

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: September 8, 2017

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 15th Anniversary Celebration.** The Authority will hold a 15th anniversary celebration on Thursday, November 9, 2017, immediately following the regular business meeting. The celebration will be held at the Sherwood Community Center located at 3740 Old Lee Hwy, Fairfax, VA 22030.
3. **Transportation Planning Board's Technical Committee Briefing.** On Friday, September 8, 2017, NVTA staff briefed the TPB's Technical Committee on the Authority's Project Prioritization Process. This presentation included a discussion of the NVTA's planning, programming and funding responsibilities, performance measures, the TransAction Update, and the development of the Authority's first Six Year Program. Please note Attachment A for the presentation.
4. **Route 28 Corridor Ribbon Cutting.** Wednesday, October 4, 2017 at 1:00pm, the Authority, in coordination with VDOT, Fairfax and Loudoun Counties, will host a ribbon cutting for the Route 28 Corridor Improvements. This significant milestone marks the completion of these notable congestion relieving investments to thousands of commuters daily. Drivers will now have four lanes on southbound Route 28 from Waxpool Road to Route 50 and on northbound Route 28 from McLearen Road to the Dulles Toll Road. In May of 2015, the Authority held a groundbreaking ceremony for this regionally significant transportation corridor. This ribbon cutting brings the project full circle.
5. **Loudoun County Parkway Ribbon Cutting.** Wednesday, September 6, 2017, the Authority along with VDOT, Loudoun County and MWAA, celebrated a ribbon cutting for the completion of the final mile of the Loudoun County Parkway and the new intersection at Loudoun County Parkway and Old Ox Road. This major improvement will reduce congestion by completing the four-lane road's connection from Route 50 to Route 7. The Authority is

funding additional improvements for the Loudoun County Parkway corridor that are expected to be complete in 2018.

6. NVTA Standing Committee Meetings

- **Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Wednesday, October 4, 2017 at 10:00am.
- **Finance Committee:** The NVTA Finance Committee will meet on Thursday, September 21, 2017 at 1:00pm.
- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee will meet on Thursday, September 14, 2017 at 6:00pm.

7. NVTA Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The PCAC will meet on Wednesday, September 27, 2017 at 6:30pm.
- **Technical Advisory Committee:** The TAC will meet on Wednesday, September 20, 2017 at 7:00pm.

8. CMAQ-RSTP Transfers:

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

9. FY2014-2017 NVTA Regional Projects Status Report:

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

Attachments:

- A. NVTA's Presentation to TPB's Technical Committee
- B. CMAQ-RSTP Transfers
- C. Regional Projects Status Report

NVTA's Project Prioritization Process



TPB Technical Committee
Sree Nampoothiri, Transportation Planner
September 8, 2017

Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

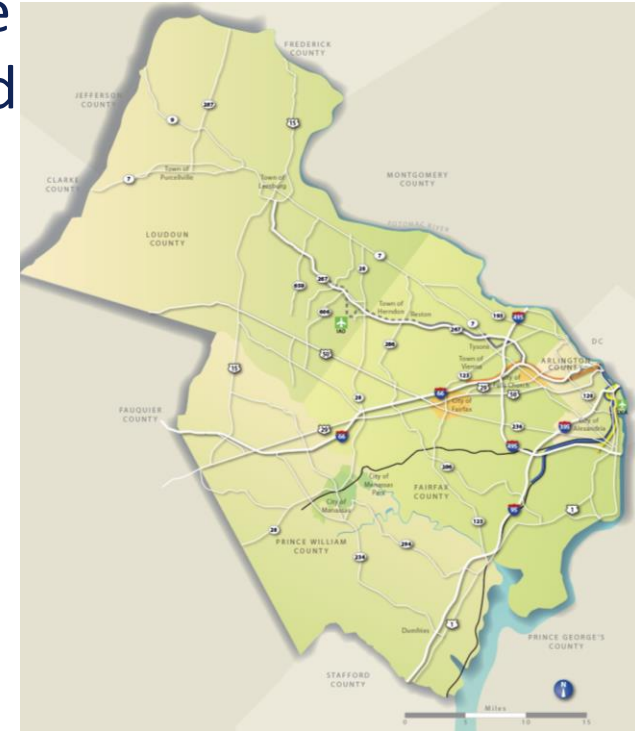
Overview

- NVTa 101
- Revenues
- TransAction – NOVA's Long Range Transportation Plan
- Six Year Program

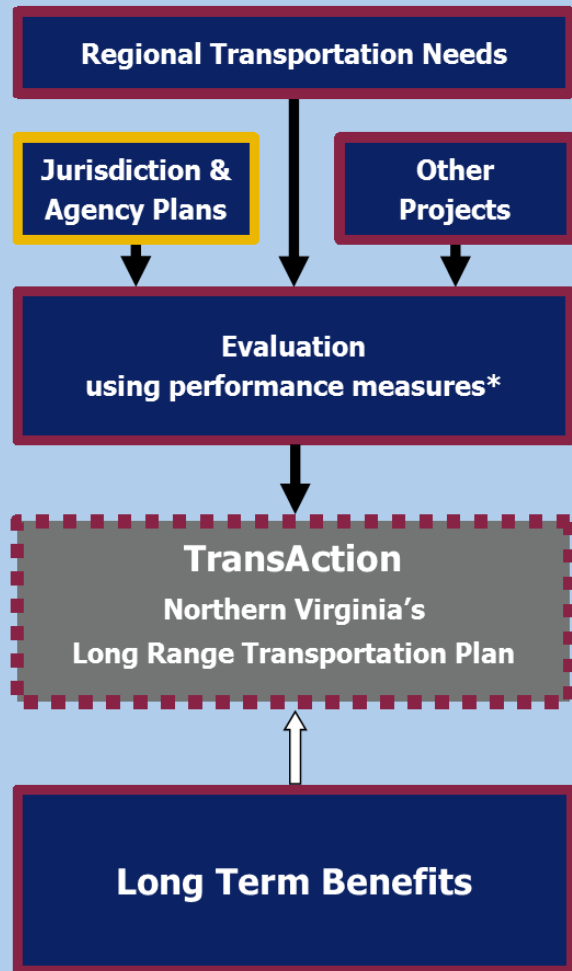


Northern Virginia Transportation Authority (NVTA)

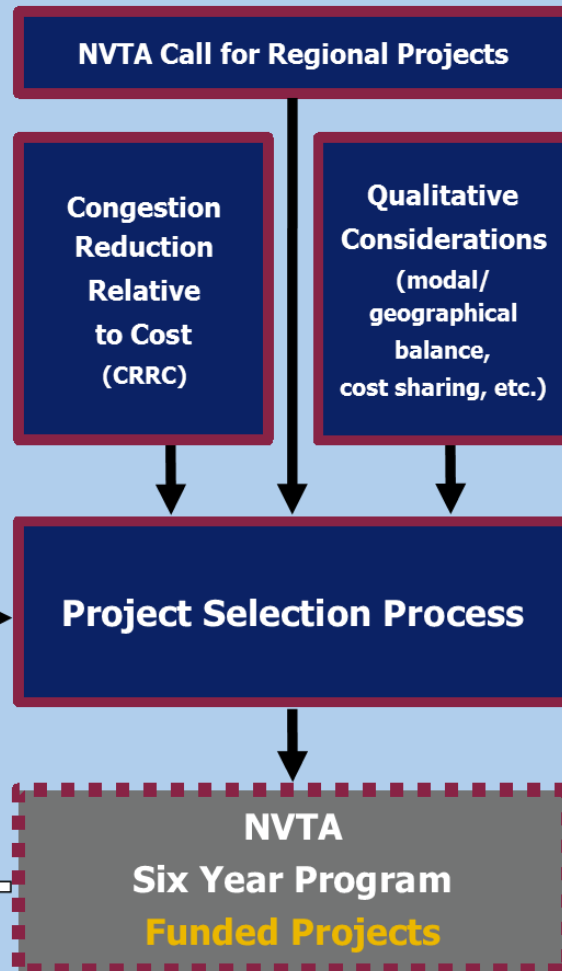
- The Authority is responsible for long range transportation planning, prioritization, and funding for regional transportation projects in Northern Virginia.
 - 2002: Virginia General Assembly created NVTA
 - 2012: Adoption of TransAction 2040
 - 2013: House Bill 2313 created dedicated funding source
 - 2013: FY2014 Program (\$187 Million)
 - 2015: FY2015-16 Program (\$337 Million)
 - 2016: FY2017 Program (\$466 Million)
 - 2017: Adoption of TransAction Update
 - 2018: Adoption of first Six Year Program
- Capital investment only; Within NOVA only
- Projects that increase capacity



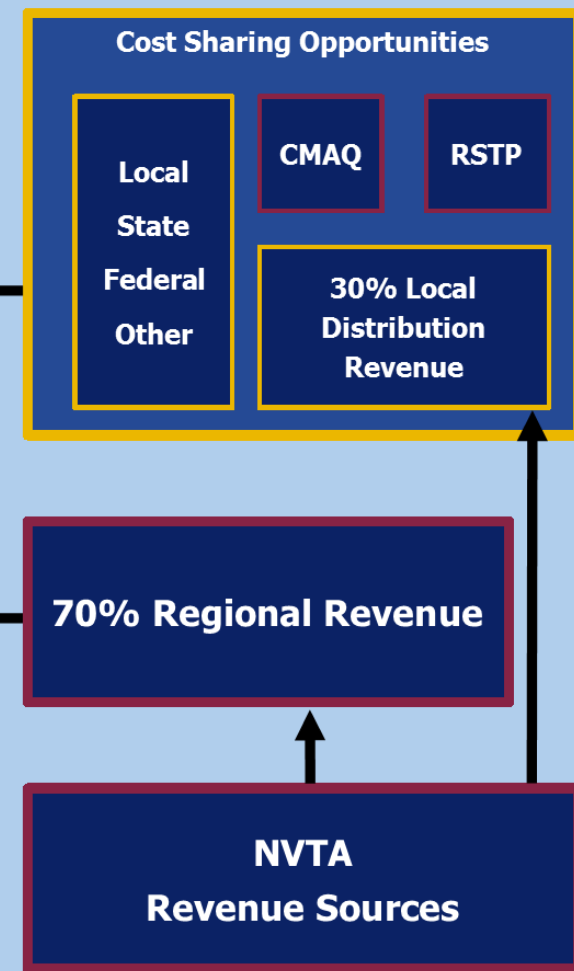
PLANNING



PROGRAMMING



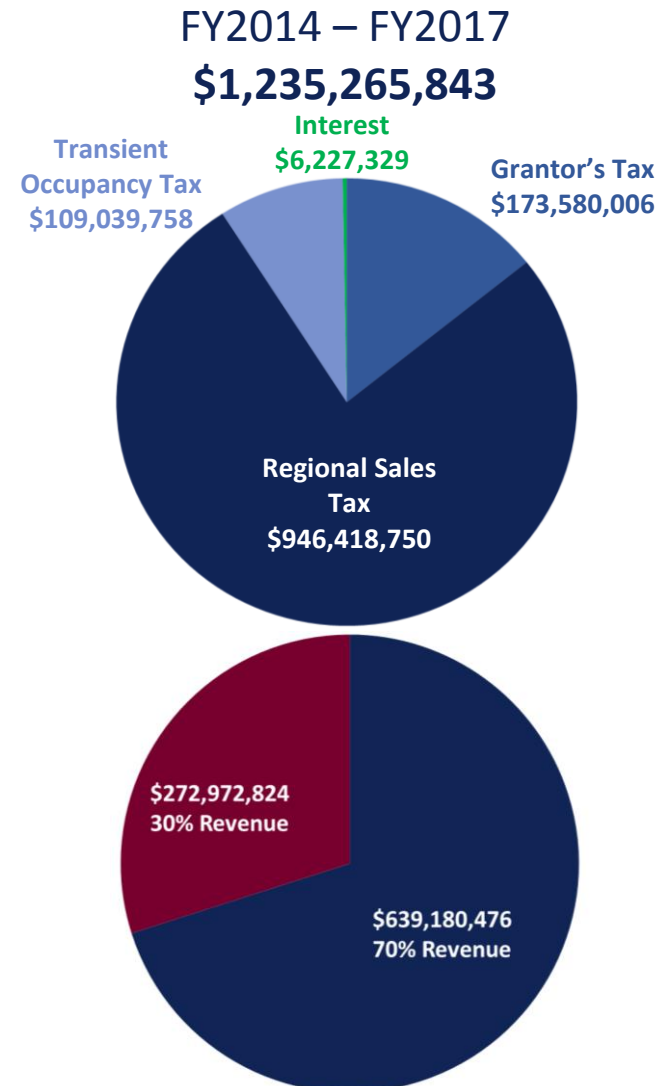
FUNDING



* Includes State-mandated HB599 evaluation process

NVTA Revenues

- HB 2313 Revenues
 - Retail Sales & Use Tax (0.7%)
 - Grantor's Tax (\$0.15/\$100)
 - Transient Occupancy Tax (2%)
- Option of issuing bonds
 - AA+ Rating
 - Issued bonds worth \$69 million as part of FY2014 Program
- Recommended allocation of CMAQ Funds: \$40M average annual
- Recommended allocation of RSTP Funds: \$50M average annual



TransAction

- TransAction Update

- Data-driven; Fiscally Unconstrained; Updated every 5 years

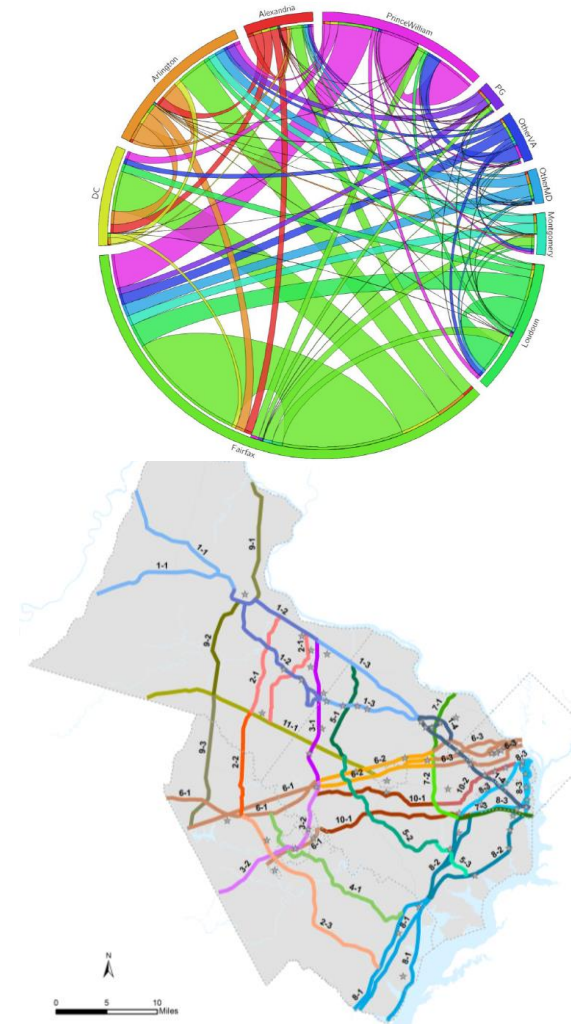
- Key Inputs

- MWCOG Round 9.0 forecasts, 2040 planning horizon
- Needs assessment
- Public engagement findings
- 358 **multi-modal** candidate projects ('bottom-up' and 'top-down') across 11 regional corridors/28 corridor segments
- \$44 Billion planning level project cost estimates, regardless of funding sources
- 15 weighted performance measures
- 2040 No-Build includes fully funded projects only
- Four 'alternate futures' for scenario (sensitivity) analysis

- Key Outputs

- Project evaluations/rankings at the corridor segment level
- Planning level benefit cost analysis/rankings at the corridor segment level
- Scenario (sensitivity) analysis

2040 Commute pattern



TransAction: Performance Measures

Vision								
In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable.								
Goals	Objectives		Measures		Overlaps			Weighting
Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation	1.1	Reduce congestion and crowding experienced by travelers in the region	1.1.1	Total Person Hours of Delay (HB599)	①		③	10
			1.1.2	Transit Crowding (HB599)	①	②		5
			1.1.3	Person Hours of Congested Travel in Automobiles (HB599)	①		③	5
			1.1.4	Person Hours of Congested Travel in Transit Vehicles (HB599)	①		③	5
	1.2	Improve Travel Time Reliability	1.2.1	Congestion Severity: Maximum Travel Time Ratio	①	②		5
			1.2.2	Congestion Duration (HB599)	①	②	③	10
	1.3	Increase access to jobs, employees, markets, and destinations	1.3.1	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit	①			5
			1.3.2	Access to Jobs within 45 mins by auto or within 60 mins by transit (HB599)	①			5
	1.4	Improve connections among and within areas of concentrated growth	1.4.1	Average travel time per motorized trip between Regional Activity Centers	①			5
			1.4.2	Walkable/bikeable environment within a Regional Activity Center	①		③	5
								60
Goal 2: Enable optimal use of the transportation network and leverage the existing network	2.1	Improve the safety of transportation network	2.1.1	Safety of the transportation system	①	②		5
	2.2	Increase integration between modes and systems	2.2.1	First and last mile connections	①	②		10
	2.3	Provide more route and mode options to expand travel choices and improve resiliency of the system	2.3.1	Share of travel by non-SOV modes	①	②	③	10
	2.4	Sustain and improve operation of the regional system	2.4.1	Person hours of travel caused by 10% increase in PM peak hour demand (HB599)		②		5
								30
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1	Reduce transportation-related emissions	3.1.1	Vehicle miles traveled (VMT) by speed			③	10
							10	

Notes

① ② ③ indicate primary goal supported by each measure

① ② ③ indicate other goals supported by each measure

Measures 1.4.2, 2.1.1, and 2.2.1 are qualitative measures. All others are quantitative measures.

- RTPP Goals/Strategies are covered

Findings: Select Measures

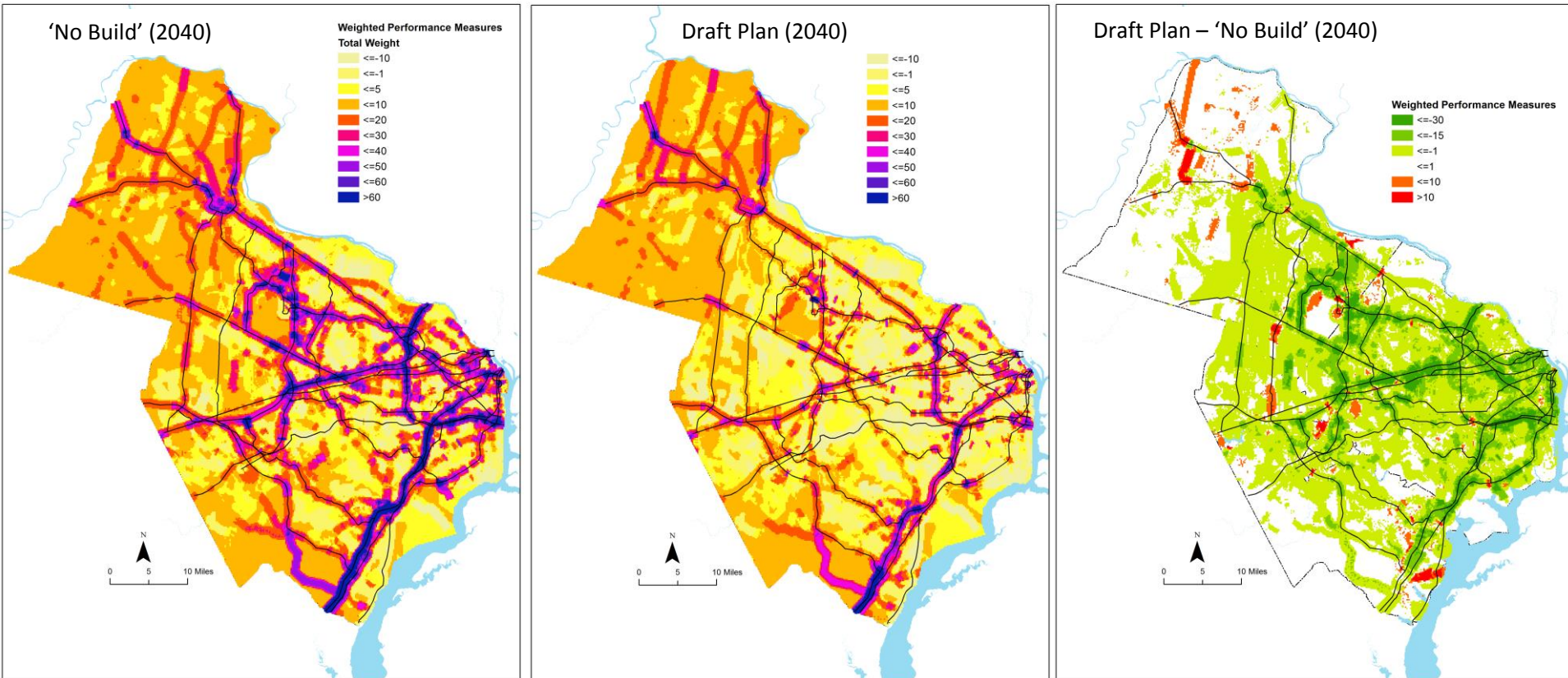
Population increase: 24%

Employment increase: 37%

Measures (Weekday)	Current Conditions (2016)	'No Build' (2040)	Draft Plan (2040)	% Change
Motorized Trips	8,737,000	10,462,000	10,565,000	1.0%
Auto Trips	7,862,000	9,432,000	9,442,000	0.1%
Transit Trips	876,000	1,030,000	1,122,000	9.0%
Transit Share	10.0%	9.8%	10.6%	8.2%
Transit Boardings	1,002,000	1,359,000	1,551,000	14.1%
Miles of Travel	104,839k	125,379k	124,869k	-0.4%
Hours of Travel	3,298,000	5,811,000	4,446,000	-23.5%
Hours of Delay	1,007,000	3,030,000	1,704,000	-43.8%
Transit Crowding	10,800	20,100	7,200	-64.4%

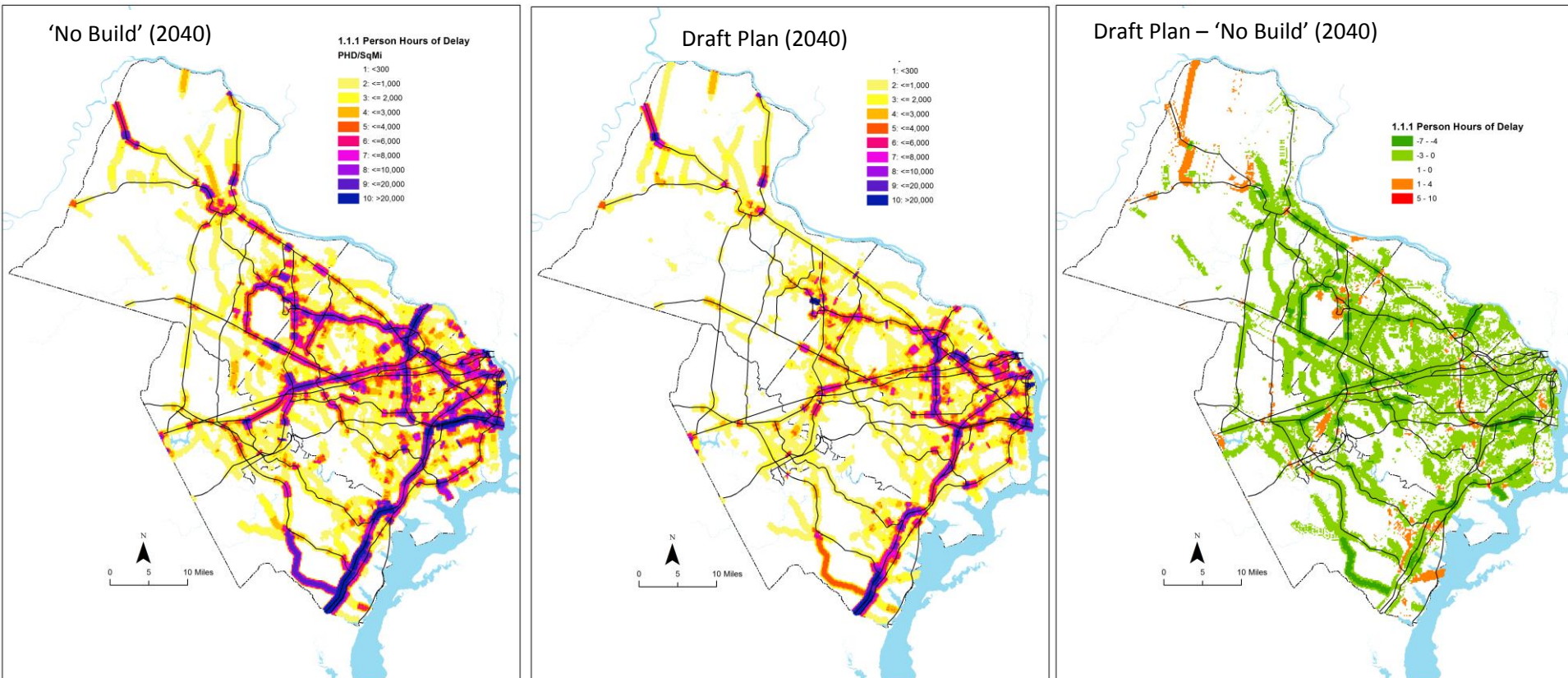
Overall Impact of the Plan

Draft Plan (2040) compared to 'No Build' (2040)



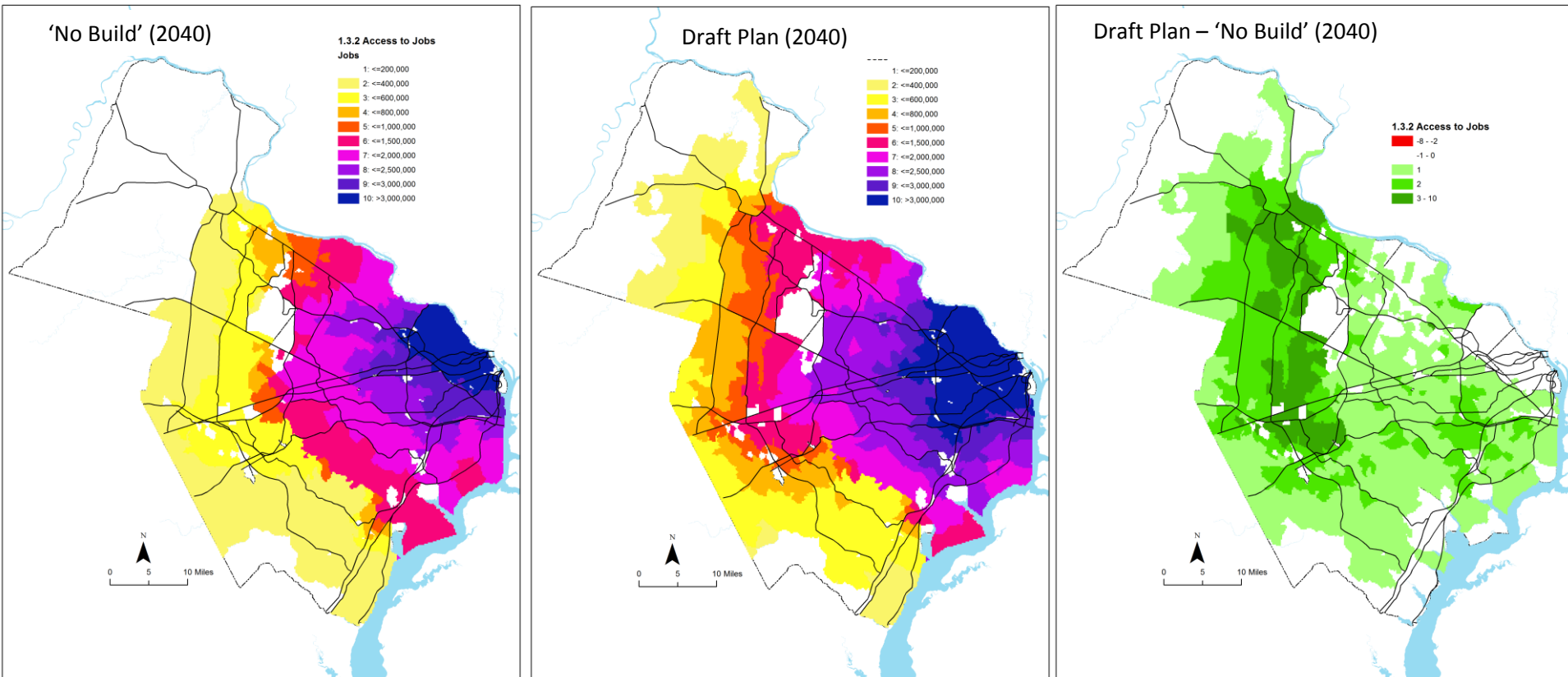
Impact on Person Hours of Delay

Draft Plan (2040) compared to 'No Build' (2040)



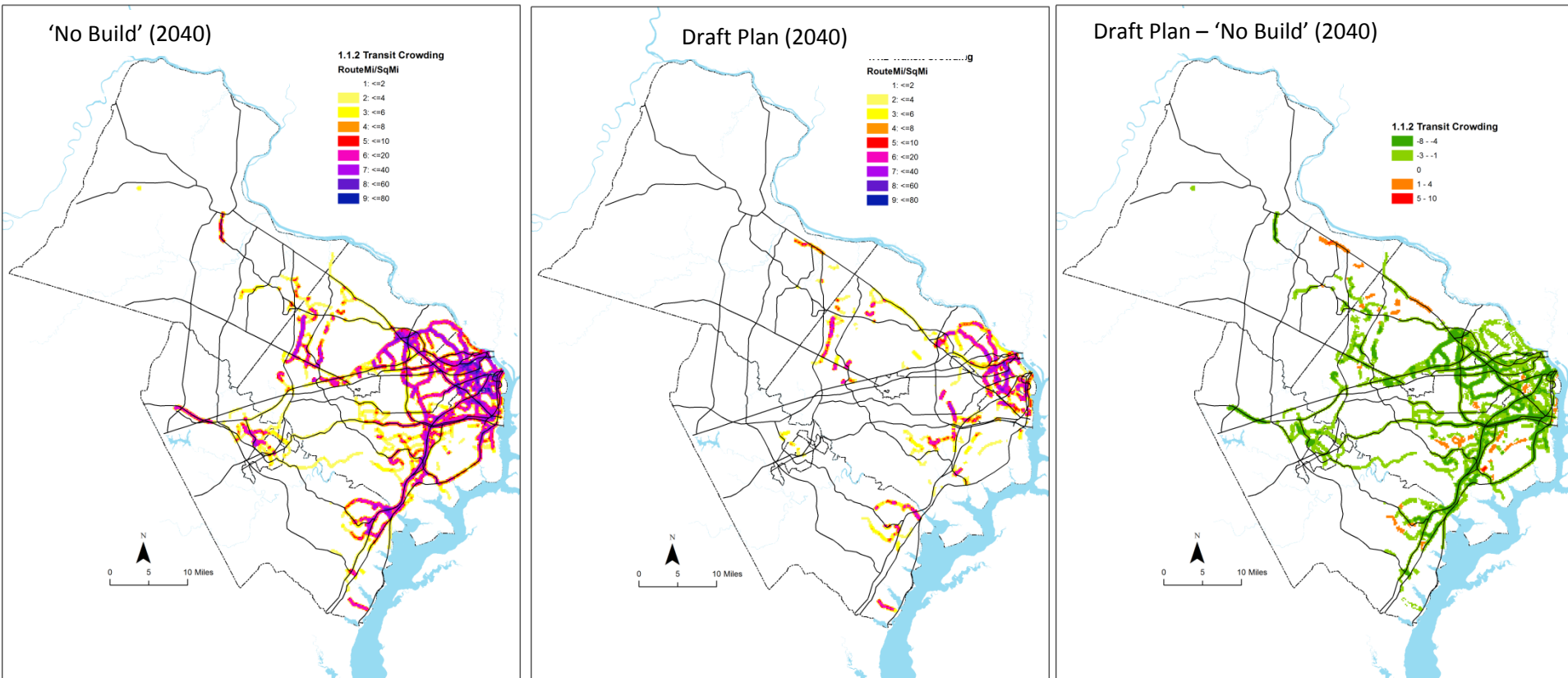
Impact on Access to Jobs

Draft Plan (2040) compared to 'No Build' (2040)



Impact on Transit Crowding

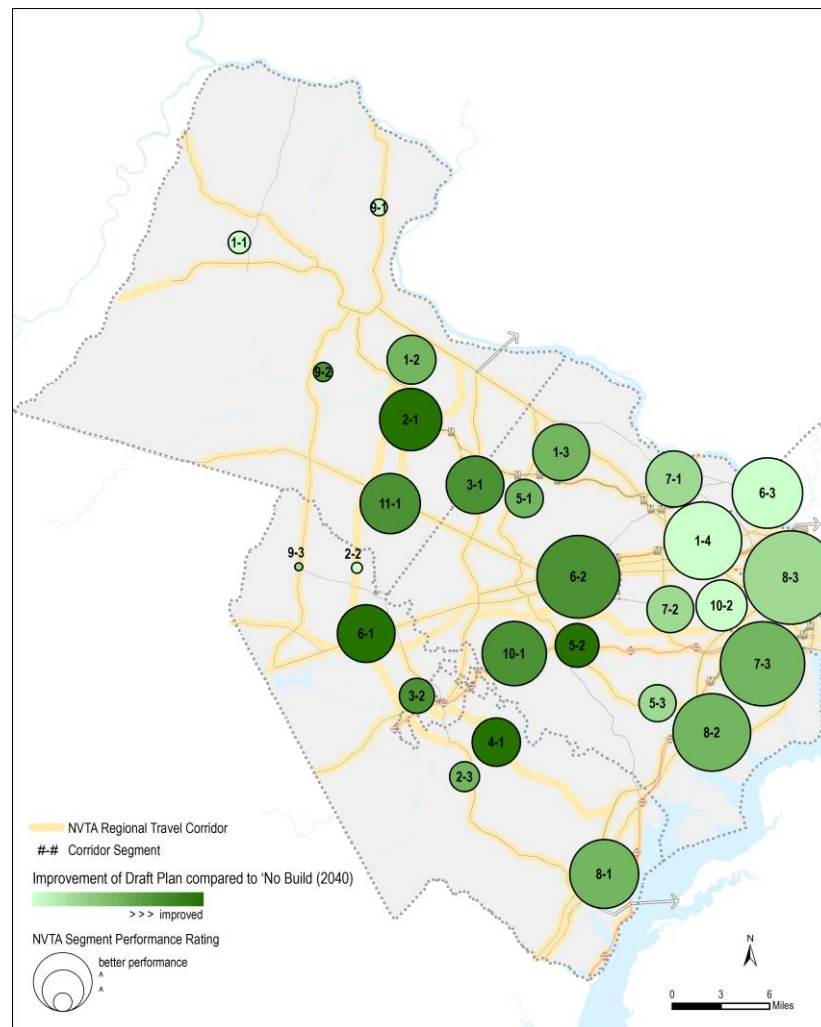
Draft Plan (2040) compared to 'No Build' (2040)



Segment Performance

Ratings by Segment:

- Circle Size: NVTa Segment Performance Rating
 - Larger circles show segments with higher ratings relative to other segments
- Circle Color: Improvement of Draft Plan compared to 'No Build' (2040)
 - Darker circles show larger improvement on a segment relative 'No Build' (2040) conditions



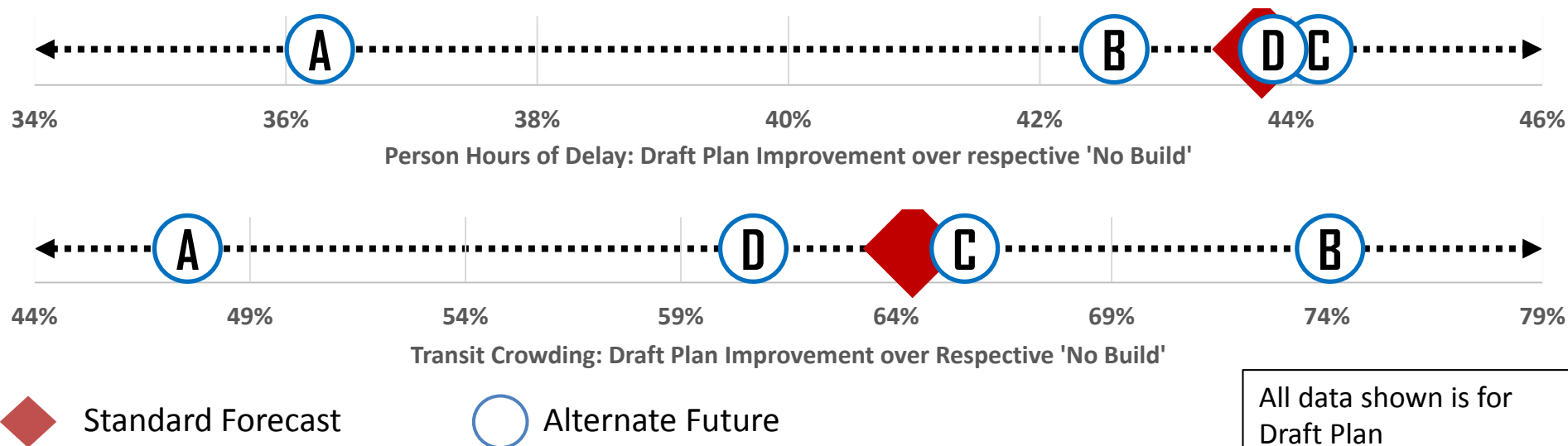
Alternate Futures

- Sensitivity tests
- Four Alternate Futures tested:
 - Scenario A: Technology makes driving easier
 - Scenario B: Changes in travel behavior
 - Scenario C: Dispersed land use growth
 - Scenario D: Concentrated land use growth
- Scenarios are ‘plausible’ alternate futures, but are neither ‘predicted’ nor ‘preferred’; hybrid scenarios are ‘probable’
- Scenario (sensitivity) analysis provides an understanding of the robustness of TransAction findings and recommendations



Draft Plan: Alternate Futures

- Draft Plan shows improvement under all Alternate Futures
 - 36-44% improvement in Person Hours of Delay
 - 48-74% improvement in Transit Crowding
- Draft Plan likely to provide benefits to NOVA regardless of potential future changes



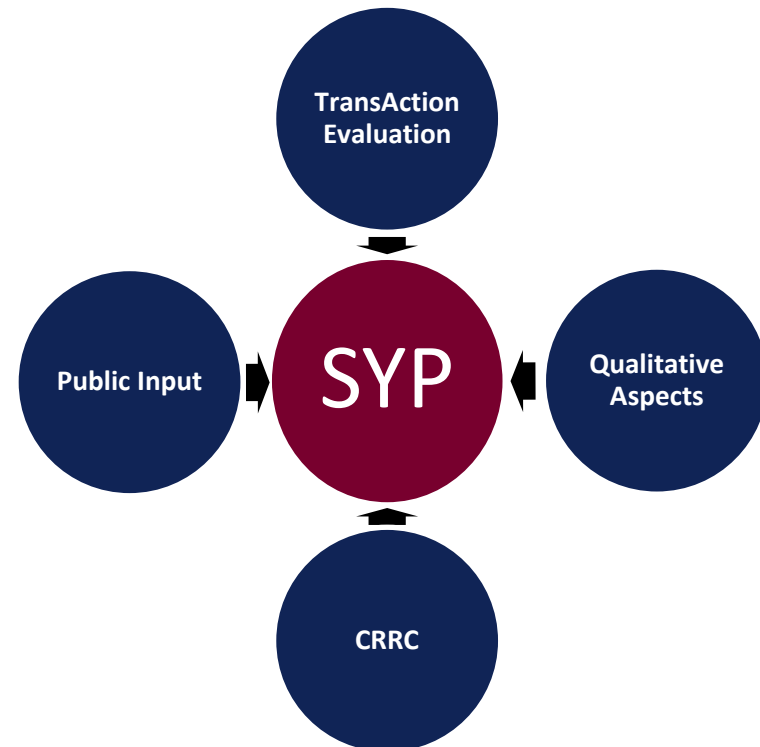
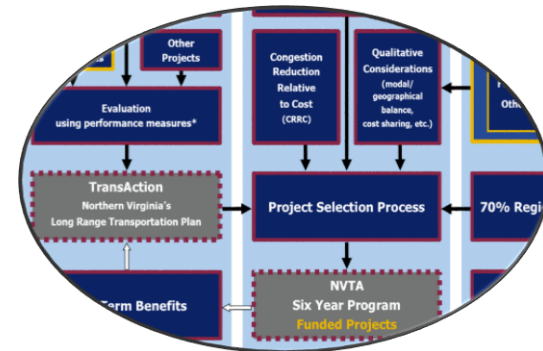
Programming

- Moving to Six Year Program (SYP)
- “Call for Regional Projects”
- Projects must be included in TransAction
- Only regional level studies are eligible
- Projects must be capital improvement; operations and maintenance are NOT eligible
- Projects must be within NOVA
- Developing scope and providing sufficient details on all aspects, including cost, is the responsibility of jurisdictions/agencies
- Requires governing body’s support in the form of resolution



Programming

- Review relevant TransAction evaluations, including 'regional coherence', phasing, and sequencing of regional projects
- Calculate Congestion Reduction Relative to Cost Ratios (CRRC)
- Document relevant qualitative considerations (geographical/modal balance, cost sharing)
- NVTAs Committees, Public Comments, Public Hearing
- Authority Adoption



Programming

- Total project cost is considered since the benefit is calculated for the total project
- Projects leveraging other funds fare better
- NVRTA's SYP is not an amalgamation of jurisdictional CIPs or agency funding plans
- Schedule:
 - TransAction Adoption – October 12, 2017
 - Call for Regional Projects – October 12, 2017
 - Deadline for Applications – December 15, 2017
 - SYP Adoption – May/June 2018



Thank You!

www.thenovaauthority.org

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Principal, Planning and Programming

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP)
funds for Fairfax County and the City of Alexandria

DATE: September 8, 2017

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

On July 27, 2017, Fairfax County requested the following reallocation:

- \$4,900,000 in previous year RSTP funds from Reston Town Center Roadway (RTC) Improvements (UPC 106939) to Soapstone Connector Dulles Toll Road Overpass (UPC T18907). The RTC Roadway UPC represents multiple projects within the Reston Funding Plan, one of which is the Soapstone Connector.

On August 16, 2017, the City of Alexandria requested the following reallocation:

- \$200,000 in previously allocated FY 2017 RSTP funds from Rideshare Enhancements (UPC 106807) to DASH Technology (UPC T19632). These funds will be used to install Automatic Passenger Counters on the remaining DASH bus fleet.

The RJACC approved the Fairfax County request on July 27, 2017, and the City of Alexandria request on August 31, 2017.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

September 14, 2017

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Fairfax County and the City of Alexandria

Dear Ms. Cuervo:

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

On July 27, 2017, Fairfax County requested the following reallocation:

- \$4,900,000 in previous year RSTP funds from Reston Town Center Roadway (RTC) Improvements (UPC 106939) to Soapstone Connector Dulles Toll Road Overpass (UPC T18907). The RTC Roadway UPC represents multiple projects within the Reston Funding Plan, one of which is the Soapstone Connector.

On August 16, 2017, the City of Alexandria requested the following reallocation:

- \$200,000 in previously allocated FY 2017 RSTP funds from Rideshare Enhancements (UPC 106807) to DASH Technology (UPC T19632). These funds will be used to install Automatic Passenger Counters on the remaining DASH bus fleet.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the Fairfax County request on July 27, 2017, and the City of Alexandria request on August 31, 2017. The NVTA was informed at their September 14, 2017, meeting and has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Yon Lambert, Director, City of Alexandria Department of Transportation and Environmental Services
Tom Biesiadny, Director, Fairfax County Department of Transportation



County of Fairfax, Virginia

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

July 27, 2017

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Dominguez: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$4,900,000 in RSTP funds from Reston Town Center (RTC) Roadway Improvements (UPC 106939) to Soapstone Connector DTR Overpass (UPC T18907).

The County plans to keep the RTC Roadway UPC (106939) open, as this UPC represents multiple projects within the Reston Funding Plan, of which the Soapstone Connector project is a part. If you have any questions or concerns about this request, please contact Ray Johnson at (703) 877-5617.

Sincerely,

Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, Fairfax County Department of Transportation (FCDOT)
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

Attach Signed Request of Transfer Letter



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

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

alexandriava.gov

August 16, 2017

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP)
funds for the City of Alexandria

Dear Ms. Dominguez:

The City of Alexandria requests the Regional Jurisdictional Coordinating Committee's (RJACC)'s approval for the following RSTP transfer:

- \$200,000 of previously allocated FY2017 RSTP funds from UPC #106807 (Rideshare Enhancements) to FY2018 UPC #T19632 (DASH Technology)

These funds will be used to install Automatic Passenger Counters (APC's) on the remaining DASH bus fleet.

Thank you for your assistance in this matter. Please feel free to contact Carrie Sanders, Deputy Director of Transportation & Environmental Services, at Carrie.Sanders@alexandriava.gov or 703.746.4088 should you have further questions.

Sincerely,

A handwritten signature in cursive script that reads "Carrie Sanders".

Carrie Sanders
Deputy Director
Transportation & Environmental Services

Ms. Noelle Dominguez, Chairman
August 16, 2017
Page 2

Attachment – Transfer Request Form

cc: Yon Lambert, Director, T&ES
Allan Fye, Division Chief of Transit, T&ES

Attachment

City of Alexandria

From (Donor): _____

To (Recipient): _____

TOTAL OF TRANSFER \$200,000.00

Attach Signed Request of Transfer Letter



NVTA FY2014-17 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 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; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	Mid-2019	11.8%
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	Design notice to proceed was provided in October 2014. Streetscape and Undergrounding plan approval expected in March 2017. Washington Gas relocations began April 12, 2017. Invitation to Bid scheduled for release July 2017, with construction expected to be under way in Nov 2017.	Fall 2019	Fall 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 completed the 90% plan review in April 2017. Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Spring 2020; Eastern Half – projected Summer 2020	Western Half – Spring 2020; Eastern Half – projected Summer 2020	7.3%
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	Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Only three minor issues remain on the punch list. These are expected to be completed by the end of September. Remaining funds will be used to implement the real-time information signage installation. The planning process for this task has just begun. The signage is expected to be installed by the end of calendar year 2017.	Spring 2017. Signage phase to be completed by the end of 2017.	Spring 2017. Signage phase to be completed by the end of 2017.	75.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from Fall 2017.	Start of construction in winter 2019	Fall 2019	0%
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 30% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. Task 4 – ITS Equipment Installations – Field assessment underway. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task3 - November 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	Task 2 – Summer 2019 Task3 - November 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	6.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Arlington County	Lee highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I-66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Preliminary field assessment has been completed. Survey has been completed for a few intersections; final survey schedule to be complete by October 2017. Procurement of consultant thru existing on call contract underway.	June 2020	June 2020	1.8%

Arlington County	<p>Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.</p>	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>Design work began in fall 2016. 12th Street plans are at 30%. A public meeting was held on April 5, 2017. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently.</p> <p>23rd street has been split into 3 phases. The segment between US1 and Eads will be completed in Phase 1 using County design team as well as County road crews for construction. This should be completed before the end of CY2017. Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities, to be designed immediately. Phase 3 addresses the section of 23rd Street from Eads to Crystal Drive. This will be completed in conjunction with adjacent private-sector redevelopment projects in the future.</p> <p>Clark/Bell Realignment has completed 30% design. Comment resolution is currently scheduled and the design is progressing into the 60% level.</p>	June 2020	June 2020	0%
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 assembly, precast, and masonry work is currently underway for station entrances. 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.	Spring 2019	Spring 2019	90.5%
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. 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.	Spring 2019	Spring 2019	26.6%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The construction is substantially complete. Punch list items and post-construction Fire Marshal storage requirements are being addressed. Move-in is being scheduled and coordinated.	September 2017	September 2017	55.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Fairfax County	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Project PIM anticipated in fall 2017. We are finalizing a traffic, cost and schedule comparison for the 6-, 7- and 8-lane Design- Build and Design-Bid- Build alternatives for review with VDOT and County Supervisors in early September, prior to a PIM. Survey: NTP for the Cultural Resources section of NEPA documentation issued on 10/20/16. Archeological survey ongoing. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed. Consultants completed modeling an 8-lane section in early July 2017. Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: NTP for Phase II Geotechnical work issued on 12/21/16. Survey ongoing. VDOT Review: Meeting scheduled for July 5, 2017 with VDOT to review cost estimates and traffic study for 8 lane section.	2020	February 2018	33.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	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.	2020	June 2018	0%
Fairfax County	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development.	2022	Spring 2019	40%
Fairfax County	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development.	2022	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Fairfax County	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) design is in progress. Phase 2 (the roadway widening) design is in progress. Undergrounding of utilities option is being looked into by VDOT. A revised project schedule will be determined once the scope is finalized.	TBD	Summer 2017	62.5%
Fairfax County	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. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and was sent to VDOT Central Office for final approval on May 4, 2017. Public Hearing is anticipated to be held in fall 2017 with design approval anticipated in spring 2018. Prolonged coordination with local developer may delay the public hearing planned for Fall 2017.	2022-2023	Fall 2018	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Fairfax County	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public information meeting held on 6/16/16. Public hearing held on 11/15/16. The Design Build RFQ was released on August 15, 2017. The RFP will be issued later this year or early next year.	2025	June 2020	0%
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	On September 22, 2016, the Board of Supervisors authorized staff to finalize negotiations with Springfield East L.C. for a written contract in the amount of \$5,475,000 for development, construction and purchase of a turnkey Commuter Parking Lot on the property designated as Lot 1, Section 1 Village at Leesburg.	Acquisition of land anticipated by Summer 2018.	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
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 Acquisition Construction	The traffic shift on Belmont Ridge Road placing traffic onto the new northbound bridge over W&OD occurred on or about July 17, 2017. Project construction continues with utility, storm water and grading. The northbound Belmont Ridge Road bridge over the W&OD Trail is currently carrying one lane of traffic in each direction, and will open in its permanent northbound two-lane configuration once the new southbound bridge is complete. Work continues on the southbound Belmont Ridge Road bridge over the W&OD Trail.	December 2018	December 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 8/31/17
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	100% design plans were submitted to Building & Development and VDOT on November 30, 2016. Coordination of utility relocation designs with Dominion Virginia Power, Verizon, and adjacent property owners continues. DTCL and its consultant, Dewberry, are also working to finalize the dedication and easement plats. Completion of the design phase is delayed from Fall 2016 to Spring 2017 due to Dominion Virginia Power and Verizon relocation coordination. The County Attorney's Office has begun to prepare the offer letters and deeds, however, the appraisals remain outstanding. A final decision on the utility relocation has not yet been reached.	Summer 2018	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Loudoun County	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	A portion of the project is administered by VDOT as a Design Build contract. The intersection of Loudoun County Parkway and Old Ox Road (Route 606), which was funded by NVTA, opened to traffic on September 6, 2017 following a Ribbon cutting ceremony. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018.	Mid 2021	Mid 2021	0.4%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Design public hearing was held in November 2016. Design work is ongoing.	Construction advertisement December 2017.	Design October 2017.	66.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 70 parcels impacted with 11 properties with possible major impacts. 9 total acquisition offers distributed and 2 total acquisition offers pending. Appraisals for partial takes ongoing. Duct bank construction and utility relocations anticipated advertisement in January 2018 with construction in March 2018. Road Construction advertisement anticipated for fall 2018 with construction in winter 2019.	April 2021	April 2021	0.8%
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW acquisition and utility relocations are complete. Project rebid as a standalone project. Construction contract awarded to General Excavation, Inc., on June 20, 2017.	October 2019	October 2019	0%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The Technical Proposal is due September 8, 2017. Estimated Contract award anticipated for mid-November 2017.	TBD	TBD	0%
	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	TBD	TBD	0%
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Steering Committee approved four alternatives for detailed analysis. Consultant conducted travel demand model runs and analyzed the highest ranked alternatives against performance criteria determined by the technical committee. Board initiated a Comp Plan Amendment to include the results of the study in the Thoroughfare Plan. Public information meetings will be held in Sept. 2017.	Location study (phase 1 of the overall study) to be completed by September 2017	Location study (phase 1 of the overall study) to be completed by September 2017	20.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD	2017	44.8%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD	2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017.	TBD	TBD	0%
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 10 shelters have been constructed and opened to the public. Site 11 is currently under construction while site 12 will be constructed in September 2017.	Summer 2018	Summer 2017	23.7%
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin after design is complete.	Summer 2018	Summer 2018	2.5%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin after design is complete.	Summer 2018	Summer 2018	8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project officially kicked off on June 6, 2017. To date, the consultant team, Kimley-Horn, has initiated survey work, conducted regular PMT meetings, and started work on an Overall Drainage Analysis, "Lessons Learned" workshop and stakeholder coordination plan.	2021	2019	0%
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016.	December 2018	December 2018	47.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016.	December 2018	December 2018	0%
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is under construction.	Mid-September 2017	Mid-September 2017	70.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	100% design completed. Currently in ROW phase. Utility undergrounding went out to bid in June 2017, Contract award made to Sagres Construction Corp on June 28, 2017, Notice to Proceed to be issued early September 2017, and completion anticipated by early 2018. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area.	Fall 2018	Fall 2018	18.5%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 80%. Obtained CTB approval for "Limited Access Control Change." Right-of-Way Plans submitted to VDOT for review to obtain ROW Authorization.	October 2019	October 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Town of Dumfries UPC 90339	Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The full six lane design concept will be developed to a PFI level by summer 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	Mid-2019	4.4%
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements has been completed. Utility relocation now underway. Sidewalk construction to occur during fall 2017.	Highway capacity improvements completed November 2014. Completion of sidewalk improvements to occur during late fall 2017.	Fall 2017	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during 2017-2018.	Expected in 2019, prior to the opening of Dulles Metrorail Phase II.	2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. Engineering underway at 60%. Design ROW acquisition/street dedication to begin in 2017 to be ready for utility underground/relocation and construction phase during 2018-2019.	Expected in 2019, prior to the opening of Dulles Metrorail Phase III.	2019	0%
Town of Herndon	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans. On May 9, 2017, Town Council adopted a resolution recommending to VDOT a preferred traffic management option for the construction of the Sugarland Run bridge upgrade. Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022.	2023	2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. Preliminary Field Inspection meeting was held on August 9, 2017 for the preferred alternative. IJR was submitted on 7/7/17 and is currently under review.	Design approval expected in spring 2018.	Design approval expected in spring 2018.	75%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. Preliminary Field Inspection plans being developed based upon endorsement of preferred alternative.	2020	2018	26.9%
	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.	2020	2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended indefinitely. Start of construction expected in winter 2017 with the signing of the I-66 Financial Plan (now projected for September 2017) project will be re-activated.	Spring 2019	Spring 2019	0%
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	All work required in construction plans are complete. In addition, the road is milled and re- surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	98.6%
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	All work required in construction plans are complete. In addition, the road is milled and re- surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	95%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	All work required in construction plans are complete. In addition, the road is milled and re-surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	97.7%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Project cost increase has required a search for new sources of funds for construction. Notified of successful Smart Scale grant application. Will know in June 2017 for use in construction. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Schedule will be revised when notification of Smart Scale Award is official.	Fall 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Phase I, planning and alternatives analyses, complete. VRE Operations Board recommended advancing Phase II of study, NEPA/PE, for an expanded Broad Run terminus in support of VRE Manassas Line expansion. Phase II, NEPA/PE, initiated in July 2017.	Summer 2018	Summer 2018	47.5%
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated fall 2017.	Summer 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. The City Council endorsed VRE's recommended site on November 15, 2016. The technical report for the Alternatives Analysis task will be finalized in May 2017. VRE Board awarded Optional Task A for PE and NEPA on January 27, 2017. Site survey was conducted in Mar/Apr 2017. PE and NEPA analysis has been initiated. City Council was provided a status update in May. Public outreach to review the design is proposed in late June. Public outreach to review the concept design and findings from TIA were conducted in June. Staff review of 30 percent design was conducted in Aug. Zoning waiver will be considered by the Planning Commission in Sep. Completion of Task A is anticipated in Oct 2017.	Fall 2017	Fall 2017	26.9%
	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated fall 2017.	Summer 2020	Summer 2021	0%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2019. Conceptual design alternatives are being developed and analyzed, while environmental documentation is being prepared	Summer 2021	March 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT began in July 2016 and recent information indicates that project is on hold pending CSX reorganization. Construction schedule pending final design. All work to be done by CSXT forces.	Summer 2017	Summer 2017	0%
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	VRE Operations Board authorized RFP for consultant services in February 2016. NTP awarded in December 2016. Public outreach to solicit feedback on the proposed options and the evaluation criteria conducted in Mar/Apr 2017. In June, public outreach will be focused on the evaluation of the proposed options. Briefings to Arlington County commissions and the Board conducted in summer 2017. VRE staff recommendation to be presented to Arlington in Sept 2017.	Winter 2018	December 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/31/17
Washington Metropolitan Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. K06TB2 was cutover back on-line July 28, 2017 and punch list items will be completed by September 6, 2017. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items will be completed by October 13, 2017. NVTA funded phases are expected to be completed by November 2017, with an overall Contract Period ending in March 2018. Approximately 49% has been expended; WMATA is running behind in invoicing NVTA.	Projected Contract Close-out March 2018	November 2017	3.5%
Washington Metropolitan 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) is scheduled to be released in September 2017. Contract award is estimated by January 2018, NTP to immediately follow. Due to manufacturing lead times installation is estimated to commence October 2018.	Project Contract Close-out estimated June 2021	June 2021	0%