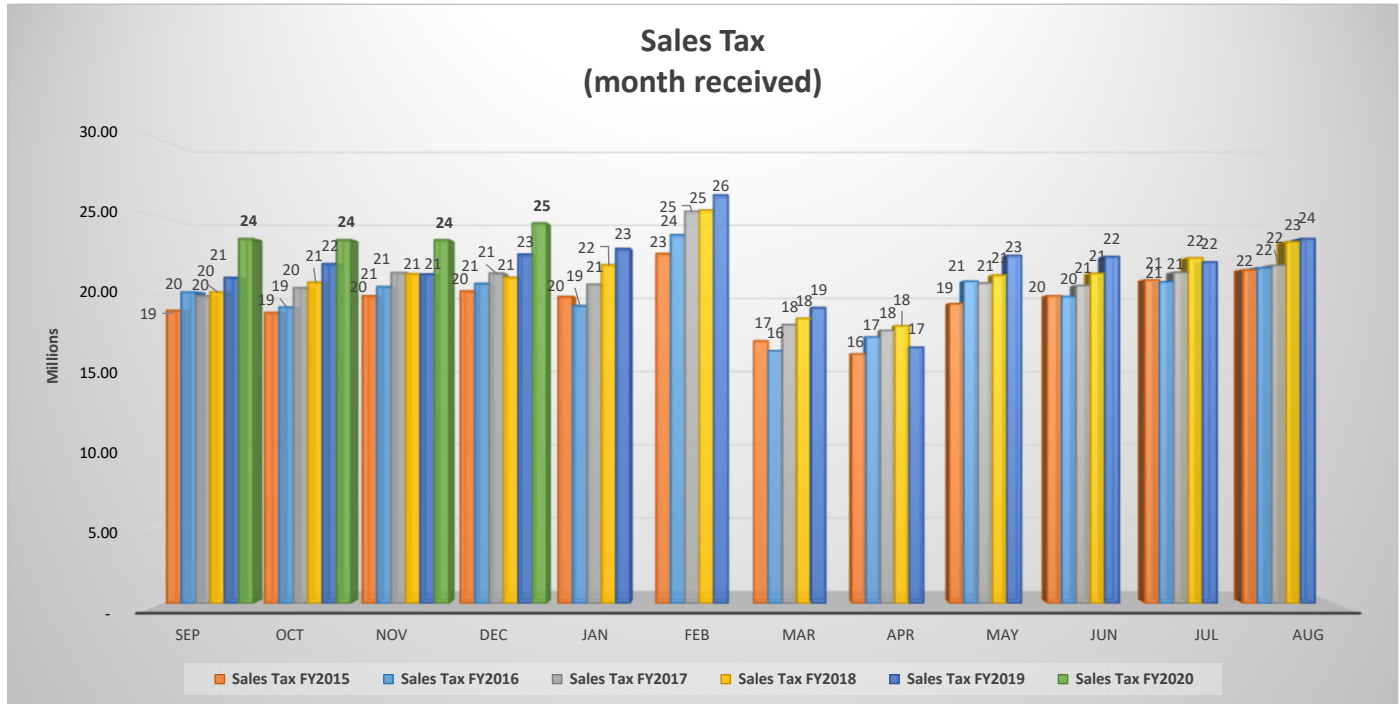
Vehicle License-Registration Fees		Annualized			
Transaction Months	4	Received To Date	Revenue based on YTD Receipts	FY2020 Budget	Annualized - Actual To Budget
City of Alexandria	\$	55,820	\$ 167,461	\$ 564,162	\$ (396,701)
Arlington County	\$	87,671	263,013	932,871	(669,858)
City of Fairfax	\$	22,165	66,496	248,699	(182,203)
Fairfax County	\$	351,007	1,053,021	3,850,016	(2,796,996)
City of Falls Church	\$	9,968	29,904	88,448	(58,545)
Loudoun County	\$	165,395	496,184	1,768,831	(1,272,647)
City of Manassas	\$	19,345	58,034	170,283	(112,248)
City of Manassas Park	\$	4,763	14,288	52,506	(38,219)
Prince William County	\$	121,402	364,205	1,324,184	(959,978)
Total Vehicle License-Registration Fees	\$	837,535	\$ 2,512,605	\$ 9,000,000	\$ (6,487,395) -72.1%
Total Revenue Received	\$	96,087,812	\$ 288,263,437	\$ 274,846,393	\$ 13,417,044 4.88%
	\$	96,087,812			

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2020 30% DISTRIBUTION BY JURISDICTION

Based on: Revenue Data Through December 2019

[illegible]



ATTACHMENT D

NVTA Sales Tax Revenue Forecast: Model vs Actual vs Projection										
FY	Forecasting Data	Monthly Actual	Model Factors			Monthly	Statistical Variance	End of Year		Actual YTD
			Level	Trend	Season	Model Forecast		Model Forecast	NVTA Projected	
	Sep-2017	\$20,154,895.20	20,986,894.60	72,017	0.98	\$20,618,625	-463,730			\$20,154,895
	Oct-2017	\$20,786,302.49	21,051,585.23	72,017	0.99	\$20,822,133	-35,831			\$40,941,198
	Nov-2017	\$21,343,035.02	21,106,845.69	72,017	1.01	\$21,427,109	-84,074			\$62,284,233
	Dec-2017	\$21,115,954.89	21,059,504.51	72,017	1.03	\$21,721,464	-605,509			\$83,400,188
	Jan-2018	\$21,915,158.59	21,242,334.02	72,017	1.01	\$21,361,090	554,068			\$105,315,346
	Feb-2018	\$25,453,242.98	21,277,601.60	72,017	1.20	\$25,672,182	-218,939			\$130,768,589
	Mar-2018	\$18,454,177.89	21,389,610.53	72,017	0.86	\$18,284,762	169,416			\$149,222,767
	Apr-2018	\$17,961,787.93	21,538,120.30	72,017	0.82	\$17,650,617	311,171			\$167,184,555
	May-2018	\$21,248,451.07	21,529,136.61	72,017	1.00	\$21,649,842	-401,391			\$188,433,006
	Jun-2018	\$21,365,953.89	21,583,958.08	72,017	0.99	\$21,450,415	-84,461			\$209,798,960
	Jul-2018	\$22,367,630.32	21,644,449.32	72,017	1.04	\$22,426,669	-59,039			\$232,166,590
FY18	Aug-2018	\$23,408,268.73	21,754,559.35	72,017	1.07	\$23,206,917	201,352	\$256,291,825	\$255,574,859	\$255,574,859
	Sep-2018	\$21,094,228.16	21,774,515.37	72,017	0.98	\$21,346,069	-251,841			\$21,094,228
	Oct-2018	\$21,988,380.92	21,925,760.74	72,017	0.99	\$21,600,899	387,482			\$43,082,609
	Nov-2018	\$21,319,898.61	21,799,677.29	72,017	1.01	\$22,313,845	-993,946			\$64,402,508
	Dec-2018	\$22,602,475.35	21,905,289.49	72,017	1.03	\$22,432,045	170,430			\$87,004,983
	Jan-2019	\$22,970,788.81	22,128,249.94	72,017	1.01	\$22,216,064	754,725			\$109,975,772
	Feb-2019	\$26,427,800.56	22,147,993.11	72,017	1.20	\$26,739,228	-311,427			\$136,403,572
	Mar-2019	\$19,145,453.91	22,247,215.72	72,017	0.86	\$19,030,204	115,250			\$155,549,026
	Apr-2019	\$16,589,175.00	21,884,924.25	72,017	0.82	\$18,355,934	-1,766,759			\$172,138,201
	May-2019	\$22,525,822.45	22,063,600.40	72,017	1.00	\$21,997,283	528,539			\$194,664,024
	Jun-2019	\$22,453,420.16	22,231,767.75	72,017	0.99	\$21,981,149	472,271			\$217,117,444
	Jul-2019	\$22,103,784.06	22,109,781.98	72,017	1.04	\$23,097,533	-993,749			\$239,221,228
FY19	Aug-2019	\$23,605,506.73	22,163,130.14	72,017	1.07	\$23,704,186	-98,679	\$264,814,439	\$258,926,224*	\$262,826,735
	Sep-2019	\$23,603,917.67	22,619,292.19	72,017	0.98	\$21,745,645	1,858,272			\$23,603,918
	Oct-2019	\$23,492,820.82	22,907,360.77	72,017	0.99	\$22,436,177	1,056,644			\$47,096,738
	Nov-2019	\$23,534,125.70	23,024,137.56	72016.97	1.01	\$23,309,548	224,577			\$70,630,864
	Dec-2019	\$24,619,413.33	23,279,779.56	72016.97	1.03	\$23,687,876	931,537			\$95,250,278
	Jan-2020					\$23,605,486				
	Feb-2020					\$28,212,935				
	Mar-2020					\$20,122,873				
	Apr-2020					\$19,382,828				
	May-2020					\$23,683,298				
	Jun-2020					\$23,546,413				
	Jul-2020					\$24,630,321				
FY20	Aug-2020	*Current Fiscal Year Projection				\$25,493,201		\$279,856,603	\$265,846,393*	

NVTA Sales Tax Revenue Forecast 2014-2020: Model Observations

Winters' Exponential Smoothing Forecast

Forecasting Constants (Optimized)

Level (Alpha)	0.202
Trend (Beta)	0.000
Season (Gamma)	0.000

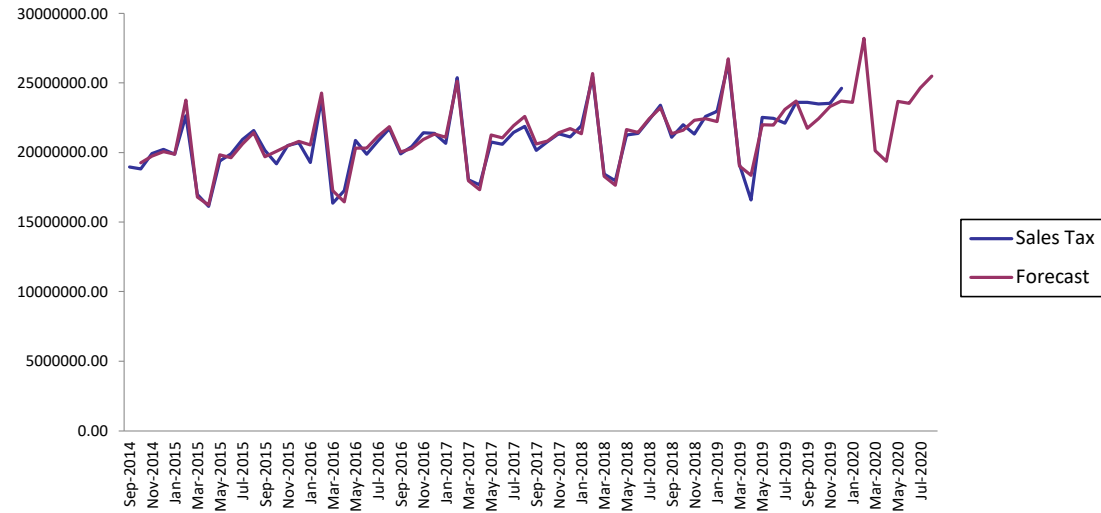
Winters' Exponential

Mean Abs Err	\$442,436.67
Root Mean Sq Err	\$591,409.13
Mean Abs Per% Err	2.14%

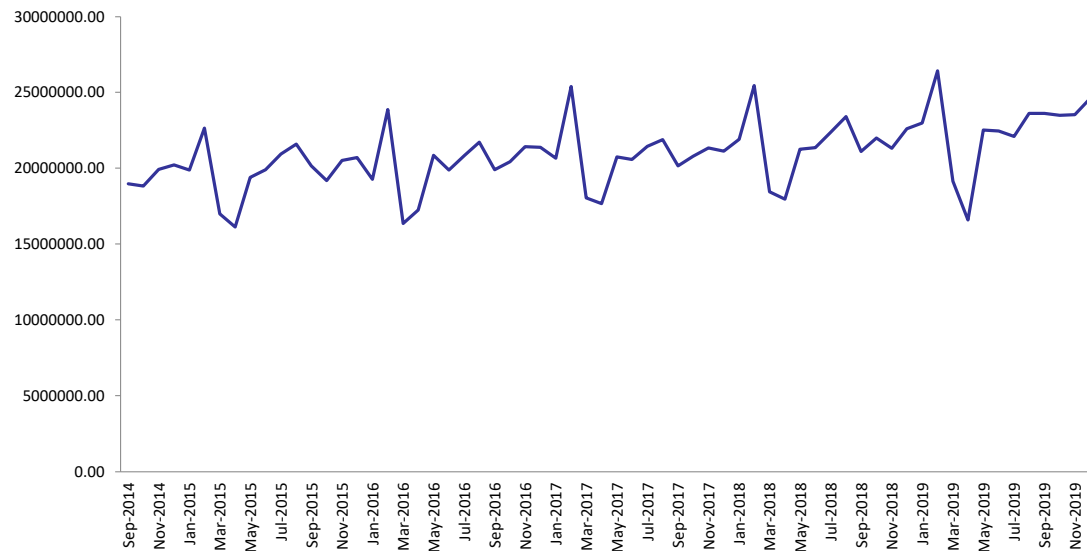
Description:

The Holt-Winters models three aspects of a time series: a typical value (average), a slope (trend) over time, and a cyclical repeating pattern (seasonality). Holt Winters uses exponential smoothing to encode values from the past and use them to predict "typical" values for the present and future.

Forecast and Original Observations



Original Observations



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: February 6, 2020

SUBJECT: Monthly Operating Budget Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the Authority's Operating Budget for FY2020.
2. **Background:** For the FY2020 Operating Budget, the Authority elected to fund the budget through transfers from the Regional Revenue Fund. FY2020 is the first year this transfer was an option for the Authority.
3. **Comments:** Through December 31, 2019, the FY2020 Operating Budget has produced the following:
 - a. The Operating Budget is funded through quarterly transfers of \$740,948 from the Regional Revenue Fund. Quarterly transfers allow the unused budgeted funds to earn interest in the overall NVTa portfolio.
 - b. December 2019 represents 50% of the fiscal year. At this point in time, the Authority has utilized 40% of its FY2020 expenditure budget with all account categories remaining within budget. The lower than budgeted FY2020 expenditures is attributed to the Project Implementation, Monitoring and Management System (PIMMS) budget of \$150,232 not being drawn on. Invoicing for PIMMS will follow the development and implementation phases of the project.
 - c. The attached statement shows the total operating budget income and expenditure activity for FY2020 through December 31, 2019.

Attachment: FY2020 Operating Budget through December 31, 2019

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 12 / 19

Page: 2 of 6
Report ID: LB170A

1000 General Fund

Account Object		----- Current Year -----				
		Description	Current Month	Current YTD	Budget	Variance %
		Total Expenses	189,435.51	1,137,168.38	2,817,454.00	1,680,285.62 40
		Net Income from Operations	-189,435.51	-1,137,168.38		
Other Revenue						
383000	Transfer Operating Budget from Regional Revenue		740,948.25	1,481,896.50	2,963,793.00	-1,481,896.50 50
		Total Other Revenue	740,948.25	1,481,896.50	2,963,793.00	-1,481,896.50 50
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve				563,491.00	563,491.00
825	Transf to Equip Reserve				26,986.00	26,986.00
		Total Account			590,477.00	590,477.00
		Total Other Expenses	0.00	0.00	590,477.00	590,477.00
		Net Income	551,512.74	344,728.12		

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: February 6, 2020

SUBJECT: Executive Director's Report

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

1. **Regional Multi-Modal Mobility Program.** NVTA staff members continue to work in partnership with the Commonwealth on the Regional Multi-Modal Mobility Program (RM3P). The project will address the region's congestion and accessibility challenges using a range of technologies. NVTA staff, together with staff from numerous jurisdiction and agency staff, are participating in the five Program Element Guidance Teams. These teams are developing white papers that will be used to shape the procurements associated with each Program Element, scheduled for later in 2020. In addition, NVTA staff will continue to participate in the Project Management Support Group and Communications Working Group. In the near future, NVTA staff will begin to coordinate with the RM3P independent evaluator (Virginia Transportation Research Council) on behalf of the RM3P team.
2. **5th Annual Northern Virginia Transportation Roundtable.** Registration is now open! This year's event is scheduled for Wednesday, March 11, 2020, from 8:00 a.m. through noon at the NVTA offices. Once again, the event will be hosted by NVTA in conjunction with the Intelligent Transportation Society of Virginia (ITS-VA). Two expert panels, one from the public sector and one from the private sector, will provide perspectives on the region's preparedness for transportation technology. This year's Roundtable is especially timely given the work of the Transportation Technology Committee in developing a Transportation Technology Strategic Plan, and the ongoing ramp-up to the next TransAction update.

3. **TransAction Listening Session.** Prior to the Authority's monthly meeting on January 9, 2020, NVTA hosted an Open House and Listening Session to officially kick-off the next update to TransAction, the long-range, multi-modal transportation plan for Northern Virginia. TransAction is updated on a five-year cycle, and the current version was adopted by the Authority in October 2017. As a reminder, the Authority can only invest regional revenues in projects that are included in TransAction.

Four citizens submitted testimony at the Listening Session, covering a range of topics for consideration in the next TransAction update. These included options to mitigate the impacts of transportation on the environment and climate change; project prioritization; impact of land use on transportation; expansion of bus rapid transit in the region; collaboration between federal, state, regional, and local governments to identify regional projects that address bottlenecks; multi-modal options in regional corridors; parking policies; innovative multi-modal solutions; safety; and travel impact of residents in localities beyond Northern Virginia.

4. **Presentation to the Northern Virginia Transportation Alliance's Board of Directors.** On January 29, 2020, I was a guest speaker at the Alliance's Board of Directors Meeting. The presentation focused on planning and prioritizing for the region, the Six Year Program Update, legislation, restoration of funds to the Authority and its funding restoration principles, and the economic impacts of the Authority's investments on Northern Virginia and the business community.
5. **Presentation to the World Bank.** In March 2020 (date TBD), I will be presenting before the World Bank in Washington, D.C. An overview of the Northern Virginia Transportation Authority will be provided which will include roles, responsibilities, governing legislation and structure, as well as Virginia transportation funding program descriptions, and NVTA's economic impact analysis.
6. **Regional PIO Meeting.** Public Information Officers (PIOs) from member jurisdictions and regional agencies gathered once again at NVTA on January 14, 2020. The FY2020-2025 Six Year Program was presented and the upcoming public engagement period discussed. Localities and agencies are invited to host town halls, or NVTA is available to present at planned Town Council and Board Meetings, as a part of the public engagement period activities, expected to begin March 13, 2020 and end April 26, 2020. NVTA is available to assist if needed. Northern Virginia/ D.C. Metro transportation-related updates were provided as well. The next quarterly meeting will occur May 5, 2020.

7. NVTA Standing Committee Meetings:

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee is Thursday, February 13, 2020 at 5:30pm.
- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on Thursday, February 20, 2020 at 1:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee is scheduled to meet in February 2020. The meeting date will be posted when confirmed.

8. NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet February 19, 2020.
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled to meet February 26, 2020.

9. CMAQ-RSTP Transfers:

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

10. 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.

Attachment: Regional Projects Status Report

Attachment.



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

NOTE: For the latest information on upcoming public meetings, please refer to the “**Events and Meetings**” section on our home page:

<https://thenovaauthority.org/>

Arlington County: Columbia Pike Multimodal Improvements (eastern segment, NVTA FY2015-16 project), [design public hearing on February 11, 2020, at Sheraton Pentagon City Hotel from 6:30 pm to 8:30 pm.](#)

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
-------------------------	---------------------	------------	--------------------	--------	-------------------------	--	---

Arlington County	Blue Silver Line Mitigation - Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$1,000,000 (FY2014)	Acquisition	Completed.			
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	IMR approval from FHWA was received on 10/8/2019; construction of the interchange is anticipated to occur from 2022 to 2023 . Agreement to transfer PE/ROW/CN phases from County to VDOT was executed on January 14, 2020 VDOT has started the 30% design. Long Bridge Drive was completed on June 28, 2018 and is closed out. Public information meeting was held on December 5, 2019.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022.	2022	50.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 in-street gas main and lateral connections have been completed. Old gas line has been abandoned. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain and lateral connections are complete. Sanitary sewer and storm sewer anticipated for completion by spring 2020. Utility duct bank system installation complete and accepted by respective utility representative on the western end of this	Spring 2021	Spring 2021	33.4%
				segment. DE currently pulling lines with Verizon and Comcast to follow. Revised plans for - east end utility undergrounding redesign is currently in construction with Fort Myers working additional hours to expedite this work. , Retaining wall for 5001 and 5121 Columbia Pike, and Frederick Street are installed. . Next project meetings are scheduled for 10/3, 10/17, and 10/31.9/5 and 9/19			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 , Constructio n	<p>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).</p> <p>Segment A West – Design is 95% complete. Right-of-Way acquisition is underway, but must be completed prior to final plan approval and construction. Pursuing required easements with property owners to allow for a 10' shared use sidepath on the north side for pedestrians/bicyclists. Ductbank system redesign as requested by Dominion Electric has been finalized and accepted by Dominion. Received verbal agreement from VDOT to place Dominion equipment within their property on south side of Columbia Pike. Verizon and Comcast reviewing plans.</p> <p><u>Segment A East</u> is subject to negotiations with Arlington National Cemetery, Eastern Federal Lands, Army Corps. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Agreement for Columbia Pike 88' ROW. County staff reviewed 40% DAR plans and provided comments to Kimley Horn. County Staff also reviewed 35% Arlington National</p>	Western Half – Fall 2024; Eastern Half – projected Spring 2024 (depending on negotiations)	Western Half – Fall 2024; Eastern Half – projected Fall 2024 (depending on negotiations)	9.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
				Cemetery plans and provided comments to ANC. Design Public Hearing scheduled for February 11, 2020.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	<p>Arlington completed the majority of the project (the additions of saw-tooth bus bays, seating, lighting, additional bicycle parking, pedestrian safety improvements, and the curbside management plan) in May 2017</p> <p>Ribbon cutting occurred on May 18, 2017. NVTA project is closed out.</p> <p>Project is completed and open.</p>	Completed. .	April 2018. .	100 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	<p>At the end of July 2019, Arlington decided to move forward with the design-build delivery method. On August 8, the County met with WMATA to discuss the decision and determine next steps. On August 26, 2019 the County issued a task order to STV to update the previously-developed 35% design documents and to develop bidding documents, to solicit Design-Build services to complete the design and fully construct the Ballston-MU Metrorail Station west entrance project.</p> <p>STV has begun it's task and through their recent design work they have been able to identify and start the process of addressing conflicts between the previously developed 35% design documents and the latest WMATA design criteria and standards including but not limited to: the design of elevators and how such elevators are configured with the existing train room and on existing platforms, the design and size of the west entrance mezzanine, and designing safety and security provisions for the west entrance.</p> <p>In the upcoming weeks and months, STV will be surveying the project area, performing investigations to document existing site conditions, and updating the design as applicable. Property owners of</p>		Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
				<p>the two adjacent buildings where the entrance will be located were brought on board to coordinate the project.</p> <p>The County's On-call cost estimator developed an updated cost estimates, which range from \$123M - \$136M.</p> <p>The design support agreement with WMATA has been finalized . The County expects to execute the agreement in the upcoming weeks. The County is developing a draft Project Coordination Agreement (PCA).</p>			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 - Work completed Task 2 – Chain Bridge ITS upgrades – Final Plans approved by VDOT — preparing bid package. Delayed due to procurement issues. Task 3 – Chain Bridge Fiber communication – Completed. Task 4 – ITS Equipment Installations – Completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 1 – completed Task 2 – Summer 2020. Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	Task 1 – completed Task 2 – Summer 2020. Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	31.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Arlington County	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.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – task order in process for consultant bid set drawings Task 3: Streetlighting – Construction not started due to Streetlight Management Plan update. Task 4: ITS equipment deployment - Field survey completed. Equipment Purchase Orders completed.	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion Fall 2020.	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion Fall 2020	8.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Arlington County	Crystal City Streets: 12 th 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.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	12 th Street design plans are at 60%. 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. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension. 23 rd street has been split into 2 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. Bids were received on December 11 (contract approval on January 25, construction to start in early spring 2020). Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23 rd Street from US 1 to Crystal Drive.	December 2022	December 2022	12.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
				<p>This project will be designed in coordination with an adjacent private sector development. Discussions have begun with that developer and utility design has begun and is in progress.</p> <p>The pedestrian tunnel under Route 1 was removed in September.</p> <p>Clark/Bell Realignment has completed 60% design. The remaining design work is temporarily on hold pending an adjacent private development proposal that may alter the design of the street project.</p>			
Arlington County	ART Operations and Maintenance Facilities – This funding will enable construction for parking additional ART buses, facilities for maintenance and bus operations, as well as enclosed storage for transit infrastructure. When complete, ART will have the support network it needs to increase ridership, including new routes and increased services, and to keep the entire bus fleet maintained and in service	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	<p>The project is currently undergoing conceptual design. The County has started the process of looking into temporary bus parking locations when construction for this project begins at the Shirlington site.</p> <p>The County is utilizing Construction Manager At Risk (CMAR) for project delivery.</p> <p>RFP for A&E design services was issued in December 2019. Proposals were received on January 14, 2020. The County is currently in the process of evaluating A&E proposals.</p>	Summer 2023	Summer 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Arlington County	Intelligent Transportation Systems Improvements — This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional Bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority.	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction , Asset Acquisition.	Phase I: Washington Blvd. Corridor ITS Enhancements (\$4,000,000): Task 1: Planning/Scoping – Task 1.1 - Corridor tour, intersection analysis & selection – Completed - 7 intersections were selected for ITS Enhancements Task 1.2 – Survey Request – Completed - Survey has been completed and received for all intersections were recently received. Task 1.3 – Project website setup – Completed Task 1.4 – RFP preparation for design – Completed – Proposal received and evaluated from the consultant for the design of 3 intersections. NTP has been issued for design. Task 1.4a – RFP preparation for design – Ongoing – For remaining 3 out of 7 intersections. Task 2: Plan Development Task 2.1 – 30% Plan Development – Completed – 4 intersections (1 intersection is being designed in-house) 2.2 – 90% Plan Development – Ongoing – 4 intersections (1 intersection is being designed in-house). Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - . Due to significant increase in	Summer 2024	Summer 2024	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
				<p>development in Crystal City/Pentagon City area after Amazon's announcement, most of the signalized intersection are being upgraded by new development; County is looking into different options to expand its ITS capabilities along the corridor.</p> <p>Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) –County's Columbia Pike multi-modal project will be upgrading all the signalized intersections along Columbia Pike corridor; County is looking into different options to expand its ITS capabilities along this corridor as well.</p>			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Arlington County	Crystal City Metrorail Station East Entrance – This project will design and construct a second entrance to the Crystal City Metrorail Station at the northwest corner of the intersection of Crystal Drive and 18 th Street South. The new entrance will be located to the east of the existing entrance, which is located on South Bell Street at 18 th Street South, and will provide access to the east side of the train platform.	\$5,000,000 (FY2018-23 SYP)	Preliminary Engineering	<p>The County received the final revision of the Conceptual Design and Feasibility Study report on November 06, 2019. The County accepted this revision on November 14, 2019. The report is now complete.</p> <p>Per the Public-Private Education and Infrastructure Act (PPEA), county continues to evaluating JBG Smith's proposal.</p>	June 2025.	September 2021.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Arlington County	Pentagon City Multimodal Connections and Transitway Extension – The project adds capacity and makes operational improvements to an inefficiently performing area of Pentagon City, where there is high demand for transit, pedestrian, and bicycle trips, but where the layout of existing streets makes those trips slow, difficult, and dangerous, thus pushing users into automobile trips that exacerbate congestion. The project provides dedicated bus lanes for Metroway service, a premium bus service that operates much like bus rapid transit.	\$28,850,000 (FY2018-23)	Construction	Multimodal Connections – 30% design open house with the public was held on 6/25/2019. Project has advanced to 90% design stage. Final Value Engineering study was submitted to VDOT on Dec.2, 2019. VDOT issued a PCE on 10/28/2019. Construction is anticipated to begin in Fall 2021. Transitway - The Crystal Drive segment (Segment I) is currently in the design phase. The civil design was completed in spring 2019. An A/E firm is working on the architectural, structural and electrical engineering design of the stations. The Transitway extension to Pentagon City is a continuation of the CCPY project, therefore, the new stations have a similar look. The A/E firm is expected to deliver a 90% plan in January 2020. The design for Segment I is estimated to be completed in Spring 2020 and the construction of Segment I will be coordinated with the 12 th Street South project. The County is working on obtaining two temporary easements and one permanent easement for the two stations on Segment I. 12 th Street South segment (Segment II) is currently in concept phase. The consultant submitted the Baseline Calibration memo and model,	April 2023.	April 2023.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
				and it is currently under internal review. The expected completion date for the Traffic and Operations analysis is June 2020. . With the completion of that, the design of Segment II will be updated to 30%.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Fairfax County	Fairfax Connector Expansion - New and improved service within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas.	\$6,000,000 (FY2015-16)	Acquisition	Completed			
Fairfax County	US1 Richmond Highway Widening - 2.9 miles section between Mt. Vernon Memorial Highway (south) and Napper Road will be widened to six lanes.	\$1,000,000 (FY2015-16)	Design, Engineering, Environmenta l	NVTA Funds fully utilized, project continuing.			
Fairfax County UPC 106742	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.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations, which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely. Consultants have submitted a supplement to incorporate the VE recommendations and also additional WMATA tasks as a result of a recent coordination meeting with them. Supplement still under review. Supplement approved and NTP issued to consultants. Working on extra design work currently.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Fairfax County (NEW)	Frontier Drive Extension & Intersection Improvements (Continuation).	\$25,000,000 (FY2018-23)	ROW	Continuation of the above project.		FY2021	0%
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 bridge is complete. Station elevator and escalator testing is ongoing as well as station clean-up and preliminary inspection. The County has awarded the contract for construction of the kiss and ride, bike facilities and taxi waiting areas. The contractor has started grading and concrete placement work in these areas. The bus bays have been completed on the south side.	Jan 2020	Jan 2020	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Fairfax County	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	Continuation of the above project. Substantial completion date for Innovation Center garage is late February 2020. The work at the pavilion area including metro plaza and Kiss & Ride area should also be completed by the end of next month. But garage facilities will not open until revenue services start with WMATA.	Mar 2020	Mar 2020	99.4 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 Environment - al Study	Design public hearing held on September 23, 2019. Three firms were shortlisted from the RFQ. RFP was issued on September 23, 2019. Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18. Environmental: Draft categorical exclusion was submitted to VDOT for approval 2/25/19. On July 19, 2019, FHWA found the Categorical Exclusion documentation acceptable and sufficient to support the original Categorical Exclusion determination. Public notice of CE availability was published on September 5, 2019 with request for comments within 15 days. Traffic: VDOT accepted the Draft 2040 traffic model. Geotech: VDOT has approved Revised Geotechnical Data Report.	2023	PE and Environment al Study – late Spring 2020.	68.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Fairfax County 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	PE and Environment al Study – late Spring 2020. Row - 2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	<p>VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley Gate interchange, Burke Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc.</p> <p>NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Alternatives for Popes Head Road interchange are being evaluated.</p> <p>A Public information Meeting was held on Wednesday, Nov. 6th to provide an update on the interchange concept at Popes Head road, the project delivery plan, schedule, and estimates.</p>	2025	Spring 2020	40.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Same as noted above. awarded the contract.	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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) is currently in ROW phase. NTP for ROW acquisition was issued on 7/29/2019. Land acquisition in progress. . Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1 construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from summer 2023 to winter 2026 . ROW plans are being developed. .	Phase 1: 2021 Phase 2: 2026	Nov 2020	62.5%
Fairfax County (NEW)	Rolling Road Widening (Continuation).	\$11,111,000 (FY2018-23)	ROW, Construction	Continuation of the above project.			0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	Project complete.	January 2018.	January 2018.	100.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	<p>Official RFP was released on 11/21/17. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018. Pardon Our Dust meeting held on May 7th and May 14th. Construction has commenced. Final project completion is expected in Summer 2024. Early ROW plans completed in Dec 2018. 90% plan submission, and construction began in May 2019. 100% plan submission in August 2019. Comments are being reviewed by VDOT.</p> <p>Noise analysis being finalized. Completed early improvements at Baron Cameron Avenue and opened third left-turn lane from Route 7 to Baron Cameron Avenue in August 2019.</p> <p>All environmental permits (DEQ, USACE, VMRC) have been issued. Plans approved for construction on 10/2/19. Design work continues for lighting and landscaping and the electrical and intelligent transportation systems (ITS).</p>	2024	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Fairfax County	Richmond Highway BRT: Phases 1 and 2 – This includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.	\$250,000,000 (FY2018-23 SYP)	Design , ROW, Construction	. Work continuing on Environmental document with completion at approximately 70% . Continuing work on design for 30% milestone Summer/Fall 2020 . Public engagement ongoing, project team taking requests for various community meetings. Continuous progress on design and working on identifying property impacts. Next community meeting being set up for Spring 2020 .	2029	2029	0%
Fairfax County (NEW)	Route 1 Widening – Mt. Vernon Memorial Hwy to Napper Rd (Continuation).	\$250,000,000 (FY2018-23 SYP)	PE, ROW, Construction	Continuation of the FY2015-16 project).			0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.	\$880,000 (FY2014)	Acquisition	Completed			
Loudoun County	Loudoun County Transit Buses - Four new buses in peak commuter periods to connect new park and ride lots in Dulles South, Dulles Town Center, and Ashburn to the Silver Line.	\$1,860,000 (FY2015-16)	Acquisition	Completed			
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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)	ROW, Construction	Due to inclement weather and the Holiday schedule for the asphalt company, approximately 2/3's of the surface asphalt still remains to be completed along with the final stripping, signage, and installation of the bus shelter and bike lockers. This final work is expected to be completed by Mid- January, weather dependent.	January 2020	January 2020	53.2%
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	Design is complete. Right of way acquisition continues. Start of construction Sep/Oct 2020.	Summer 2023	Summer 2023	10.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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)	Design , ROW, Construction	Consultant to send out Property Access Letters in upcoming week for additional fieldwork required. First round of Property Access Letters was sent out on 10/28/19. 2 nd letters of Intent to enter were sent out by 11/22/19. Traffic Growth Memo sent to VDOT for review on 11/19/19.	Mid 2021	Mid 2021	37.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Loudoun County/ Town of Hillsboro	Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.	\$12,112,000 (FY2018-23 SYP)	Design , ROW, Construction	Contract awarded November 25 th and construction mobilization in January 2020. Archer Western Construction has submitted a proposed construction schedule to the Town. The Town is reviewing the schedule for final approval the week of January 27 and has proposed a Construction Notice to Proceed of March 4, 2020. The Town is currently reviewing four additional submittals. The first Town resident "pardon our dust" meeting with the contractor and construction management team was held January 24. Public outreach to neighboring jurisdictions continues.	Mid 2020	Mid 2020	12.1%
Loudoun County	Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd – This includes the construction of a four-lane median divided roadway for approximately 2 miles within a 120-foot right of way and six signalized intersections.	\$47,800,000 (FY2018-23 SYP)	Design , ROW, Construction	An RFP has been issued and proposals are due back January 22, 2020.	2026	2026	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Loudoun County	Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd – This includes the realignment of Watson Road and Reservoir Road to align with the intersection of Evergreen Mills Rd and form a four-legged intersection; construct right and left turn lanes from Evergreen Mills Rd onto Watson Rd and Reservoir Rd.	\$14,000,000 (FY2018-23 SYP)	Design , ROW, Construction	Comments for the 30% Plan submission have been received from VDOT. Loudoun County Building and Development Department consultant to go over comments. DTCL to brief Board Members in upcoming months.	2024	2024	0%
Loudoun County	Northstar Blvd (All Phases) (Tall Cedars to Rte 50 + Rte 50 to Shreveport Dr) –Includes: - Phase II- Extension of Northstar Boulevard between Route 50 and Tall Cedars Parkway; and Phase I - -Extension of Northstar Boulevard between Route 50 and Shreveport Drive	\$64,805,000 (FY2018-23 SYP)	ROW, Constr uction	Phase II – In ROW acquisition phase. When complete the project will be advertised as a design –bid-build procurement Phase I- RFQ was published on 11/22/19.	Phase II – 2024 Phase I – 2024	Phase II – 2024 Phase I – 2024	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Loudoun County	Prentice (Lockridge Road (Route 789) to Shellhorn Road (Route 643)) - Design of Prentice Drive from Shellhorn Road to Lockridge Drive and Lockridge Drive West from Prentice Drive to Waxpool Road. Project divided into two phases; Phase 1 is West of Loudoun County Parkway and Phase 2 is east of Loudoun County Parkway.	\$76,230,000 (FY2018-23 SYP)	ROW, Constr uction	Phase I – Revising 60% plans due to public input. Phase II – 15% concept plans being revised due to input from property owners.	Phase I – 2023 Phase II - 2024	Phase I – 2023 Phase II - 2024	0%
Loudoun County	Shellhorn (Extend Shellhorn Road: Loudoun County Pkwy to Randolph Dr) - Design and construction of a four-lane roadway between Loudoun County Parkway and Moran Road.	\$16,000,000 (FY2018-23 SYP)	ROW	At the September 3, 2019 ROW/Easements plans for Shellhorn Road, Barrister Street, Prentice Drive, and Lockridge Road were approved. At the October 2, 2019 Business Meeting the Board approved a plan for the developer of Silver District West to design Shellhorn Road between Loudoun County Parkway and Barrister Street, in furtherance of their proffers.	2025	2025	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Prince William County	Route 1 Widening from Featherstone Road to Mary's 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	Duct bank design completed and approved by VDOT Finalizing roadway project design. The SPA Close-out Certification was submitted to NVTA on 12/23/2019.	April 2021	October 2018	91.7%
Prince William County	Route 1 Widening from Featherstone Road to Mary's 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	All ROW has been acquired via Certificate of Taking (COT) or agreements. However, some negotiations are underway or court dates are TBD. Construction of the Duct Bank is complete. Road plans were submitted to VDOT for final approval. Duct Bank punch list items are being completed by County contractor. Utility feed through activities are ongoing for anticipated completion in early summer 2020. Roadway construction advertisement is anticipated for February/March 2020, when VDOT construction authorization is received.	April 2021	April 2021	76.9 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Prince William County	Route 1 Widening from Featherstone Road to Mary's 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	Project was completed in October, 2019, ahead of schedule. Ribbon Cutting was on October 9 th . Punchlist items are being completed. The SPA Close-out Certification was submitted to NVTA on 12/23/2019.	November 2019	November 2019	100.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Right-of-way activities, miscellaneous widening for traffic shifts, and bridge work have begun. Coordination with the City of Manassas is ongoing for the signal work at Pennsylvania Avenue. Shared Use Path to VRE Broad Run Station on Residency Road is continuing to final design phase, and ROW acquisition has begun. Storm Sewer, waterline, and median construction are underway.	Spring 2022	Design March 2018 thru summer 2019. Construction Spring 2022 .	34.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Prince William County	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 projects above.	Spring 2022	Design March 2018 thru summer 2019.	0%
Prince William County	Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation) – Widen Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and sidewalk.	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. A Public Information meeting was held on October 9 th 2019 at Yorkshire E.S. County will continue to coordinate with US Army Corps of Engineers to facilitate a Least Environmentally Damaging Practicable Alternative (LEDPA) determination. Final decision on Environmental Assessment by FHWA anticipated in spring 2020. RFP for design to be prepared for spring 2020.	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.	48.9%
Prince William County (NEW)	Route 28 Corridor Feasibility Study (continuation) – 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.	\$3,500,000 (FY2018-23 SYP)	Engineering study	Continuation of the above.		FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Prince William County	Construct Interchange at Route 234 and Brentsville Rd – This includes grade separation at Brentsville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to provide through access to Dumfries Rd	\$54,900,000 (FY2018-23 SYP)	Design , ROW, Construction	An unsolicited PPTA proposal was received from a design-build team. The proposal was evaluated and accepted by the County. The project was advertised on November 29, 2018 for competing bids. Two additional bids were received. A panel was assembled to review the bids. Detailed proposals from interested offerors are due to the County in January 2020. Proposal process is ongoing until March 2020. Consultant Task Order was authorized to prepare project schedules to provide to selected offerors.	2025	2025	0%
Prince William County	Construct Interchange at Prince William Pkwy and University Blvd – The intersection will be redesigned as quadrant roadway (QR), which will restrict left turns at the main intersection and moves them to secondary intersection further down and connector roads. It will also include two signalized intersections.	\$24,200,000 (FY2018-23 SYP)	Design , ROW, Construction	Consultant (Parsons) is currently performing survey activities. A Public Information Meeting was held on May 20, 2019. 30% Plans were submitted to VDOT for review and comment. Comments from public hearing were posted on the PWC Transportation website. Design activities are ongoing. Authorization for a Public Hearing for Design Endorsement was approved on January 21, 2020.	2022	2022	1.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Prince William County	Summit School Extension and Telegraph Road Widening – This includes extending Summit school Rd to Telegraph Rd as a 4-lane divided roadway; widening Telegraph Rd from new Summit School Rd intersection and Horner Rd commuter lot as well as from Caton Hill Rd to Prince William Pkwy; constructing sidewalk and multiuse path.	\$11,000,000 (FY2018-23 SYP)	Design , ROW.	Contract for design services was awarded to Kimley-Horn & Associates on December 3, 2019. Kick off meeting was held on December 19, 2019.	2022	2022	0%
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Acquisition	Completed			
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)	Acquisition, Constructio n	Completed			
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	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	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	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	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)	<p>Notice to Proceed for design and construction was issued 9/24/2018. The City, WMATA, and the Contractor continue to work to move the project forward to maintain the current project schedule while developing a feasible design and associated cost estimate to enhance the south-west access. Community outreach will continue. The contractor has initiated the construction of the A/C Switchgear Building component of the project.</p> <p>Virginia Water Protection Permit was approved for the project. DEQ issued a Virginia Water Protection (VWP) individual permit to the City on September 6th. The Army Corps of Engineers issued the Clean Water Act Section 404 Permit on November 15, 2019.</p> <p>The groundbreaking ceremony was held on December 19, 2019. Construction began on the north pavilion site (including the relocation of utilities and the start of pile driving). The City and WMATA continued working on a negotiation position for the enhancements to the southwest access. Outreach with the community on the southwest access enhancements and the on-going construction continued</p>	Project completion is currently scheduled for March 2022.	Project completion is currently scheduled for March 2022.	53.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	100% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming, configuration and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA.	Completed in December 2018.	Completed in December 2018.	57.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	Duke Street Transit Signal Priority (continuation) - 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	100 percent of the equipment has been installed; Equipment programming and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA. .	Completed in December 2018.	Completed in December 2018.	100.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be the entire length of the project and will include three Queue Jump Lanes and Transit Signal Priority at all intersections, as well as stations and buses. The procurement for design services began in the 1st Quarter of FY 2020. The project design is anticipated to begin in mid-2020.	2024	2021	36.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	Alexandria Bus Network ITS - Will implement MobileCAD application for DASH that will allow field supervisors and the public real-time bus arrival information on electronic devices and SMS text messages. It will also provide five real-time information signages in addition to the 20 signages provided by WMATA on major transit corridors in the City.	\$150,000 (FY2018-23 SYP)	Asset acquisition	<p>Authority approved the Standard Project Agreement on February 14, 2019. Five real-time information displays have been purchased and installed. Work on the real-time arrival system with GTFS-rt is complete. The SMS system's programming is complete. However, SMS has not been deployed because DASH bus stop signs don't have IDs on them. Sign replacement has been delayed by the Alexandria Transit Vision Plan, a bus network redesign approved by the DASH board in December 2019 and slated to go into effect in August 2021. DASH staff aim to have a decision made by February 2020 on when signs will be replaced—August 2021 or sooner.</p> <p>Mobile CAD was deployed in November 2019 to DASH street supervisors and dispatch. Work is underway on the real-time arrival system. DASH is now integrated into WMATA's BusETA and has soft-launched its real-time GTFS system. The new DASH-branded BusETA/OneBusAway portal is in development. Staff is holding focus groups in February 2020 to gather feedback on the new system. The new portal will officially launch in March/April 2020.</p>	September 2019	September 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	Alexandria ITS Projects - The City of Alexandria's ITS projects will install a transit vehicle signal priority system on King Street between Dawes Avenue and Quaker Lane: and enhance the transit vehicle signal priority system on Duke Street between Walker Street and Telegraph Road.	\$1,195,491 (FY2018-23 SYP)	Engineering, Construction	<p>NVTA project agreement was executed in June, 2019. City Staff submitted the Invitation to Bid (ITB) and the Technical Specifications to the City's Procurement Department to begin the process to award a contract. During the procurement process, a scope change was requested. The Appendix A and Appendix B were mailed to NVTA December 2019. Once confirmation and approval has been granted, we plan to continue the procurement process.</p> <p>We anticipate the contract to be awarded late winter FY2020.</p>	FY 2021	FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	DASH Transit Service Enhancements and Expansion - The DASH Transit Service Enhancements and Expansion project will install infrastructure for electric buses in its planned facility expansion in an effort to accelerate the planned transition of the DASH fleet from hybrid and clean diesel buses to fully-electric vehicles and purchase eight fully electric buses.	\$11,933,161 (FY2018-23 SYP)	Construction, Capital Asset	NVTA project agreement was executed in June, 2019. DASH has placed orders for six electric buses and supporting infrastructure. Buses will be delivered in late summer 2020 and infrastructure installation is anticipated to be completed prior to delivery. The six electric buses are funded by VW Mitigation Trust, however, NVTA funding will be used towards the infrastructure and utility upgrades for the DASH Facility. DASH is also wrapping up a Feasibility Review Study that will lead to the development of a Zero Emission Fleet Implementation Plan, which is also included in NVTA project scope. The Draft RFP for the Implementation Plan is nearing completion and will be posted in February 2020. We expect contract award for the Implementation Plan by March 2020 and the final report by September 2020.	June 2023	June 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Alexandria	Alexandria Duke Street Transitway - The Alexandria Duke Street Transitway will provide dedicated, curbside transit lanes on Duke Street for Bus Rapid Transit, between Diagonal Road (King Street Metro) and Walker Street (Landmark Mall). The conceptual design for the ultimate configuration, developed as part of the Transitway Corridors Feasibility Study (adopted by City Council in 2012), recommended that the existing curb lanes along most portions of Duke Street will be converted to a transit and business access lane.	\$12,000,000 (FY2018-23 SYP)	Preliminary engineering	NVTA project agreement was executed in June, 2019. Staff has begun developing a preliminary scope of work for the Alternatives Analysis and necessary environmental documents. Final SOW and procurement are anticipated to be completed in early to mid-2020. A BRT Program Manager was hired and began work in January 2020.		June 2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Fairfax	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	Completed. Last reimbursement request has been submitted to NVTA. A Ribbon cutting ceremony was held on May 20.	May 2019	May 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Fairfax	Jermantown Road Corridor Improvements – Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	\$21,000,000 (FY2018-23 SYP)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019. Preliminary Engineering will start by spring 2020.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Fairfax	Roadway Network Northfax West – Includes the construction of 700 ft long new roadway between Fairfax Blvd/Farr Avenue and Orchard Street to create a grid network within the NW quadrant of Fairfax Blvd/Chain Bridge Road ("Northfax"), sidewalks, and bike lanes.	\$2,500,000 (FY2018-23)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019. City is initiating the PE phase now.	FY2022	FY2022	0.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way- finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering, Construction, Inspection Services	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Falls Church / NOVA Parks	Enhanced Regional Bike Routes (W&OD Trail) – Replaces 1.2 miles of 10-foot wide trail with 11-foot wide bike trail and 8-foot wide pedestrian trail separated by a median, upgrades curb ramps to ADA standards, and widens Four Mile Run bridge.	\$3,244,959 (FY2018-23 SYP)	Engineering, Construction	Engineering contract awarded to AMT Sept. 2018. Kick-off meeting with AMT, City and NOVA Parks staff on Nov. 2018. Engineering in progress. 30% plans completed. Attended City of Falls Church Planning Commission work session July 1, 2019. 60% plans completed. Attended Planning Commission work session December 16, 2019. 90% plans completed and submitted to City for review.	December 2020	December 2020	6.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
City of Falls Church	WFC and Joint Campus Revitalization District Multimodal Transportation Project - The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancement, and utility relocation/undergrounding. Signals will be installed or updated at or near the Chestnut Street & W Broad Street/Route 7 intersection, Haycock Road & W Broad Street/Route 7 intersection, and Haycock Road and Schools Access Road intersection.	\$15,700,000 (FY2018-23)	Preliminary engineering, ROW, Construction	NVTA project agreement was executed in June, 2019. A contract was executed in July, 2019 with the General Contractor for the undergrounding portion of the project and work on the new conduit system for the undergrounding portion of the project began in July, 2019 and is ongoing, with approximately 75% of the new conduit complete at this time. Contracts have also been executed for design of the new public streetscapes and traffic signal designs as well as contracts for the MOT plans for work in public ROW.	February 2023	February 2023	5.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 95%. Obtained CTB approval for “Limited Access Control Change.” Currently finalizing ROW with only one outstanding property, which should be completed by the end of 2019. Utility relocation is underway. Project advertising expected in March 2020.	Winter 2021	Winter 2021	7.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Town of Dumfries UPC 90339	Widen Route 1 (Fraleay 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	<p>Design was approved on 7.25.2019. Environmental Reevaluation was advertised for the public Review and was signed by FHWA on October 21 2019.</p> <p>Geotechnical reports on retaining walls were recently completed.</p> <p>Current stage risk assessment was reviewed. Higher risk elements related with design was evaluated. Measured wetland impacts. Efforts are being made to minimize impacts.</p> <p>Investigating the Restricted Crossing UTurn (RCUT) option for reducing delay and improving safety at the intersection of Tripoli Blvd and Old Stage Coach Rd.</p> <p>Developing and updating roadway plans to Field Inspection (FI) stage. The project is expected to go to the FI review in spring 2020.</p>	FY2025	Summer 2019	27.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project closed out	Closed out in March 2019	Closed out in March 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 95% complete. Land acquisition and utility underground/relocation are underway. The construction advertisement is estimated for late Summer 2020. Construction Notice-to-Proceed is estimated for <u>Fall/Winter 2020 (Oct-Dec 2020)</u> .	Expected in 2021, To be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	5.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	. ROW acquisition is completed. Utility relocations start this month (Jan. 2020). Construction advertisement is estimated for May-June 2020 (pending utility relocation and bids received, as well as VDOT review, in order to have a Town Council award in July-August 2020). Construction Notice-To-Proceed is estimated for Aug-Sept 2020. Completion date is estimated for spring 2021 (6 months).	Expected in 2021, to be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	63.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	<p>Notice-To-Proceed (NTP) was approved on May 9, 2019 and as a result the right of way acquisition began.</p> <p>VDOT and consultant continue work on Right of Way acquisitions in 2020. Of the total of forty (40) parcels, nine (9) parcels have been cleared, eighteen (18) parcels are waiting for appraisal which are signed. Six (6) parcels have been cleared for the duct back construction.</p> <p>Construction advertisement to occur in 2022.</p> <p>In process of separating the duct bank project from the roadway project. Anticipating a PAC for the UT plans sometimes in mid-2020.</p>	2024	TBD after contract award	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design, Environmental	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	<p>Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Public Hearing was held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. Value Engineering approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans for Design approval in order to close out PE phase. LACC will be presented before CTB in April. CTB approval received for LACC on 4/10/19. Received design approval on 5/3/2019. Preliminary design is complete following receipt of design approval.</p> <p>Submitted Revenue Sharing and NVTA funding applications in September 2019.</p>	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals were due on November 27, 2018 and Price Proposals were due on December 12, 2018. Bids were opened on 12/18/18 and the procurement process for selection of the Design-Builder is underway. CTB approved the contract on March 21, 2019.	November 2021	November 2019	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Town of Leesburg UPC 106573	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. 60% road plans, 60% right of way plans, Signal/Lighting have been submitted for review and comments have been given back to the Design Build Team. Signal and Lighting Plans have been submitted for review and comments have been given back to the Design Build Team. The Early Works Package has been submitted and was approved. Project Construction Trailer grading plans were approved. Ground Breaking Ceremony and Pardon our Dust meeting was held mid-October 2019. . VDOT approval received for limited construction, which includes converting the interior shoulder lanes to temporary through lanes and improvement along the detour routes. 100 % plans were recently submitted and are currently being reviewed. Right of Way Notice to Commence and Acquisition was approved on 1/14/20. Construction has started on detour route and interior shoulders along Route 7 have been paved.	November 2021		0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/ Arlington County/ Alexandria) – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed (Study). Currently, NVTC is leading the Preliminary Engineering phase.			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Potomac and Rappahannock Transportation Commission (PRTC)	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed.			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Potomac and Rappahannock Transportation Commission (PRTC)	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	<p>Commission approved awarding GMP to Clark Construction LLC on October 4, 2018. Contract fully executed 11/6/2018 and NTP was effective 11/7/2018. Groundbreaking took place 1/23/19.</p> <p>Outside metal wall panels continue to be installed on both the maintenance and administration buildings through the middle of October 2019. Mechanical, electrical, and plumbing installations continue to take place in all three buildings. Window framing is being installed in maintenance and administration buildings and should be completed by end of October. Most of the site has its base layer of asphalt, except for where the construction trailers are located.</p> <p>Permanent power connection by NOVEC is in process, grading and landscaping continues at least through January.</p>	Late Spring 2020	Late Spring 2020	96.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
VDOT (Fairfax County)	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14-foot wide shared- use path on each direction.	\$13,900,000 (FY2015-16)	Construction	Completed.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
VDOT (Fairfax County)	Route 28 Widening: Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction, Contract Admin.	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
VDOT (Fairfax County)	Route 28 Widening: McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction, Contract Admin.	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
VDOT (Loudoun County)	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
VDOT (Loudoun County) UPC 109146	Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard – This includes widening of northbound Route 28 from 3 to 4 lanes. An additional thru lane will be added in the NB direction, and the existing auxiliary lane configurations between the Innovation Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.	\$20,000,000 (FY2018-23 SYP)	Construction	NB Route 28 paving is complete and permanent striping is expected to be complete the week of November 18. Sign and lighting installation continue. Guardrail and concrete barrier installation is being performed. Project remains on-budget. Project is now expected to reach final completion by January 1, 2020.	June 2020	June 2020	60.7 %

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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 Devt., Conceptual Design.	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering (PE)/30% design is underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site. Final 30% design plans are under development. Draft CE is under development for FTA review.	2024	Spring 2020	90.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	8.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Funds fully utilized. Project continuing (see below)			100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Virginia Railway Express	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, Environment al	Continuation of the FY2015- 16 projects. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. Final design underway Recent request by City of Manassas Park may require redesign of garage. VRE working with City and consultant to evaluate.	2022	2020	22.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	3.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT. Final Design services Will be initiated following receipt of CSXT review comments.	2023	2023	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Track and signal construction is complete. Final CSXT invoice has been received and paid by VRE; reimbursement request to NVTA is pending.	2019	2019	20.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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	Concept Design is complete. Preliminary Engineering/30% design and environmental review initiated. NVTA has approved final design funding for FY2021.	2023	September 2018. Final invoice pending receipt of CSXT invoice for design review.	98.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
Washington Metropolitan Area Transit Authority	Orange Line 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 cutover back on-line July 28, 2017 and punch list items completed by Sep. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in Oct. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out early 2020.	January 2019. (Overall Contract Completion May 2019)	29.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/17/2020
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.	<p>Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. . Installation of the DC Switchgear at C11TB, J03TB2, and J03TB1 were completed and cutover back on-line on March 25, 2019, April 2, 2019, and May 16, 2019 respectively.</p> <p>Installation of the DC Switchgear at C98TB began on December 12 and is scheduled to be completed by the end of February 2020. Installation of the DC Switchgear at J02TB2 is scheduled to begin January 29 with an estimated completion date of early April 2020.</p>	Project Contract Close-out estimated December 2021	December 2021	0%