



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, September 12, 2019

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

AGENDA

- I. **Call to Order** Chairman Nohe
- II. **Roll Call** Ms. Duker, Clerk
- III. **Minutes of the July 11, 2019 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- IV. **Update on Status of Concessionaire Payment Funded Projects**
Ms. Shaw, VDOT, Mega Projects Director

Action

- V. **Approval of Standard Project Agreement for the Town of Leesburg - Regional Funding 2018-054-3 (Route 7/Battlefield Pkwy Interchange)**
- VI. **FY2020 Regional Revenue Fund Appropriation Cancellation for the City of Fairfax Old Lee Highway Project** Mr. Longhi, CFO
Recommended action: Approval of De-Appropriation
- VII. **FY2020 Regional Revenue Fund Appropriation Cancellation for the Town of Leesburg, Rt. 15/Edwards Ferry Road Project** Mr. Longhi, CFO
Recommended action: Approval of De-Appropriation
- VIII. **FY2020 Regional Revenue Fund Appropriation Cancellation for the Virginia Railway Express Crystal City Station Project** Mr. Longhi, CFO
Recommended action: Approval of De-Appropriation

Discussion/Information

- IX. **Finance Update** Mr. Longhi, CFO

X. Executive Director's Report

Ms. Backmon, Executive Director

XI. Chairman's Comments

Closed Session

XII. Adjournment

Correspondence

Next Meeting: October 10, 2019 at 7:00pm
NVTA Offices



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, July 11, 2019
7:00 p.m.
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. **Call to Order** Chairman Nohe
A. **Chairman Nohe called the meeting to order at 7:12 PM.**
- II. **Roll Call** Ms. Thomas-Jones, Clerk
- A. Voting Members: Chairman Nohe; Supervisor Buona (attended on behalf of Chair Randall); Chairman Bulova; Board Member Cristol; Councilmember Lovejoy (attended on behalf of Mayor Parrish); Councilmember Banks (attended on behalf of Mayor Rishell); Mayor Meyer; Councilmember Duncan (attended on behalf of Councilmember Snyder); Senator Black; Delegate Hugo; Mr. Minchew; Ms. Hynes.
- 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); Richard Stavros (Investment and Debt Manager); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication and Public Affairs Manager); Yolanda Thomas-Jones (Board Clerk); various jurisdictional and agency staff.
- III. **Minutes of the June 13th, 2019 Meeting**
- **Chairman Bulova moved the approval of the June 13th, 2019 minutes seconded by Mayor Meyer. Motion carried with abstentions by those not present at the June meeting.**

Presentation

- IV. **I-95 CORRIDOR STUDY** Mr. Tim White, Kimley-Horn
- Mr. White briefed the Authority on the I-95 Corridor Study initiated by the General Assembly (General Assembly passed a joint resolution (HJR 581 and SJR 276) to study areas between Fredericksburg and Thornburg on I-95) to develop the I-95 Corridor Improvement Plan that will identify key problems along the corridor; and potential solutions and areas for additional review and study. He added that over the course of the next four months, a total number of 12 public meetings have been scheduled regarding this study, with the first round of meetings taking place in

Fredericksburg and Petersburg consecutively. Mr. White noted that the purpose of this presentation was to:

- ✓ Highlight the significance of the Corridor and provide an overview of the Plan and data assembled over the last four months.
- ✓ Secretary Valentine requested that the study include all 179 miles of I-95 in Virginia, from the border of North Carolina all the way to the Woodrow Wilson Bridge.
- ✓ The meetings regarding this study should be completed by November 30, 2019.
- ✓ Mr. White noted that the Corridor is complex and diverse, and included corridors along Route 1 and Route 301 where they run parallel to I-95.
- ✓ The Corridor is critical for the movement of freight and people.
- ✓ I-95 is 179 miles long in Virginia but 1,900 miles over the entire length of the East Coast, passing through 15 States.
- ✓ It is multimodal in nature and ranks second to I-81 when it comes to the movement of trucks, adding that \$195 billion worth of goods are moved per year.
- ✓ Over 5,000 crashes are reported each year along the Corridor, many of which result in incidents causing lane blockage, often lasting beyond two hours.
- ✓ A review of the movement of people through certain key areas in a quarter included:
 - The Corridor between 495 and Woodrow Wilson Bridge
 - South of 495 towards Franconia
 - Near the Occoquan and Route 123
 - North of Fredericksburg
 - South of Fredericksburg
 - Richmond
 - North of 295
 - South of Petersburg
- ✓ From this review, a couple of things worth noting were:
 - Carpooling and slugging accounted for more movement of people than Single Occupancy Vehicles (SOV), north of the Occoquan.
 - The number of people who were non-SOV was greater in areas towards the Occoquan.
- ✓ The review also sought to determine which transit and capital improvements could be made to enable the efficient movement of people across the Corridor.
- ✓ Towards the south of Ridge Top in Fredericksburg, it was observed that the number of SOVs started to exceed the number of non-SOVs.

- ✓ It was also observed that the speed data fell from MPH-70 MPH to MPH-30 MPH going northbound towards Stafford.
- ✓ Posted speed limit just before Route 123 was 60 MPH but dropped significantly to 25 MPH in areas with more vehicles.
- ✓ He further noted that traffic was not too bad over the weekends between Stafford and Occoquan, but slowed down considerably to about 45 MPH towards the Fredericksburg area.
- ✓ There were more delays where I-95 intersected with Ashland.
- ✓ He noted that for this study, performance measures were going to be depicted by delays, crashes, incidents and so forth.
- ✓ Mr. White pointed out that Secretary Valentine requested a review ongoing projects, representing over \$1 billion of planned investments along the Corridor, before 2025.
- ✓ Data from 2015 to 2018 show these improvements substantially impact performance measures.
- ✓ Mr. White stated that the VRE Fredericksburg line extension would also have a host of improvements.
- ✓ Mr. White further stated the need to look at operational improvements; adding that a number of Park and Ride lot improvements have been planned for the Corridor.
- ✓ He noted that the biggest part of the Atlantic Gateway improvements is Long Bridge which is slated for 2025 horizon.
- ✓ Mr. White further added that there would also be a lot of information signs and cameras to provide improved information, together with a towing program near Fredericksburg. These would provide safety service patrols for incidents along the Corridor.
- ✓ Mayor Wood inquired about the towing program for tractor trailers, to which Mr. White responded that since not all tow trucks are able to move heavy vehicles, these programs would allow the movement of big trucks and trailers, using heavy equipment to clear crashes and incidents along the Corridor.
- ✓ He further added that the program was already in place in some locations and more would be added in the course of time.
- ✓ Performance measures to be reviewed along this Corridor are:
 - Crash frequency and severity
 - Crash severity rate
 - Total delay
 - Incident delay
- ✓ He specified that the public would be engaged to provide feedback about the Corridor, via an online survey link- va95corridor.metroquest.com which was live.
- ✓ Additionally, he added that iPads would be provided at public meetings for people to provide feedback.
- ✓ Mr. White noted that updates and recommendations from the first round of public meetings would be presented to the Commonwealth Transportation Board (CTB) in September.

- ✓ In November, a SMARTSCALE evaluation link of improvements would be provided to the public and stakeholders, adding that the website, and other public announcements were already live.
- ✓ For Northern Virginia meetings, there would be six, eight-foot-long boards which would show the Corridor and 16 other boards where people could get information regarding delays, safety service patrols, transit, bus operations and slugging.

End of I-95 Presentation - Questions/Answers

- ✓ There was a question regarding the funding program behind the I-95 improvement. Mr. White responded that this was being funded through SB 1716 (I-81 Bill), adding that when fully funded, it would be about \$40 million per year for the Corridor, together with money allocated to I-64, of about \$30 million per year.
- ✓ Another question was asked as to whether any federal funding had been allocated to this project. Mr. White responded that no federal funding is being utilized for this project.
- ✓ Delegate Hugo inquired how long the study was going to take and if the study factored in data covering peak times, rush hour etc. In response, Mr. White stated that the study should be completed by the end of November and they are reviewing past years' information.
- ✓ Councilmember Banks inquired if there was more time to conduct the study, could a review of seasonal flow be considered. Mr. White replied stating that all efforts to analyze every available information regarding seasonal flow were being considered. However, the only constraint could be the depth of details to be captured.
- ✓ Mayor Wood asked if data from TransUrban and E-Z Pass were being reviewed. Mr. White confirmed that the study team received this information on Monday.
- ✓ Mr. White thanked the Authority for the opportunity to present.

Presentation

V. REGIONAL MULTIMODAL MOBILITY PROGRAM (RM3P)

Mr. Keith Jasper, Principal Transportation Planning and Programming, NVTa

- Ms. Backmon introduced the presentation noting the Regional Multimodal Mobility Program (RM3P) was originally submitted by the Authority for SMARTSCALE funding. However, in discussions with the Secretary of Transportation's office, it was determined that the project was more suitable for the Innovation and Technology Transportation Fund (ITTF) program.
- Ms. Backmon further added that at the June Commonwealth Transportation Board (CTB) meeting, an allocation of \$15 million was approved for the RM3P project.

- ✓ To kick-off his presentation, Mr. Jasper noted that RM3P is a collaborative, multi-agency program between NVTA, VDOT and DRPT.
- ✓ Mr. Jasper added that the goal of RM3P is to explore the use of Technology to complement traditional infrastructural approaches, to address the Authority's vision for TransAction, as approved in December, 2015.
- ✓ Per Mr. Jasper, RM3P seeks to make significant changes in Northern Virginia's transportation network, through the use of information and communications technologies, to provide travelers, commuters, service providers and transportation system operators with tools which will:
 - Optimize system performance
 - Improve travel time reliability
 - Support on-demand multimodal trip options
- ✓ Mr. Jasper provided some background on the program stating that it evolved from the East-West Integrated Corridor Management (ICM) project.
- ✓ He also added that RM3P had initially been a VDOT- led initiative during 2016 and 2017 but had been unsuccessful in securing federal funding in 2017.
- ✓ In 2018, NVTA submitted a SMARTSCALE application for the region-wide study and was subsequently awarded ITTF funding to proceed with implementation.
- ✓ Mr. Jasper added that the program complements an earlier ICM study in the I-95/I-395 Corridor; the ICM study employs a multi-modal approach to manage travel conditions as well as traveler behavior through:
 - Route choice
 - Mode choice
 - Temporal choice
- ✓ According to Mr. Jasper, the overall program will be led by the Commonwealth's Director of Research and Innovation, Ms. Cathy McGhee, while NVTA, VDOT and DRPT staff will have joint oversight regarding the day to day management in conjunction with other regional stakeholders.
- ✓ He further noted that the initial ICM study back in 2016 and 2017 had prepared the platform for the kickoff of this program and added that the Fall of 2021 is the current estimate of completion.
- ✓ Overall, RM3P has four tasks/deliverables:
 - Enhanced commuter parking data

- Mobility as a Service (MaaS) Dynamic Service Gap Dashboard
 - AI-Based Decision Support System with Prediction
 - Data-Driven Tool to Incentivize Customer Mode and Route Choice
- ✓ Mr. Minchew noted that deliverables one and four are consumer based, while deliverables two and three are provider based. Mr. Jasper commented stating that, this is a need driven program and as more data becomes available, it would be provided to developers to help them with development of programs, whereas other data would be provided directly to consumers to guide their mode of transportation decision choices.
 - ✓ Board Member Cristol inquired if task one would help slugging, adding that technology predictability has reduced social concerns regarding people getting in cars with strangers, (like Uber/Lyft). Mr. Jasper answered stating that this is an ongoing discussion as we work to determine which of the various corridors to equip with ITS infrastructure, to provide timely updates to travelers.
 - ✓ Chairman Bulova described a system where technology reviews the best routes ahead of one's travel and advised commuters of travel mode options before commuting choices were made. Mr. Jasper added to this stating that this project would give the opportunity to travelers to subscribe to and receive information as to which best travel options were available for their routes as well as what to anticipate on their trip, prior to setting off.
 - ✓ Ms. Cuervo commented that VDOT has been working hard to publish signal timing and all relevant data from jurisdictions for programmers to develop programs and also been working with car manufacturers to make all data available to travelers. Mr. Jasper added stating that the key to the success of this project is data. The RM3P project would go a long way towards making such data available.
 - ✓ Delegate Hugo inquired as to whether the data would be proprietary, commercialized, or have any form of commercialization. Mr. Jasper noted that the goal of this program is to make the data available to all. He emphasized that its value lies in sharing with all - both public and private sectors.
 - ✓ Delegate Hugo again mentioned that given an opportunity, the private sector could take advantage of monetizing the data if possible, thus the need to be mindful of that.

Consent

- VI. Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-023-1 (Shellhorn -Extend Shellhorn Road: Loudoun County Parkway to Randolph Dr)**
- VII. Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-026-2 (Prentice-Lockridge Road (Route 789) to Shellhorn Road (Route 643))**

VIII. Approval of Standard Project Agreement for Loudoun County---Regional Funding 2018-022-1 (NorthStar Blvd -All Phases-(Tall Cedars to Rte. 50 -Rte. 50 to Shreveport Dr)

- Chairman Nohe asked for block approval of Items VI, VII and VIII in accordance with NVTA's approved Project Description Sheets as appended to the Standard Project Agreements: and authorized the Executive Director to sign on behalf of the Authority. Supervisor Buona made the motion; seconded by Mr. Minchew. Motion passed unanimously.

Action

IX. Project Cancellation – VRE Alexandria Station Tunnel Mr. Longhi, CFO

- ✓ Mr. Longhi presented a report on the proposed cancellation of the VRE Alexandria Station Tunnel project.
 - The project received a \$1.3 million appropriation as part of the FY2014 Program.
 - Construction of the project is not be feasible, resulting in the VRE Operations Board authorizing the termination of the project.
 - De-appropriation of the funds which will be made available for new projects in upcoming funding programs.
- ✓ Board Member Cristol moved approval to cancel the FY2014 Funding for the VRE Alexandria Station Tunnel Project, as requested by VRE, and de-appropriate the \$1.3 million in Regional Revenue Funds allocated to the project, seconded by Chairman Bulova. Motion carried unanimously.

X. FY2020 Regional Revenue Fund Appropriation Cancellation for the Town of Dumfries Route 1/Fraley Boulevard Project Mr. Longhi, CFO

- ✓ Mr. Longhi briefed Authority on the Town of Dumfries request to cancel the FY2020 funding appropriated for the project.
- ✓ He emphasized that this was not a project cancellation but rather moving the appropriation to a yet to be determined fiscal year.
- ✓ The Town initially received \$6.9 million for the project's Preliminary Engineering phase, and later \$44.8 million for the Right of Way phase. Mr. Longhi explained that de-appropriation gives time for the Town to explore other State, Federal and regional funding opportunities.
- ✓ Ms. Hynes moved approval to cancel the FY2020, \$44,860,000 appropriation for the Town of Dumfries Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234) project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted, seconded by Councilmember Duncan. Motion passed unanimously.

XI. Approval of TransAction Contract Amendment 4

Mr. Longhi, CFO

- ✓ Mr. Longhi presented TransAction Contract Amendment 4 which will provide technical support services for congestion Reduction Relative to Cost, TransAction Project Ratings and Long-Term Benefit Analysis related to the Two-Year Update to the Six Year Program.
- ✓ Councilmember Banks moved approval of the TransAction Update Contract–Amendment 4 (RFP2015-01) and authorization of the Executive Director to sign related amendment agreements, seconded by Chairman Bulova. Motion passed unanimously.

Discussion/Information

XII. Finance Committee - No Verbal Report Given

Mayor Parrish, Finance

XIII. Executive Director's Report

Ms. Backmon, Executive Director

- ✓ Ms. Backmon thanked the Authority for approving the TransAction Amendment, adding that this would provide funding for some of the technical components as part of the Six Year Program update, including the analysis to determine Congestion Reduction Relative to Cost. She noted that project applications are due September 27th, 2019, by 5:00pm.
- ✓ Ms. Backmon stated that the City of Alexandria requested a letter of support for the preferred alternative and environmental analysis work as part of the Potomac Yards Metrorail Station. She noted that the Authority is in support of the Potomac Yards Metrorail Station Project with a total investment of \$70 million.
- ✓ Ms. Backmon also added that request for letters of support were also received from Prince William and Fairfax Counties for their BUILD applications. Prince William County requested support for the Broad Run Commuter Parking Lot application and Fairfax County requested a letter of support for the Richmond Highway Bus Rapid Transit project, of which the Authority has invested \$250 million.

XIV. Chairman's Comments – No comments

Adjournment: 8:19 PM

Next Meeting: September 12, 2019 at 7:00p.m.

I-66 Outside the Beltway Concession Fee Projects Annual Update Northern Virginia Transportation Authority

 Susan Shaw, P.E., Northern Virginia Megaprojects Director
Virginia Department of Transportation

September 12, 2019

Concession Fee Project Requirements

Projects must:

- **Benefit the toll facility user (Virginia Code)**
- **Be federally eligible**
- **Meet one of the project improvement goals**
 - Move more people
 - Enhance transportation connectivity
 - Improve transit service
 - Reduce roadway congestion
 - Increase travel options
- **Be selected and recommended by NVTB**
- **Be approved by the Commonwealth Transportation Board**

Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
 - Widen Jermantown Road Bridge to 4 lanes: *Construction underway*
 - Widen Monument Drive Bridge to add pedestrian facility: *Design underway to determine cost.*
 - Widen Poplar Tree Road Bridge to 4 lanes: *Construction underway*
 - Expand I-66 Median Replace I-66 Bridge over US 29: *Design complete. Construction startup underway*
- **Transit Improvement Projects:**
 - Commuter Parking Garage and Transit Station at Fairfax Corner: *Design-build procurement underway*
 - East Falls Church Metrorail Station Bus Bay Expansion: *Design to begin Spring 2020*
 - PRTC Western Bus Maintenance and Storage Facility: *Construction underway*
 - VRE Manassas Line Capacity Expansion and real-time traveler information project: *Projects underway*
- **Pedestrian Improvement Projects:**
 - Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: *Underway*
 - George Snyder Trail from Route 123 to Route 50 at Draper Drive: *Design underway*
 - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: *Design underway*
- **Roadway Projects:**
 - US 50 and Waples Mill Road intersection improvements: *Design underway*
 - Balls Ford Road widening from Groveton Road to Route 234 Business: *Design-build procurement underway*
 - Route 234 at Balls Ford Road interchange with Balls Ford Road improvements: *Design underway*
 - Route 29 Widen 1.5 miles: *Design underway (June 10, 2019 Public Hearing)*

Concession Fee Projects

Project	Responsible Organization	Concession Fee Amounts
Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	\$ 2,600,000
I-66 Median Widening at Route 29	VDOT/66 OTB	\$ 48,050,736
Jermantown Road Bridge Widening	VDOT/66 OTB	\$ 9,500,000
Monument Drive Pedestrian Improvement	VDOT/66 OTB	\$ 3,800,000
Rte 234 At Balls Ford Road Interchange	Prince William	\$ 145,000,000
Balls Ford Road Widening from Groveton Road to Rte 234	Prince William	\$ 67,405,000
Commuter Parking Structure at Government Center	Fairfax County	\$ 38,500,000
George T. Snyder Trail	City of Fairfax	\$ 13,605,000
Nutley Street SW Shared Use Path	Town of Vienna	\$ 295,000

Concession Fee Projects

Project	Responsible Organization	Concession Fee Amounts
Route 50/Waples Mill Road Intersection	VDOT	\$ 2,000,000
Lee Highway Pedestrian Improvements – Nutley St to Vaden Dr	VDOT	\$ 2,120,200
Route 29 Widening – Phase II	VDOT	\$ 1,210,904
#Smart 18 Route 29 Widening Phase II	VDOT	\$ 13,206,643
Route 29 Widening – Phase II	Fairfax County	\$ 4,762,000
East Falls Church Metro Bay Expansion	DRPT/Arlington	\$ 4,841,000
Western Bus Maintenance & Storage Facility	DRPT/PRTC	\$ 11,070,000
VRE Manassas Line Upgrade	DRPT/VRE	\$ 105,013,000
VRE Manassas Park Parking Garage and Bridge	DRPT/VRE	\$ 23,483,000
TOTAL		\$ 496,462,483
Funds Available		\$ 3,537,517



Virginia Department of Transportation, NOVA Megaprojects
Concession Fee Projects
FINANCIAL STATUS REPORT AS OF Aug-19

UPC	State Project Number	I-66 Concession Payment Projects Description	2018 Budget	Management Agreement	Estimated Completion	Current Estimate	Other Funding Sources	Current Concession Fee Amount	Concession Fee Change From 2018 Budget	Concession Fee Expenditure To Date	Comments
112779	4831-029-411	Poplar Tree Road Bridge Widening to Four Lanes	\$ 6,000,000	VDOT/66 OTB	2022	\$ 2,600,000	\$ -	\$ 2,600,000	\$ (3,400,000)	\$ 227,500.00	Construction underway.
112778	0066-029-410	I-66 Median Widening at Rte 29 for WMATA Orange Line Accomodation	\$ 40,000,000	VDOT/66 OTB	2022	\$ 57,500,000	\$ 9,449,254	\$ 48,050,736	\$ 8,050,736	\$ 1,600,000.00	Construction startup activities underway.
112781	0655-029-409	Jermantown Road Bridge Widening	\$ 11,000,000	VDOT/66 OTB	2022	\$ 9,500,000	\$ -	\$ 9,500,000	\$ (1,500,000)	\$ 822,500.00	Construction underway.
112780	7969-029-412	Monument Drive Pedestrian Improvements	\$ 3,800,000	VDOT/66 OTB	2022	\$ 3,800,000	\$ -	\$ 3,800,000		\$ -	Design underway.
112815	6234-076-266	Rte 234 At Balls Ford Road Interchange	\$ 145,000,000	Prince William County 8/30/2018	2023	\$ 145,000,000	\$ -	\$ 145,000,000		\$ 719,859.30	Design-Build Project, RFQ complete and RFP expected to be issued in Fall 2019.
112813	0621-076-265	Balls Ford Road Widening from Groveton Road to Rte 234	\$ 67,405,000	Prince William County 5/7/2018	2023	\$ 67,405,000	\$ -	\$ 67,405,000		\$ 835,256.00	Preliminary design underway, Public Hearing May 2019
112817	FXCP-029-413	Commuter Parking Structure at Government Center	\$ 38,500,000	Fairfax County 10/23/2018	2021	\$ 38,500,000	\$ -	\$ 38,500,000		\$ 11,129.39	Preliminary design underway, planned Design-Build procurement.
112816	U000-151-216	George T. Snyder Trail	\$ 13,605,000	City of Fairfax 7/2/2018	2022	\$ 13,975,000	\$ 370,000	\$ 13,605,000		\$ 12,097.72	Preliminary design underway.
112818	0243-153-212	Nutley Street SW Shared Use Path	\$ 295,000	Town of Vienna 6/21/2018	2019	\$ 295,000	\$ -	\$ 295,000		\$ 1,428.94	Preliminary design underway.
113517	0050-029-415	Route 50/Waples Mill Road Intersection	\$ 2,000,000	VDOT	2021	\$ 2,000,000	\$ -	\$ 2,000,000		\$ 195,267.17	Design underway. RW phase required. Construction implementation TBD.
113518	0029-029-414	Lee Highway Pedestrian Improvements - Nutley St to Vaden Dr	\$ 1,325,000	VDOT	2021	\$ 2,120,000	\$ -	\$ 2,120,200	\$ 795,200	\$ 309,077.24	Willingness advertised on 7/1/2019. Design nearly complete. Environmental PCE approved 6/20/19.
110330	0029-029-351	Route 29 Widening - Phase II	\$ 5,327,538	VDOT	2019	\$ 1,210,904	\$ -	\$ 1,210,904	\$ (4,116,634)	\$ 1,210,903.69	Project final closeout 3/20/19.
110329	0029-029-350	#Smart 18 Route 29 Widening Phase II Widen 1.5 Miles Union Mill Road to Buckley's Gate	\$ 16,573,462	VDOT	2024	\$ 85,874,707	\$ 66,973,543	\$ 13,206,643	\$ (3,366,819)	\$ 68,307.27	Design Underway. Design Public Hearing 6/10/19
105397	0029-029-R54	Route 29 Widening - Phase II	\$ 4,762,000	Fairfax County 3/26/2018	2020	\$ 17,762,000	\$ 13,000,000	\$ 4,762,000			
113527	EFCM-000-871	East Falls Church Metro Bus Bay Expansion	\$ 4,841,000	DRPT/Arlington In process	2020	\$ 7,328,000	\$ 2,487,000	\$ 4,841,000		\$ -	Design planned to begin Spring 2020. Construction in 2021-2022.
113528	PRTC-076-267	Western Bus Maintenance & Storage Facility	\$ 11,070,000	DRPT/PRTC 2/6/2019	2020	\$ 47,680,000	\$ 36,610,000	\$ 11,070,000		\$ -	Construction underway. Project Completion in 2020.
113526	VREM-155-313	VRE Manassas Line Upgrade	\$ 105,013,000	DRPT/VRE In process	2022	\$ 105,013,000	\$ -	\$ 105,013,000		\$ -	5 Distinct project components, in various stages of development. Project completion dates in 2022 and 2023, with final component complete in 2024. Other sources of funds (\$20,726,388)

113525	VREM-152-284	VRE Manassas Park Parking Garage and Bridge	\$ 23,483,000	DRPT/VRE 4/2/2019	2022	\$ 25,983,000	\$ 2,500,000	\$ 23,483,000		\$ -	
		TOTAL	\$ 500,000,000			\$ 633,546,610.69		\$ 496,462,483		\$ 6,013,326.72	
113539	0066-96A-527	Balance Entry Account - MONITORING FUNDS						\$ 3,537,517		\$ -	Balance of \$500 Million Concession Fee funds based upon current estimates.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 5, 2019.

SUBJECT: Regional Funding Project 2018-054-3 Town of Leesburg – Route 7 (East Market Street)/Battlefield Parkway Interchange.

-
1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-054-3.
 2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-054-3 Town of Leesburg (Route 7/Battlefield Parkway Interchange), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
 3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2020 appropriation approval on April 11, 2019, for an amount of \$25,000,000. In the previous programs of FY 2015-16 and FY 2017, this project received regional funds of \$13,000,000 and \$20,000,000, respectively.
 - b. The attached SPA presented by Town of Leesburg is consistent with the project previously submitted by Town of Leesburg and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: SPA for NVTa Project Number 2018-054-3

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2019

SUBJECT: FY2020 Regional Revenue Fund Appropriation Cancellation Fairfax City –
Old Lee Highway Multimodal Improvement Phase 1

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) budget de-appropriation action for the Fairfax City – Old Lee Highway Multimodal Improvement Phase 1 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, \$5,000,000 appropriation to the Fairfax City – Old Lee Highway Multimodal Improvement Phase 1 Project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted.*
3. **Background:**
 - a. The Authority has committed \$5,000,000 to the project through the FY2018/23 Six Year Program. These funds were appropriated in FY2020.
 - b. NVTa projects with appropriations are expected to start drawing project funds in the year of appropriation.
 - c. To better match appropriations with expenditures the City of Fairfax requests to defer the FY2020 appropriation. This will allow the project the greatest amount of timing flexibility.
 - d. The project will remain an adopted project in the Authority's FY2018-2023 Six Year Program with secure funding pending a future appropriation.

Coordination: City of Fairfax

Attachment: City of Fairfax Appropriation Change Memo Dated August 29, 2019



City of Fairfax

10455 Armstrong Street

Fairfax, Virginia 22030-3630

August 29, 2019

Mr. Michael Longhi, Chief Financial Officer
Northern Virginia Transportation Authority

Reference: City of Fairfax Request for Appropriation Change

Dear Mr. Longhi:

The City of Fairfax requests that the NVTa move the City's FY 20 \$5,000,000 appropriation for the Old Lee Highway Multimodal Improvement Phase 1 Project to a later year. The City has unused VDOT funding for the project that it intends to utilize first. Therefore, in order to better match appropriations with expenditures we request that the NVTa defer the FY2020 appropriation. This will allow the project the greatest amount of timing flexibility.

Please feel free to contact me with additional questions.

Sincerely,

Wendy Block Sanford

Wendy Block Sanford
Transportation Director

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2019

SUBJECT: FY2020 Regional Revenue Fund Appropriation Cancellation Town of
Leesburg - Interchange Improvements at Route 15 Leesburg Bypass and
Edwards Ferry Road

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTa) budget de-appropriation action for the Town of Leesburg - Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road 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, \$5,400,000 appropriation to the Town of Leesburg - Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road Project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted.*
- 3. Background:**
 - a. The Authority has committed \$7,400,000 to the project through three funding programs.
 - i. FY2014 - \$1,000,000 for Design and Environmental.
 - ii. FY2015/16 - \$1,000,000 for Design.
 - iii. FY2018/23 - \$5,400,000 Six Year Program for Design, Engineering and Environmental. These funds were appropriated in FY2020.
 - b. NVTa projects with appropriations are expected to start drawing project funds in the year of appropriation.
 - c. To better match appropriations with expenditures the Town of Leesburg requests to defer the FY2020 appropriation. This will allow the project the greatest amount of timing flexibility.
 - d. The project will remain an adopted project in the Authority's FY2018-2023 Six Year Program with secure funding pending a future appropriation.

Coordination: Town of Leesburg

VII.

Attachment: Town of Leesburg Appropriation Change Memo Dated August 5, 2019



KAJ H. DENTLER
Town Manager

25 West Market Street ■ Leesburg, Virginia 20176 ■ 703-771-2700 ■ kdentler@leesburgva.gov ■ www.leesburgva.gov

August 5, 2019

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

RE: Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road 2020 funding

Dear Ms. Backmon:

The Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road is a very important transportation improvement project for the Town of Leesburg that also has regional significance. As such, Leesburg has advanced the project to design approval pending the required public hearing phase.

However, the Town cannot commence the expenditure of NVTVA funds previously allocated to start in 2020 since the Right of Way phase is not fully funded. This budget shortage is due to unanticipated VDOT design costs, and due to RSTP funding not being available in early enough years to match the NVTVA granted funding. Since the RSTP funding was moved to cover a funding deficit on the Route 7/Battlefield Interchange project, Leesburg has requested VDOT revenue sharing funds to match the NVTVA granted funding in order to fully fund the Right of Way phase of the project.

In our discussions with NVTVA staff, it is our understanding that the Town has an option to assign the funding to a different fiscal year without jeopardizing the project. That being the case, the Town is requesting the funds be moved to 2021. The Town has a pending Revenue Sharing application for \$5,000,000 with VDOT for 2021.

The \$5,400,000 in NVTVA funds and the \$5,000,000 in Revenue Sharing funds from VDOT will provide the Town with \$10,400,000 which will fully fund the Right of Way phase currently estimated at \$9,800,000. The Town also intends to apply for a grant with NVTVA this fall to cover the remainder of the project's funding deficit.

In closing, thank you for your consideration and assistance in funding this needed project. Should NVTVA have any questions, please let us know. I look forward to your response.

Sincerely,

Kaj H. Dentler
Town Manager

Cc: Renée M. LaFollette, P.E., Director of Public Works and Capital Projects
Terry Yates, P.E. Capital Projects Manager
Calvin Grow, Transportation Engineer

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2019

SUBJECT: FY2020 Regional Revenue Fund Appropriation Cancellation – VRE Crystal City Station Improvements

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) budget de-appropriation action for the VRE Crystal City Station Improvements 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, \$4,000,000 appropriation to the VRE Crystal City Station Improvements Project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted.*
3. **Background:**
 - a. The Authority has committed \$4,400,000 to the project through two funding programs:
 - i. \$400,000 in the FY2015/16 Program for Design.
 - ii. \$4,000,000 in the FY2018-2023 Six Year Program (SYP) for Design, Engineering, Environmental. These funds were appropriated in FY2020.
 - b. NVTa projects with appropriations are expected to start drawing project funds in the year of appropriation.
 - c. At this time, VRE is completing the utilization of the FY2015/16 appropriation noted above.
 - d. To better match appropriations with expenditures VRE requests to defer the FY2020 appropriation. This will allow the project the greatest amount of timing flexibility.
 - e. The project will remain an adopted project in the Authority's FY2018-2023 Six Year Program with secure funding pending a future appropriation.

Coordination: Virginia Railway Express

Attachment: VRE Appropriation Change Memo Dated September 3, 2019



VIRGINIA RAILWAY EXPRESS

September 3, 2019

Michael Longhi, Chief Financial Officer
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: De-Appropriation Request for FY2020 Funding for VRE Crystal City Station Improvements

Dear Mr. Longhi, *Mike*

NVTA has committed \$4,400,000 to VRE's Crystal City Station Improvements project. This project will relocate and reconfigure one of VRE's busiest stations, creating a new platform that is approximately double the current length, with the ability to serve trains on two tracks rather than one. NVTA has committed funding through two programs: \$400,000 in the FY15/16 Program for design activities; and \$4,000,000 in the FY2018-2023 Six Year Program for design, engineering, and environmental activities, which was appropriated in FY2020. VRE is very appreciative of the support that NVTA has shown for this critical project.

VRE's Operations Board is expected to authorize the award of a contract for preliminary engineering and environmental services (PE/NEPA) for the project at its meeting on September 20, 2019, and a notice to proceed (NTP) to the consultant for those efforts should be issued in October. The PE/NEPA phase at Crystal City is being funded through a Rail Enhancement Fund (REF) grant with the Commonwealth of Virginia and is expected to take approximately nine months. Upon completion of the PE/NEPA phase, VRE will have the option to begin final design efforts – the phase being funded by NVTA – with the same consultant team.

Given the current timeline, VRE does not expect to draw from the \$4,000,000 in NVTA funding for final design until FY2021. However, NVTA expects projects to start drawing project funds in the year of appropriation. Therefore, in order to better match appropriations with expenditures, VRE requests to defer its FY2020 appropriation. This will allow the project the greatest amount of timing flexibility while remaining an adopted project in NVTA's FY2018-2023 Six Year Program with secure funding pending a future appropriation.

Thank you for your consideration of this request. If you have any questions or need further information, please contact me at any time.

Sincerely,

Mark Schofield, Chief Financial Officer

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: September 5, 2019

SUBJECT: Finance Update

- 1) **Purpose.** To provide the Northern Virginia Transportation Authority (NVTA) an update on FY2019 fiscal year close out activities.
- 2) **Background.** The NVTA Finance Committee last met on June 13th. The next Finance Committee meeting is scheduled for September 19th. At their June meeting, the Committee reviewed a summer work plan which included the items listed below. All of which progressed to the point of implementation are expected to be Action Items at the Committee's September meeting:
 - a) Annual Audit
 - b) Recruiting, selection and on-boarding of the FY2020 approved Financial Analyst.
 - c) Phase II of the Project Information Monitoring and Management System.
 - d) Revisions to the Annual 30% Funds Certification forms to:
 - i) Increase transparency of Town fund balances.
 - ii) Ensure adequacy and preparation of staffing charges.
 - e) Policy revisions related to SB1716 (2019) revenues.
 - i) Policy 19 – Distribution of 30% Funds.
 - ii) Policy 20 – Regional Revenue Funds (70%).
 - f) Direct Purchases of Investments Analysis and Recommendation.
- 3) **FY2019 Close Out Summary.** In September, the Finance Committee will receive detailed reports which will include:
 - a) Annual Audit onsite field work has been completed with no audit exceptions noted at this time. Completion and audit the FY2019 financial statements is ongoing and on schedule.
 - b) All budgets; Local Distribution, Regional Revenue and Operating ended the fiscal year on target or with small positive variances.
 - c) The Investment Portfolio is well positioned and continues to produce significant returns in the face of declining market rates, without the absorption of additional risk. However, as with any conservatively managed fixed income portfolio returns ultimately will decline in a sustained low interest rate environment.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 5, 2019

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTa) of items of interest not addressed in other agenda items.
2. **NVTa is Growing.** Since the July Authority meeting, NVTa welcomed four new staff members.
 - Ms. Margaret Duker, is the Authority's new Clerk to the Board.
 - Ms. Dev Priya Sen is NVTa's first Financial Analyst, the position was approved in the FY2020 budget.
 - Ms. Ria Kulkarni Ph. D. and Ms. Mackenzie Jarvis are filling the new Regional Transportation Planner positions approved in the FY2020 budget.
3. **Ribbon Cuttings and Groundbreakings.**
 - **West Falls Church and Joint Campus Revitalization District Multimodal Transportation Improvement Project.** On August 26th, NVTa and the City of Falls Church co-hosted a groundbreaking event to kick off the West Falls Church and Joint Campus Revitalization District Multimodal Transportation Improvement Project. The Authority appropriated \$15.7 million for this project in FY2020. Other participants in the celebration near the Route 7 and Haycock Road intersection, were FCGP Public Infrastructure LLC (the City's development partner on the project), Falls Church Public Schools. The West Falls Church Transportation Improvement Project is fully funded with NVTa's regional revenues in the amount of \$15.7 million.

Upon its completion, the project will reduce congestion and meet demand and capacity needs near the George Mason High School campus, future West Falls Church economic development, and the neighboring West Falls Church Metro Station in Fairfax County. It will create a safer environment for pedestrians, cyclists, transit riders, and drivers with better intersections, sidewalks, crosswalks and other traffic-calming measures.

- **Route 7 (East Market Street)/Battlefield Parkway Interchange Project.** The Authority in coordination with VDOT, Loudoun County and the Town of Leesburg, is hosting a groundbreaking for the Route 7 at Battlefield Parkway Project in the Town of Leesburg. The groundbreaking event is tentatively scheduled for Tuesday, October 15th. A total of \$58 million in NVTA regional revenues is being allocated towards the project through three funding programs (FY 2015-16, FY 2017 and FY 2018-23). Upon its completion, the project will to 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 Corporate Limits.

4. **NOVA Chamber State of Transportation Event.** NVTA Executive Director, Monica Backmon, recently participated in a panel discussion at the Northern Virginia Chamber of Commerce's annual "State of Transportation" event in Tysons. Fellow panelists included, Shannon Valentine, Virginia Secretary of Transportation, Ed Mortimer, VP of Transportation and Infrastructure, U.S. Chamber, and Mike Stewart, VP, Metropolitan Washington Airports Authority. A wide-range of topics were covered, including preparing for growth in the region, the Metro Silver Line and transportation investments in the corridor, and innovations in transportation, including the kick-off of our Regional Multi Modal Mobility Program (RM3P) in partnership with the Commonwealth.

5. **Transportation Technology Committee Meeting.** The Transportation Technology Committee (TTC) will hold their fourth meeting on September 11, 2019, at NVTA's office. At this meeting, the TTC will:

- Review and adopt the Committee's Work Plan Outline
- As a reminder, the TTC will:
 - Make specific recommendations for consideration by the NVTA Executive Director related to the development of TransAction, the regional multimodal, long-range transportation plan for Northern Virginia, and the development of updates to the Authority's Six Year Program. Such recommendations may include the use of transportation technologies to complement traditional transportation infrastructure and enhance the operation and performance of the regional transportation system; and
 - Develop an evidence-based body of knowledge that will educate and inform regional policy makers on topics related to multimodal transportation technologies and related transportation trends.

6. **The Board of Trade is developing a Greater Washington Smart Region Movement.** The Board of Trade is developing a Greater Washington Smart Region Movement to help make the Washington, D.C. Metro the leading digitally enabled region in the United States, while tackling the issues that are most relevant to stakeholders and keeping pace with the

demands of growing populations. NVTa staff members are participating in two of the solution groups dedicated to topics that are at the heart of the region's long-term prosperity, such as mobility, technology, and public safety, to name a few.

Keith Jasper is participating in the Mobility & Logistics group, which is focusing on facilitating the safe, streamlined, equitable and environmentally sustainable transport of people, goods and services.

Erica Hawksworth is on the Public Relations solutions group focused on designing a multi-channel communications campaign for building public support for digital infrastructure and other projects identified by the Greater Washington Smart Region Movement. Representatives from both the public and private sectors in Northern Virginia, Maryland and the District are involved in this regionally collaborative initiative.

7. **Regional Multi Modal Mobility Program (RM3P).** Following the Authority briefing on this Commonwealth-funded project at its July meeting, NVTa staff has participated in the consultant selection and kick-off process. Following an initial ramp-up period, project activities are expected to begin in October 2019.
8. **Regional Investment Conversations.** On July 30th NVTa staff organized the 3rd meeting of jurisdiction investment officers, with this meeting hosted by Fairfax County staff. Topics included:
 - Potential legislative topics for the 2020 General Assembly session related to including Fitch Ratings in purchase decisions.
 - Shared strategies to maintain portfolio yield in a declining interest rate environment.
 - Coordination amongst portfolio managers in the case any portfolio needs to offer an instrument for sale.
 - Discussion of market access and offering of various brokers/brokerages.The next meeting is scheduled for Tuesday, October 29th. The group plans to continue meeting (3 to 4 times per year) to share information, tactics and potentially coordinate strategies.
9. **Joint Public Information Officer (PIO) Meeting.** The Joint Public Information Officer group will meet on Tuesday, September 10th at 10:30am at the NVTa offices. This will be the second meeting of the year for the PIOs. The PIOs will discuss regional collaboration, transportation-related events, communication strategies, and how to best share messages through video. The Joint PIO Meeting will occur every three to four months.
10. **NVTa Standing Committee Meetings**
 - **Finance Committee:** The NVTa Finance Committee is scheduled to meet next on September 19, 2019 at 1:00pm.

- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee October 10, 2019 at 5:30pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

11. NVTA Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.
- **Technical Advisory Committee:** The next meeting of the NVTA Technical Advisory Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

12. Regional Projects Status Report:

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

Attachments:

A. Regional Projects Status Report



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

Fairfax County: Richmond Highway BRT: Phases 1 and 2 - A public information meeting is scheduled for September 17, 2019, at Bryant High School, 2709 Popkins Lane.

Fairfax County: Route 28 Widening Project - FCDOT will hold a Design Public Hearing on Monday, Sept. 23, 2019, 6:30 - 9 p.m., in the cafeteria of Centreville Elementary School, 14330 Green Trails Blvd., Centreville. A formal presentation will be held at 7 p.m. Comments will be due Monday, Oct. 7, 2019.

VDOT: Route 28 Centerville Road STARS Study Public Information Meeting on September 30, 6:00 p.m., in Manassas Park Community Center, 99 Adams Street, Manassas Park, VA.

NOTE: For the latest information on upcoming public meetings, please refer to the “**Events and Meetings**” section on our home page:
<https://thenovaauthority.org/>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
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	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange is anticipated to begin in FY 2021. Agreement to transfer PE/ROW/CN phases from County to VDOT is on the September 21, 2019 County Board agenda. . Long Bridge Drive was complete on June 28, 2018 and is in closeout.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022	2022	50.7%
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 work 80% complete. Storm sewer work ongoing. Utility duct bank system installation complete and accepted by respective utility representative on the western end of this	Spring 2021	Spring 2021	15.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
				segment. DE to begin pulling lines within 30 days with Verizon and Comcast to follow. Revised plans for - east end utility undergrounding redesign given to Fort Myers for installation, Retaining wall for 5001 Columbia Pike is completed. Retaining wall at 5121 Columbia Pike underway. Next project meetings are scheduled for 9/5 and 9/19 (every two weeks).			
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross- section along the eastern portion of Arlington's 3.5-mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering, Construction	Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). 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 equipments within their property on south side of Columbia Pike. Verizon and Comcast reviewing plans. Segment A East is subject to	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Fall 2021 (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 8/30/19
				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. Verbal agreement for Columbia Pike ROW received. No meetings planned for September 2019.			
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	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 Ribbon cutting occurred on May 18, 2017. Arlington previously informed NVTA that the final task of the NVTA-funded project, installation of the dynamic information sign, needed to be delayed until the completion of Clark Street ramp demolition. Arlington staff reviewed the status and timeline for the final task and determined that the installation of the dynamic information sign cannot be completed in a suitable time frame for consistency with Authority Policy 29. Since the vast majority of the overall project is completed and open	Completed.	April 2018.	88.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
				to traffic, Arlington has decided to request an amendment to Appendix A deleting the installation of dynamic information sign as an NVTA-funded project element and agreeing to fund the installation task through other sources. Upon approval of Appendix A amendment, Arlington will submit the close-out form and return the balance of \$170,784.28 to the Authority's Regional Revenue Fund.			
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	The county requested the previously-developed 35% design documents from the developer on July 03, 2019. The County awaits to receive these documents to issue a task order to Transit Bureau's on-call consultant to update the design, to meet WMATA's and local and state codes' current requirements. The County continues to work with WMATA to develop support agreement. On August 08 meeting, County and WMATA decided to proceed with a Design-Build approach. WMATA will provide cost estimate for design support services by the end of August. 		Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
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. 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 – meeting with transit and TSP providers re-scheduled to 8/26/2019 to determine if project can accelerate timeline.	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	25.3%
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	\$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 to start by 2019 end Task 4: ITS equipment deployment - Field survey completed. Equipment procurement is expected by the end of August.	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	8.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	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.						
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	12th Street design plans are at 30%. 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. 23rd 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. Design is at 90%. Temporary construction easements have been secured. Design will be completed in late summer 2019, followed by a three-month procurement process. The construction should start in late 2019 with completion in mid-2020. The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23rd Street from Eads to Crystal Drive. This	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 8/30/19
				project will be designed in coordination with an adjacent private sector development. Discussions have begun with that developer and design may begin by May 2019. Phase 2 will also include the closing of the existing pedestrian tunnel under US1 and removal of all above-ground structures Clark/Bell Realignment has completed 30% design. Design work continues towards the 60% level. The remaining design work is scheduled to be completed in mid- 2020.			
Arlington County (NEW)	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	The project is currently undergoing conceptual design. A decision was made to utilize Construction Manager At Risk (CMAR) for project delivery. A draft scope of work for a Request for Proposals (RFP) for A/E work has been developed and is under internal review. A draft scope of work for Request for Qualifications (RFQ) for CMAR has been developed and is under internal review.	Fall 2021	Fall 2021	0%
Arlington County	Intelligent Transportation Systems Improvements– This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal	\$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 &	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 8/30/19
	optimization, additional Bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority.			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 – Ongoing – Proposal received and evaluated from the consultant for the design of 3 intersections. Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - Project's Planning/Scoping task will begin soon. Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) – Project's Planning/Scoping task will begin soon.			
Arlington County (NEW)	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 18th Street South. The new entrance will be located to the east of the existing entrance, which is located on south Bell Street at 18th Street South, and will provide access to the east side of the train platform.	\$5,000,000 (FY2018-23 SYP)	Preliminary Engineering	WMATA is revising the Conceptual Design and Feasibility Study Report to integrate changes requested by Arlington County; the report will be finalized in early September. The County received an unsolicited Public-Private Education and Infrastructure Act (PPEA) Proposal from JBG Smith to lead and deliver	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 8/30/19
				the project for the County. The County decided to evaluate the unsolicited PPP proposal and, following the County's PPP process, opened it up for other teams to submit their proposal by September 03, 2019.			
Arlington County (NEW)	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 is nearing the end of the 30% design stage and will advance to 90% design in Fall 2019. Draft Value Engineering study was completed on 8/19/2019. VDOT is preparing the NEPA study. 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 was brought onboard to update the CCPY Transitway station design and specifications. Construction of Segment I will be coordinated with the 12 th Street South Complete Street project. 12 th Street South segment (Segment II) is currently in concept phase. A consultant	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 8/30/19
				was hired and kicked off the Traffic and transitway Operations Analysis along 12 th South from Long Bridge Drive/S. Clark Street to S. Hayes Street. This analysis is expected to be completed by spring/summer 2020. With the completion of that, the design of Segment II will be updated to 30%.			
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, Environmental	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	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 8/30/19
				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.			
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, Construction	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 and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Jan 2020	Jan 2020	100%
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.	Jan 2020	Jan 2020	100.0%
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	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design public hearing will be held September 23, 2019. Three firms were shortlisted from the RFQ. RFP to be issued in September 2019.	2023	PE and Environmental 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 8/30/19
	pedestrian/bicycle facilities.			Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18. Environmental: NEPA Concurrence for revised project scope received from FHWA. VDHR on 10/23/18 provided concurrence that project would have no adverse impact on historic properties. VDOT has approved Noise Study and Air Study. Draft categorical exclusion was submitted to VDOT for approval 2/25/19. Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18; coordinating with VDOT and consultants to finalize the study. Geotech: VDOT has approved Revised Geotechnical Data Report. Request for Qualifications (RFQ) was posted April 16, 2019. Five Statement of Qualifications (SOQ) were received on May 24, 2019. Three firms are expected to be shortlisted by July 12 and Request for Proposals to be issued on August 12, 2019.			
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 Environmental Study – late Spring 2020.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
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Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT 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, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Alternatives for Popes Head Road interchange are being evaluated. Design public hearing anticipated in late 2019/early 2020.	2025	Spring 2020	40.0%
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT 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, Burk Center	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
				Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Alternatives for Popes Head Road interchange are being evaluated. Design public hearing anticipated in late 2019/early 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 ws issued on 7/29/2019. 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 Fall 2022 to Fall 2025.	Phase 1: 2021 Phase 2: 2025	Nov 2020	62.5%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax	\$20,000,000 (FY2015-16)	Construction	Project complete. Close out pending.	January 2018.	January 2018.	54.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.						
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018. Pardon Our Dust meeting held on May 7 th and May 14 th . 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. For the segments administered by VDOT, a public notice regarding environmental permit was issued by Department of environment Quality on August 17, 2019; Also, there will be a "Pardon-our-dust" meeting in mid-Fall 2019.	2024	June 2020	0%
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	Continuation of preliminary design with a completion of 20% design in Summer 2019. Environmental document work ongoing and currently at 50% complete.	2029	2029	0%
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-	\$880,000 (FY2014)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.						
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			
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	Site preparation work has started.	January 2020	January 2020	27.7%
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 2022	Summer 2022	10.5%
Loudoun County UPC 97529, 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four- lane urban major collector with a divided	\$31,000,000 (FY2015-16)	Design, ROW, Construction	Design of an additional southbound lane from Dulles West Boulevard to Route 50 and construction of a 2nd right turn lane from Loudoun: Field survey and utility designations are underway. A meeting with MWAA was held on June 3, 2019 to discuss permits for the project.	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 8/30/19
	median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.						
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	The Town of Hillsboro opened bid July 25 th at 12 pm. The Town rejected all bids and revising its 'Invitation-to-Bid (IFB)'. The Town is revising the "Maintenance and protection of traffic (MOT)" plan as well as other bid items in anticipation of rebid in early September.	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	Consultant selection is underway for a Design Consultant	2026	2026	0%
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	J2 Engineers submitted the Preliminary Field Inspection (PFI)/30% Roadway Plans on 8/20/19 to VDOT and Loudoun County Department of Building & Development.	2024	2024	0%
Prince William	Route 1 Widening from Featherstone Road to Mary's	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT	April 2021	October 2018	88%

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County	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.			Finalizing roadway project design.			
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. Roadway construction advertisement is anticipated for January 2020, with award in March 2020. The \$14,475,732 Duct Bank construction contract was awarded to Sagres Construction Corporation on August 7, 2018. Construction of the Duct Bank has been divided into three phased. Phase 1 is complete and Dominion relocation has begun. Phase 2 duct bank activities are 65% complete and Phase 3 is 20% complete. . Demolition of structures continues. Roadway construction bid is scheduled for January 2020.	April 2021	April 2021	66.1%
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	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	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.						
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	On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing including curb and gutter installation. Northbound bridge girder placement is complete. Project is nearing 90% completion and on schedule for 100% completion by November 2019 .	November 2019	November 2019	90.5%
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. Design activities are ongoing. Negotiating with area developer that may be working in the area simultaneously to reduce impacts and duplication. . VDOT ROW review was completed with a total of 28 impacted properties. Construction began on August 5,	Spring 2022	Design March 2018 thru summer 2019. Construction Spring 2022 .	30.8%
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	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Spring 2022	Design March 2018 thru summer 2019. .	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	sidewalk.						
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%
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. Current task focuses on feasibility of obtaining permits for the bypass. Awaiting comments from Army Corps of Engineers, VDOT, FHWA, and EPA. The consultant is in the process of analyzing the impacts of Alternative 4 (existing Route 28) in comparisons to Alternatives 2A/2B (Bypass). Public Information meeting is anticipated to be held in October 2019.	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.	47.8%
Prince William County (NEW)	Route 28 Corridor Feasibility Study – - 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 8/30/19
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 is being assembled to review the bids. The tentative due date for bids is September 30, 2019.	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	A task order with Parsons has been executed and design work has been initiated. Consultant 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.	2022	2022	1.7%
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.	\$38,700,000 (FY2018-23 SYP)	Design, ROW, Construction	A Request for Proposal (RFP) for design services was advertised on June 28, 2019 and will close on July 30, 2019. The proposals are under review.	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	\$1,462,500 (FY2014)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
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	King Street.						
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, Construction	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.			
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.			
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)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the	Project completion is currently scheduled for March 2022.	Project completion is currently scheduled for March 2022.	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
				contractor and WMATA continues to advance the project design. Additional public meetings will be held. The state announced \$50 million in funds on November 13, 2018 for the south entrance in association with the Amazon HQ2 project. The funding will require approval (likely sometime in 2019) by the Commonwealth Transportation Board. The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal is to ensure the current project remains on schedule for a 2022 opening. There is approximately 8 months of design and construction that can proceed before a decision on how to implement the south entrance would become a critical path item. 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 to enhance the south entrance. Community outreach will continue. The City, WMATA, and Contractor will work to develop a cost estimate for			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
				the recommended south entrance enhancement. The contractor has initiated the construction of the A/C Switchgear Building component of the project. This project will be presented to the State Water Control Board on September 6 th . Where DEQ will support its position to recommend the issuance of a Virginia Water Protection Permit.			
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.	19.4%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	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. .	Winter 2019	Fall 2018	100.0%
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	\$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	2024	2021	36.6%

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	(Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).			Priority at all intersections. The procurement for design services is anticipated for 1 st Quarter of FY 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	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, however, the SMS text messages is still in progress and should be complete by the end of September. The new bus signs, which are contingent upon SMS Deployment, are planned for purchase by November and installation in early 2020. Mobile CAD will be deployed by September 2019. 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.	September 2019	September 2019	0%
City of Alexandria	Alexandria ITS Projects (NEW) - 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	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. We anticipate the contract to be awarded late Fall 2019.	FY 2021	FY 2021	0%
City of	DASH Transit Service	\$11,933,161	Construction,	NVTA project agreement was	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 8/30/19
Alexandria	Enhancements and Expansion (NEW) - 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.	(FY2018-23 SYP)	Capital Asset	executed in June, 2019. DASH is conducting RFQ process for turnkey deployment for six electric buses and supporting infrastructure. 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 will lead to the development of a Zero Emission Fleet Implementation Plan, which is also included in NVTA project scope.			
City of Alexandria	Alexandria Duke Street Transitway (NEW) - 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 long 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 will be completed when a BRT project manager is hired.		June 2023	0%
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional	\$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 8/30/19
	passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.						
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			
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			
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens	\$10,000,000 (FY2015-16)	Construction	Completed. Last reimbursement request has been submitted to NVTA. A Ribbon cutting ceremony was	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 8/30/19
	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.			held on May 20.			
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			
City of Fairfax	Jermantown Road Corridor Improvements (NEW) –	\$21,000,000 (FY2018-23)	Preliminary engineering,	NVTA project agreement executed in January 2019.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
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	Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	SYP)	ROW, Construction				
City of Fairfax	Roadway Network Northfax West (NEW) – 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.	FY2022	FY2022	0%
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			
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			
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	\$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 8/30/19
	pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.						
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. Site plan submission to City of Falls Church anticipated November 2019.	August 2020	August 2020	1.91%
City of Falls Church	WFC and Joint Campus Revitalization District Multimodal Transportation Project (NEW) - 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 30% 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	0%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin	\$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	Winter 2021	Winter 2021	5.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	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.			finalizing ROW. Utility relocation will begin as soon as all properties are clear. Project advertising expected in January 2020.			
Town of Dumfries UPC 90339	Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been approved in July 2018. A design Public Hearing was held on Thursday October 18, 2018. Design approval is anticipated in July 2019. <i>Design was approved on 7/25/2019. Environmental Reevaluation was advertised for the public review. Environmental Reevaluation is anticipated to complete by the end of 2019. Field Inspection (FI) plan is anticipated to be available for review in fall 2019.</i>	FY2025	Summer 2019	21.5%
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction	\$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	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 8/30/19
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	to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.			out			
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 90% complete. Land acquisition and utility underground/relocation are underway	Expected in 2021, . To be coordinated with the opening of Dulles Metrorail Phase II	Spring 2021	5.2%
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	Currently in ROW phase. Construction expected to start in 2020.	Expected in 2021, to be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	0%
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization,	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies. Right of Way Notice To Proceed (NTP) was approved on May 9, 2019 and as a result right of way acquisition is underway.	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 8/30/19
	crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.						
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.			
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	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.	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the	\$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.	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 8/30/19
	Town of Leesburg			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.			
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. Construction is expected to start in 2020.	November 2021		0%
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%
Potomac and Rappahannock	Gainesville New Service Bus – Funding to acquire one	\$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 8/30/19
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Transportation Commission (PRTC)	commuter bus for new PRTC Gainesville Service.						
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	Building Permit was approved by Prince William County on 2/5/2016. PRTC was awarded \$11M in Concessionaire payment funds. Bid packages were issued July 16, with bids being due August 16, 2018. On average bids increased by 25% from 3 years ago with copper and steel increasing by 40%. May have to cut some items in order to stay within budget. 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. Block wall installation is completed at the maintenance and fuel/wash buildings. Outside metal wall panels were installed on the north and south side walls of the maintenance building, and have started to be installed on the administration building 8/17/19. Mechanical, electrical, and plumbing installations are taking place in both maintenance and administration building. Pre-cast pieces for fuel and wash in place. Beginning to prepare for base coat of asphalt on western side of site near fuel/wash building.	Late Spring 2020	Late Spring 2020	49.8%
VDOT (Fairfax County)	Route 7 Bridge over Dulles Toll Road - Widen Route 7	\$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 8/30/19
	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.						
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			
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			
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			
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	The waterline work is complete. Major storm sewer crossing across NB and SB route 28 is completed with minimal impacts to existing traffic. Box culvert extensions continue and baseball asphalt paving has begun in several locations. Project is currently on-time and on-budget.	June 2020	June 2020	28.6%
Virginia Railway Express	Gainesville to Haymarket Extension/ Broad Run Expansion – Corridor study and preliminary	\$1,500,000 (FY2014)	Planning, Project Devt., Conceptual	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering	2024	2019	90.0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.		Design.	(PE)/30% design are 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.			
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	8.6%%
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%
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, Environmental	Continuation of the FY2015-16 project. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. Final design underway with expected 60% due in September 2019.	2022	2020	15.6%
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	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	3.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	the station.						
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 are anticipated to be completed by 2020.	2023	2023	0.4%
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 initiated in 2018 and continues. Track cut-in completed July 27-28, 2019. Signals cut-in scheduled for September 2019. Project substantially complete by October 2019.	2019	2019	3.8%
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. Advertisement of a request for proposals (RFP) for Preliminary Engineering/30% design and environmental review advertised June 3, 2019; NVTA has approved final design funding for FY2021.	2023	September 2018. Final invoice pending receipt of CSXT invoice for design review.	98.6%
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	\$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	Projected Contract Close- out July 2019	May 2019	29.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/30/19
	power system to increase power supply capacity to support the future expanded use of eight car trains.			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.			
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing are ongoing at C98TB, J02TB2.. 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. Due to manufacturing delays, construction at C98TB and J02TB2 has been delayed to late October 2019. .	Project Contract Close-out estimated December 2021	December 2021	0%