

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 3, 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. **Transform I-66 Outside the Beltway Project.** Financial close for the Transform 66 Outside the Beltway Project is anticipated in November. As such, it is anticipated that the Commonwealth Transportation Board will take action on the projects to receive the concessionaire payment funding at their December meeting. The Authority recommended a list of 14 projects totaling \$496.2M for concessionaire payment funding in July.
3. **Modifications to Smart Scale.** At the October 24, 2017 meeting, the CTB adopted a resolution on the proposed changes to Smart Scale. The following notes some of the highlights that resulted from CTB meetings and feedback from applicants and the SMART SCALE team. The following proposed changes will not be advanced:
 - **Congestion Mitigation**-Adjusting person throughput calculation to better reflect the size of project improvements.
 - **Accessibility**-Eliminate the 45 and 60-minute cap for auto and transit job access, respectively.
 - **Application Limits**-Application limit increased to 10 (8 was recommended) for localities/PDCs/MPOs with a population greater than 500k.
 - A Commonwealth Transportation Board member may allow one additional application from one county within their district if (i) the project is located within a town that is ineligible to submit projects and (ii) the county in which the town is located submitted the maximum number of applications allowed.
 - **NVTA Resolution of Support** needed for the following project types:
 - Projects in a Corridor of Statewide Significance
 - Projects in a Regional Network

Attachment C notes the resolution as adopted by the CTB.

- 4. Annual Report to the Joint Commission on Transportation Accountability.** The NVTa is required to submit an annual report to the Joint Commission on Transportation Accountability (JCTA) regarding the usage of funding generated pursuant to the provisions of HB 2313. To meet this requirement, the NVTa staff has prepared a report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2017. See attachment D.
- 5. NVTa Standing Committee Meetings**
- **Finance Committee:** The NVTa Finance Committee is scheduled to meet on Thursday, December 21, 2017 at 1:00pm.
 - **Governance and Personnel Committee:** The NVTa Governance and Personnel Committee next meeting is TBD.
 - **Planning and Programming Committee:** The NVTa Planning and Programming Committee next meeting is TBD.
- 6. NVTa Statutory Committee Meetings:**
- **Planning Coordination Advisory Committee:** The next meeting of the NVTa Planning Coordination Advisory Committee is TBD.
 - **Technical Advisory Committee:** The next meeting of the NVTa Technical Advisory Committee is TBD.
- 7. CMAQ-RSTP Transfers:**
- CMAQ and RSTP Transfers requested since the last Executive Director's report are presented in Attachment A.
- 8. FY2014-2016 NVTa Regional Projects Status Report:**
- Please note the updated Regional Projects Status Report (Attachment B), which provides a narrative update for each project and the percent of project reimbursements to date.

Attachments:

- A. CMAQ-RSTP Transfers
- B. FY2014-2017 NVTa Regional Projects Status Report
- C. Adoption of Revised Policy and Approval of Guide for Implementation of the SMART SCALE Project Prioritization Process
- D. Annual Report to the Joint Commission on Transportation Accountability

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 3, 2017

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for Arlington County

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

On October 25, 2017, Arlington County requested the following reallocation:

- \$500,000 in previous year CMAQ funds from Traffic Signal Optimization (UPC 99179) to Traffic Signal Optimization (UPC 70625). The purpose of this transfer is to rebalance funding between the two UPCs, which provide funding for one project but for specific uses.

The RJACC approved this request on November 2, 2017.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from Arlington County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

November 9, 2017

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Arlington County

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation 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 October 25, 2017, Arlington County requested the following reallocation:

- \$500,000 in previous year CMAQ funds from Traffic Signal Optimization (UPC 99179) to Traffic Signal Optimization (UPC 70625). The purpose of this transfer is to rebalance funding between the two UPCs, which provide funding for one project but for specific uses.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on November 2, 2017, and the NVTA was informed at their November 9, 2017, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Dennis M. Leach, Director of Transportation, Arlington County



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation and Development Services

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-3681 FAX 703-228-7548 www.arlingtonva.us

October 25, 2017

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

Dear Ms. Dominguez:

Arlington County seeks approval from the Northern Virginia Transportation Authority's Regional Jurisdiction and Agency Coordinating Committee to reallocate Congestion Mitigation and Air Quality (CMAQ) funding between projects that were previously approved by the NVTA. The County is requesting to transfer \$500,000 from UPC 99179 (Traffic Signal Optimization) to UPC 70625 (Traffic Signal Optimization). The purpose of this transfer of CMAQ funding is to rebalance funding between the two UPCs, which provide funding for one project, but for specific uses.

If you have any questions or comments on this request, please contact Sarah Crawford, Arlington Regional Transportation Planning Program Coordinator at (703) 228-3397 or via e-mail at scrawford@arlingtonva.us.

Sincerely,

A handwritten signature in blue ink, appearing to read "D M Leach".

Dennis M. Leach
Director of Transportation

cc: Pierre Holloman, RJACC Vice Chair
Carol Bondurant, VDOT NoVa District

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 10/27/2017

Name of Jurisdiction/Agency Requesting: Arlington County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer):

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
99179	Traffic Signal Optimization	CMAQ	Y		\$500,000.00	70625	Traffic Signal Optimization	Y	2004				

TOTAL OF TRANSFER

\$117,685.00

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 10/31/17
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 (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016. The utility undergrounding along Long Bridge Drive was complete on July 11, 2017 and the roadway re-alignment construction began on July 24, 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	Mid-2020	12.6%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas relocations to be completed by the end of 2017. Construction Bid opened on Oct 5, 2017, with construction expected to be under way in Jan 2018.	Summer 2020	Summer 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Design approval is expected in late 2018. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	8.9%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. All punch list items have been completed. 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.	83.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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 is expected to run two years starting in Summer 2018; we have not started design because WMATA was not able to begin reviewing project status until last month. County and WMATA staff have reinitiated coordination on the project. WMATA is reviewing the 2005 30% design plans and preparing an estimated level of support for the project. County staff is drafting the project coordination agreement, design support agreement, and scope of work for A&E hire. Project activity expected to increase once WMATA support is defined for project management, design, technical, operations, and construction. Construction is targeted to start in fall of 2020.	Start of construction in fall 2020	Summer 2020	0.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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%
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 four out of seven 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 in spring 2018. 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 10/31/17
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	91.7%
	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	41.5%
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 for the end of November 2017.	November 2017	November 2017	55.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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 late 2017. Looking at the traffic study and the capacity needs, may need to consider some adjustments to the scope of the project. Environmental: NTP for the Cultural Resources section of NEPA documentation issued on 10/20/16. Archeological survey ongoing; will be finalized after design consultant identifies all potential SWM locations. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed. 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. Geotechnical studies will be completed after design consultant identifies all potential SWM locations.	2023	Late 2018 or early 2019	38.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
	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. Public information meeting expected on December 5. Staff plans on sending out postcard notifications within the corridor for the meeting.	2022	Spring 2019	40%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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. Public information meeting expected on December 5. Staff plans on sending out postcard notifications within the corridor for the meeting.	2022	Spring 2021	0%
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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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 information meeting to be held during the week of December 11, 2017. A Public Hearing will likely take place in early spring 2018 with design approval anticipated by summer 2018.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%
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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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%
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	Project construction continues. Current work includes utility relocation, water main, gas main, erosion and sediment control, maintenance of traffic, earthwork/grading, and storm pipe installation throughout the project. Also, grading, asphalt placement, and construction of the soundwall along the NB roadway has begun. Construction of the Bridge substructure of southbound bridge over W & OD Trail is ongoing. Construction of the stormwater ponds was completed.	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 10/31/17
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. DTCI and its consultant, Dewberry, are also working to finalize the dedication and easement plats. DTCI staff continues to work with Dominion Virginia Power and Loudoun Water to bring resolution to utility issue on an impacted property. Land acquisition continues.	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 10/31/17
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 opened 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. Design and Construction of the Duct Bank is scheduled to begin spring 2018. Most of the partial take offers have been submitted. Currently negotiating full and partial takes.	April 2021	December 2017.	70.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
	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	1.4%
	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 10/31/17
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. Utility relocations are complete and bridge work is ongoing.	October 2019	October 2019	10.8%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The Technical Proposal was received on September 8, 2017 and the review of the technical proposal is due October 31, 2017. Estimated Contract award anticipated for mid-December 2017. Negotiations after the technical review are ongoing.	Summer 2021	Design January 2018 thru summer 2019. Construction to begin summer 2019.	0%
	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design January 2018 thru summer 2019. Construc tion to begin summer 2019.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Steering Committee approved four alternatives for detailed analysis. Consultant conducted travel demand model runs and analyzed the highest ranked alternatives against performance criteria determined by the technical committee. Board initiated a Comp Plan Amendment to include the results of the study in the Thoroughfare Plan. Public information meetings were held in Sept. 2017. NEPA study to begin winter 2017.	Location study (phase 1 of the overall study) to be completed by November 2017. NEPA (phase 2) to be completed by the end of 2019.	Location study (phase 1 of the overall study) to be completed by November 2017. NEPA (phase 2) to be completed by the end of 2019.	23.7%
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 after contract award.	TBD after contract award.	44.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
	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.	\$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	TBD	0%
	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 Spring 2018.	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, 12 shelters have been constructed and opened to the public. Site 13 is currently under construction.	Summer 2018	Summer 2018	23.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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 in early 2018.	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 in early 2018.	Summer 2018	Summer 2018	8%
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, is finalizing the survey work and Drainage Analysis. Changing Project from Design – Bid to Design – Bid – Build. Focusing on the Northern segment. Begin drafting SOW for Northern Segment.	2023	2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 is ending.	December 2018	December 2018	59.9%
	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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is substantially complete. Working on punch list items.	December 2017	December 2017	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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 with 8 out of 12 easements completed. Utility undergrounding contract award made to Sagres Construction Corp on June 28, 2017. Notice to Proceed issued on September 11, 2017, and currently under construction. Completion anticipated by early 2018. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area. Project on schedule.	Fall 2018	Fall 2018	18.6%
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." Received VDOT authorization to advance Right of Way acquisition and utility relocation coordination. Communicating with property owners. Project advertising expected in spring 2018.	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 10/31/17
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 project had a PFI stage milestone meeting on 9/13/2017. The town of Dumfries, NVTA, and VDOT had a funding discussion meeting on 9/20/2017. The design team is addressing/ investigating the PFI comments and discussion. The town of Dumfries will have a town council meeting to review design and any typical section adjustments or issues with the PFI design.	FY2025	Mid-2019	6.1%
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 December 2017.	Highway capacity improvements completed November 2014. Completion of sidewalk improvements to occur during December 2017.	December 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 early 2019.	Expected in 2020, 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 10/31/17
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 70%. Design ROW acquisition/street dedication III. to begin in in early 2018 in coordination with VDOT review to be ready for utility underground/ relocation and construction phase during 2018-2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase 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. 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.	2023	2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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. The town endorsed Alternative B on 5/9/17. Preliminary Field Inspection meeting held on 8/9/17. Public hearing anticipated in spring 2018	Design approval expected in summer 2018.	Design approval expected in summer 2018. (Full payment made to VDOT)	100%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. Preliminary Field Inspection (PFI) review held September 28. No major concerns noted. Risk Assessment Meeting was held on October 12 th . The plans are being revised to address the PFI comments. The NEPA document (CE) is under way. The RFQ is scheduled to be issued in mid-December 2017. Public Hearing is expected to be held in Feb/Mar 2018.	2020	Fall 2018	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
	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%
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 December 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.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	99%
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.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	99.6%
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.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Design completed through 60%, including response to comments. Project fully funded, as designed, with addition of Smart Scale grant funds. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Revising schedule internally for project delivery.	Fall 2020	June 2019	0%
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. Phase II, NEPA/PE, initiated in July 2017. Schematic design is underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site. Revised ridership forecasts have been completed to inform the design process.	Summer 2018	Summer 2018	50.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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. Waiting for CSX approval on design review agreement with CSX and emergency access considerations.	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 10/31/17
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 PE and NEPA analysis has been initiated. City Council was provided a status update in May. Public outreach to review the concept design and findings from TIA were conducted in June. Staff review of 30 percent design was conducted in Aug. Public hearing was conducted on zoning waiver at the Planning Commission meeting on October 17. Approval expected in November. Completion of Task A is anticipated in November 2017.	November 2017	November 2017	48.4%
	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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. Waiting for CSX approval on design review agreement with CSX and emergency access considerations.	Summer 2020	Summer 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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%
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT begun in July 2016 continues. CSZ reorganization has caused adjustments to the final design and construction schedule, which have delayed the project. All work to be done by CSXT forces. Construction Agreement between CSXT and VRE has been drafted and is being coordinated.	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 10/31/17
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Briefings to Arlington County commissions and the Board conducted in summer 2017. Arlington County Board accepted the VRE staff recommendation for the preferred station location in Sept 2017. The VRE Operations Board approved Option 2 for further analysis and design on October 20. Proceeding with concept design.	Winter 2018	December 2017	51.2%
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 completed by September. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items will be completed in October. NVTA funded phases are expected to be completed by December 2017, with an overall Contract Period ending in March 2018. Approximately 47% has been expended.	Projected Contract Close- out March 2018	December 2017	3.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 10/31/17
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) was released on September 6, 2017. Pre-Bid Meeting and 2 site visits were held on September 20, 2017. Bid opening is scheduled for November 8, 2017. Contract award is estimated to be mid-January 2018, NTP to immediately follow. Due to manufacturing lead times installation is estimated to commence November 2018.	Project Contract Close-out estimated June 2021	June 2021	0%



XI.C

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda item # 13

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 24, 2017

MOTION

Made By: Mr. Kasprovicz, Seconded By: Mr. Brown

Action: Motion Carried, Unanimously

Title: Adoption of Revised Policy and Approval of Guide for Implementation of the SMART SCALE Project Prioritization Process

WHEREAS, Section 33.2-214.1 of the *Code of Virginia*, provides that the Commonwealth Transportation Board (Board) shall develop a statewide prioritization process for certain projects funded by the Board, including those projects allocated funds pursuant to sections 33.2-358, 33.2-370 and 33.2-371 of the *Code of Virginia*, and

WHEREAS, Section 33.2-358 sets forth requirements relating to the allocations and establishment of a High Priority Projects Program established pursuant to section 33.2-370 and a Highway Construction District Grant Program established pursuant to section 33.2-371; and

WHEREAS, Chapter 726 of the 2014 Acts of Assembly, required the Board to select projects for funding utilizing the project prioritization process established pursuant to section 33.2-214.1; and

WHEREAS, Section 33.2-214.1 (B) requires the Board to solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process; and

WHEREAS, Section 33.2-214.2 requires the Office of Intermodal Planning and Investment to make public, in an accessible format, a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on results of the evaluation of submitted projects and the results of screening and evaluation of such projects no later than 150 days prior to the Board's vote to adopt the Six-Year Improvement Plan.

WHEREAS on June 17, 2015 the Board adopted a statewide prioritization policy and process pursuant to Section 33.2-214.1 and directed the Commissioner of Highways, the Department of Rail and Public Transportation (DRPT) and the Office of Intermodal Planning and Investment (OIPI) to take all actions necessary to implement and administer the policy and process adopted on June 17, 2015 (collectively the HB2 Prioritization Policy and Process), including but not limited to issuance of a Policy Guide consistent with the intent of the policy and process; and

WHEREAS on July 28, 2016, the Board rescinded the HB2 Prioritization Policy and Process previously adopted on June 17, 2015 and adopted a revised policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process); and

WHEREAS since adoption of the SMART SCALE Prioritization Process, VDOT, OIPI and DRPT have conducted extensive outreach to identify opportunities to improve the prioritization process in subsequent rounds; and

WHEREAS, in its June 21, 2017 and July 18, 2017 workshops, the Board was presented with information and recommendations relating to the SMART SCALE Prioritization Policy and Process, gathered from internal and external stakeholders, to include the following proposed key changes: adjust the schedule to allow a longer application intake period and more time for evaluation and scoring; require basic information for early screening and eligibility determinations; increase project readiness requirements; require, for all applicants. resolutions of support from the relevant governing body; require a resolution of support from the metropolitan planning organization for candidate projects within metropolitan planning organization boundaries; establish a two-tiered population based limit on the number of applications that can be submitted; clarify eligibility of asset management projects; clarify eligibility that project components must be contiguous or of the same improvement type; clarify requirements of the Board's policy for fully funded projects; further clarify requirements of reevaluation if the project scope or cost estimate changes; require applicant to cover the additional cost attributable to the increase in scope regardless of budget impact; modify Land Use Factor to include a measure for the population and employment located in areas with high non-work accessibility and a measure of the increase in population and employment located in areas with high non-work accessibility, between present day and the horizon year of 2025; modify the Safety Measures to remove fatalities caused by driving under the influence and utilize a blended rate for fatalities and severe injuries; modify the Economic Development Factor to further limit the distance around certain types of projects where benefits may be considered for the Project Support for Economic Development Measure, require zoned properties must get primary access from project, modify the points available for projects that are consistent with local and regional plans, modify points for project specifically referenced in local comprehensive plan or regional economic development strategy, add points for projects within an economically distressed area, modify points depending on status of site plans, and scale the Intermodal Access Factor for freight tonnage-based on the length of the improvement; modify the Congestion Factor to utilize existing year traffic volumes to determine person throughput and delay.

WHEREAS, a revised draft technical guide (2017 SMART SCALE Technical Guide) has been developed, based on said information and recommendations; and

WHEREAS in August 2017, the draft 2017 SMART SCALE Technical Guide containing a proposed revised prioritization process was issued and posted at SmartScale.org for purposes of gathering public review and comment; and

WHEREAS, nine public meetings were held on August 28, 2017 in Fredericksburg, September 11, 2017 in Culpeper, September 14, 2017 in Chesapeake, September 18, 2017 in Fairfax, October 2, 2017 in Colonial Heights, October 4, 2017 in Lynchburg, October 10, 2017 in Weyers Cave, October 12, 2017 in Roanoke, and October 17, 2017 in Bristol to receive public comments prior to the Board's adoption of the SMART SCALE policy and process.

WHEREAS, such draft 2017 SMART SCALE Technical Guide incorporate the requirements and factors identified in Section 33.2-214.1 (B); and

WHEREAS, after due consideration of comments received, changes were made to the draft prioritization policy and process as set forth in the draft 2017 SMART SCALE Technical Guide and the Board believes the prioritization policy and process as set forth below should be adopted.

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy and process to govern screening, scoring and selecting projects for funding pursuant to Section 33.2-214.1 (SMART SCALE Prioritization Process):

1. Application for funding through the SMART SCALE Prioritization Process must be made by qualifying entities based on project type and as follows:

Eligibility to Submit Projects

Project Type	Regional Entity (MPOs, PDCs)	Locality* (Counties, Cities, and Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with resolution of support from relevant regional entity
Regional Network	Yes	Yes, with a resolution of support from the MPO*	Yes, with resolution of support from relevant entity
Urban Development Area	No	Yes, with a resolution of support from the MPO*	No
Safety	No	Yes, with a resolution of support from the MPO*	No

Note*: Projects within established MPO study areas that are not identified in or consistent with the regionally adopted Constrained Long Range Plan (CLRP) must include a resolution of support from the respective MPO Policy Board.

2. Application for funding through the SMART SCALE Prioritization Process must be made for a qualifying need and, pursuant to Section 33.2-214.1 (B)(2) and 33.2-358, for the High Priority Projects Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for all corridors of statewide significance and regional networks, and for the construction District Grant Program applications must be consistent with the assessment of needs undertaken in the Statewide Transportation Plan in accordance with Section 33.2-353 for corridors of statewide significance, and regional networks, improvements to promote urban development areas established pursuant to Section 15.2-2223.1, and safety improvements.
3. Applications for funding through either the High Priority Projects Program or the Construction District Grant Programs must relate to projects located within the boundaries of the qualifying entity. Localities and regional planning bodies may submit joint applications for projects that cross boundaries.
4. By majority vote of the Board, the Board may choose to submit up to two projects to be evaluated for funding in each biennial application cycle.
5. The factors specified in Section 33.2-214.1 will be measured and weighted according to the following metrics:

ID	Measure Name	Measure Weight
Safety Factor		
S.1	Number of Fatal and Injury Crashes*	50%
S.2	Rate of Fatal and Injury Crashes	50%
Congestion Mitigation Factor		
C.1	Person Throughput	50%
C.2	Person Hours of Delay	50%
Accessibility Factor		
A.1	Access to Jobs	60%
A.2	Access to Jobs for Disadvantaged Populations	20%
A.3	Access to Multimodal Choices	20%
Environmental Quality Factor		
E.1	Air Quality and Energy Environmental Effect	50%
E.2	Impact to Natural and Cultural Resources	50%

ID	Measure Name	Measure Weight
Economic Development Factor		
ED.1	Project Support for Economic Development	60%
ED.2	Intermodal Access and Efficiency	20%
ED.3	Travel Time Reliability	20%
Land Use Factor		
L.1	Transportation Efficient Land Use	70%
L.2	Increase in Transportation Efficient Land Use	30%

Note*: 100% for Transit and Transportation Demand Management Projects

6. The factors will be evaluated according to the following typology categories and weighting frameworks within the state's highway construction districts:

Region in which the Project is Located	Typology	Construction District
Accomack-Northampton PDC	Category D	Hampton Roads
Bristol MPO	Category D	Bristol
Central Shenandoah PDC	Category D	Staunton
Central Virginia MPO	Category C	Lynchburg/Salem
Charlottesville-Albemarle MPO	Category B	Culpeper
Commonwealth RC	Category D	Lynchburg/Richmond
Crater PDC	Category D	Richmond/Hampton Roads
Cumberland Plateau PDC	Category D	Bristol
Danville MPO	Category D	Lynchburg
Fredericksburg Area MPO (FAMPO)	Category A	Fredericksburg
George Washington RC	Category D	Fredericksburg
Hampton Roads PDC	Category D	Hampton Roads
Hampton Roads TPO (HRTPO) ¹	Category A	Hampton Roads/Fredericksburg
Harrisonburg-Rockingham MPO	Category C	Staunton
Kingsport MPO	Category D	Bristol
Lenowisco PDC	Category D	Bristol
Middle Peninsula PDC ⁱ	Category D	Fredericksburg
Mount Rogers PDC	Category D	Bristol/Salem
New River Valley MPO	Category C	Salem

Region in which the Project is Located	Typology	Construction District
New River Valley PDC	Category C	Salem
Northern Neck PDC	Category D	Fredericksburg
Northern Shenandoah Valley RC	Category D	Staunton
Northern Virginia Transportation Authority (NVTA) / Transportation Planning Board (TPB) ²	Category A	Northern Virginia/Culpeper
Rappahannock-Rapidan RC ⁱⁱ	Category D	Culpeper
Region 2000 LGC	Category D	Salem/Lynchburg
Richmond Regional PDC	Category D	Richmond
Richmond Regional TPO (RRTPO)	Category B	Richmond
Roanoke Valley TPO (RVTPO)	Category B	Salem
Roanoke Valley-Alleghany PDC	Category D	Salem/Staunton
Southside PDC	Category D	Lynchburg/Richmond
Staunton-Augusta-Waynesboro MPO	Category C	Staunton
Thomas Jefferson PDC	Category C	Culpeper/Lynchburg
Tri-Cities MPO	Category C	Richmond
West Piedmont PDC	Category D	Salem/Lynchburg
WinFred MPO	Category C	Staunton

Note*: PDC is defined as the remainder of the region outside the MPO boundary. In many cases, these regions include partial counties (e.g. Goochland County is partially within RRTPO and the Richmond Regional PDC). If a project is within the MPO boundary in a partial county, the project shall use the weighting associated with the MPO with the following exceptions:

- i. The portion of Gloucester County within the Hampton Roads TPO boundary shall use the weighting associated with the Middle Peninsula PDC.
- ii. The portion of Fauquier County within the Transportation Planning Board Boundary shall use the weighting associated with the Rappahannock-Rapidan Regional Commission.

Note** For projects that cross multiple typology boundaries, the project shall use the weighting associated with the typology for which the majority of the project is located.

Weighting Frameworks

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45%**	5%	15%	5%	10%	20%*

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category B	15%	20%	25%	20%	10%	10%*
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

Note* - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor related to Land Use.

Note** - Pursuant to Chapter 726 of the 2014 Acts of Assembly, 6th enactment clause, for certain highway construction districts congestion mitigation must be weighted highest among the factors.

- Qualifying entities are limited in the number of applications they may submit. The limits are based on population thresholds as defined in the table below. A Board member may allow one additional application from one county within their district if (i) the project is located within a town that is ineligible to submit projects and (ii) the county in which the town is located submitted the maximum number of applications allowed. Only one such additional application is allowed per district.

Application Limits

Tier	Localities*	MPOs/PDCs/ Transit Agencies*	Maximum Number of Applications
1	Less than 200K	Less than 500K	4
2	Greater than 200K	Greater than 500K	10

Note* - The source of population data for localities, MPOs and PDCs is the last preceding United States census (2010). Application limits for transit agencies were determined based on service area population in the 2010 National Transit Database (NTD). If service area population was not available in NTD, Census 2010 population was used to determine population in jurisdictions served by transit agency.

- Candidate projects will be scored based on the factors and weights identified above relative to other projects submitted for evaluation, the cost of the project and based on information included in the project application.
- The final project score is determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to section 33.2-358 of the *Code of Virginia*.

10. A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.
 - a. If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:
 - i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested.
 - b. If the project scope is reduced or modified such that the revised score is less than the lowest ranked funded project in the district for that cohort of projects, Board action is required to approve the change in scope.
 - c. If the project scope is increased then the applicant is responsible for the additional cost attributable to the increase in scope regardless of budget impact. The scope of a project may not be substantially modified in such a manner that the proposed improvements do not accomplish the same benefits as the original scope.
11. A project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the Commonwealth Transportation Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the *Code of Virginia*, to reimburse the Department for all state and federal funds expended on the project.
12. A project that has been selected for funding cannot be resubmitted to address cost increases or loss of other sources of funding.
13. Once a project is selected for funding, an entity must wait for two rounds of SMART SCALE following the end date of construction before submitting a new project application for the same location that meets the same need as the project that was selected for funding.
14. Once a project is selected for funding, an entity may not resubmit the project with a revised scope in a subsequent round unless the previously selected project has been cancelled.
15. In the cases where a project has been selected for funding which identified other sources of funding, the qualifying entity is committed to pay the difference if other sources of funding are not provided. An applicant may only identify State of Good Repair, Transportation Alternatives Set-Aside, Highway Safety Improvement Program and Revenue Sharing funds as committed

funds if the funding has already been approved by the Board. Applicants must have an approved or pending application for other sources of committed funds, such as local/regional or other federal funds, at the time of the SMART SCALE application submission.

16. Applications for funding through the SMART SCALE Prioritization Process may not request funding to replace other committed funding sources identified in a local capital improvement program or a transportation improvement program, or required to be paid by a developer as a result of a local zoning process.
 - a. The CTB may waive this requirement for projects that:
 - i. have an anticipated total cost in excess of \$1 billion; and
 - ii. were not eligible for submission in the previous round of SMART SCALE due to readiness considerations, but initiated procurement prior to award of the current round of SMART SCALE.
 - b. If a fully funded project is submitted with additional features that are not yet funded, the benefits associated with the fully funded or committed project element(s) will be excluded from consideration in evaluating and rating the project benefits for SMART SCALE.
17. The Board may adjust the timing of funds programmed to projects selected in previous SMART SCALE cycles to meet the cash flow needs of the individual projects, but will not (1) reduce the total amount of state and federal funding committed to an individual project unless it is no longer needed for the delivery of the project or the project sponsor is unable to secure permits and environmental clearances for the project or (2) increase the total amount of state and federal funding committed to an individual project beyond the thresholds established in item 10. Projects from a subsequent round will not be advanced or accelerated by delaying projects selected in a previous SMART SCALE cycle.
18. In cases where programmed funds are no longer needed for delivery of a project due to estimate decreases, contract award savings, schedule changes, etc., the unexpended surplus funds are SMART SCALE unless superseded by the terms of a signed project agreement.
 - a. Surplus Construction District Grant Program funds no longer needed for delivery of a project will remain within the applicable Construction District Grant Program and may not be used in other districts.
 - b. Surplus High Priority Projects Program funds will remain within the High Priority Projects Program.
 - c. Such surplus funds will be reserved to address budget adjustments on existing SMART SCALE projects or reserved for allocation in the next solicitation cycle for SMART SCALE.

BE IT FURTHER RESOLVED, the methodology outlined in the SMART SCALE Technical Guide shall direct the screening, scoring and selection of projects for funding and may continue to evolve and improve based upon advances in technology, data collection and reporting tools, and to the

Resolution of the Board

Adoption of Revised Policy and Approval of Guide for Implementation of the SMART SCALE Project
Prioritization Process

October 24, 2017

Page Ten

extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs the Commissioner of Highways, the Director of the Department of Rail and Public Transportation, and the Office of Intermodal Planning and Investment to take all actions necessary to implement and administer this policy and process, including but not limited to preparation of a Policy Guide consistent with the SMART SCALE Prioritization Process adopted herein.

BE IT FURTHER RESOLVED, that the SMART SCALE Prioritization Policy and Process previously adopted on July 28, 2016 by the Board is hereby rescinded.

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From Vision to Reality



Fiscal Year 2017 Annual Report to the Joint Commission on Transportation Accountability

October 31, 2017

Northern Virginia Transportation Authority
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Fairfax, VA 22031
Phone: (703) 642 4652
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Background

The Northern Virginia Transportation Authority (NVTa) is a political subdivision of the Commonwealth of Virginia, created in 2002 by the General Assembly through the Northern Virginia Transportation Authority Act, Chapter 25, Title 33.2, of the Code of Virginia (Senate Bill 576). The NVTa's primary functions are to conduct regional transportation project planning, prioritization and funding for Northern Virginia.

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 (HB 2313). This legislation established a dedicated, sustainable funding stream for transportation in Northern Virginia and allows the Authority to begin fulfilling its mission to address regional transportation challenges. HB 2313 separates these funds into "70% Regional Revenue," which is allocated by the Authority for regional transportation projects; and "30% Local Distribution Revenue," which is distributed to localities for their transportation projects and purposes. Revenues began to flow to the Authority on July 1, 2013. Subsequently, on July 24, 2013, the Authority approved its first project list, the FY2014 Program, setting in motion a new era of transportation improvements for the Northern Virginia region. The Authority adopted its next two programs, the FY2015-16 Program and the FY2017 Program on April 23, 2015, and July 14, 2016, respectively.

The member jurisdictions of the NVTa include the counties of Arlington, Fairfax, Loudoun and Prince William; and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTa's governing body consists of seventeen members as follows: the chief elected official, or their designees, of the nine cities and counties that are members of the Authority; two members of the House of Delegates appointed by the Speaker of the House; one member of the Senate appointed by the Senate Committee on Rules; and two citizens who reside in counties and cities embraced by the Authority, appointed by the Governor. In addition, the Director of the Virginia Department of Rail and Public Transportation, or his designee; the Commonwealth Transportation Commissioner, or his designee; and the chief elected officer of one town in a county which the Authority embraces, serve as non-voting members of the Authority.

As per the Virginia General Assembly Budget Bill HB 5002 of 2014, the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of House Bill 2313. To meet this requirement, the NVTa has prepared this report to inform the JCTA on the uses of the Northern Virginia Transportation Authority Fund for FY2017.

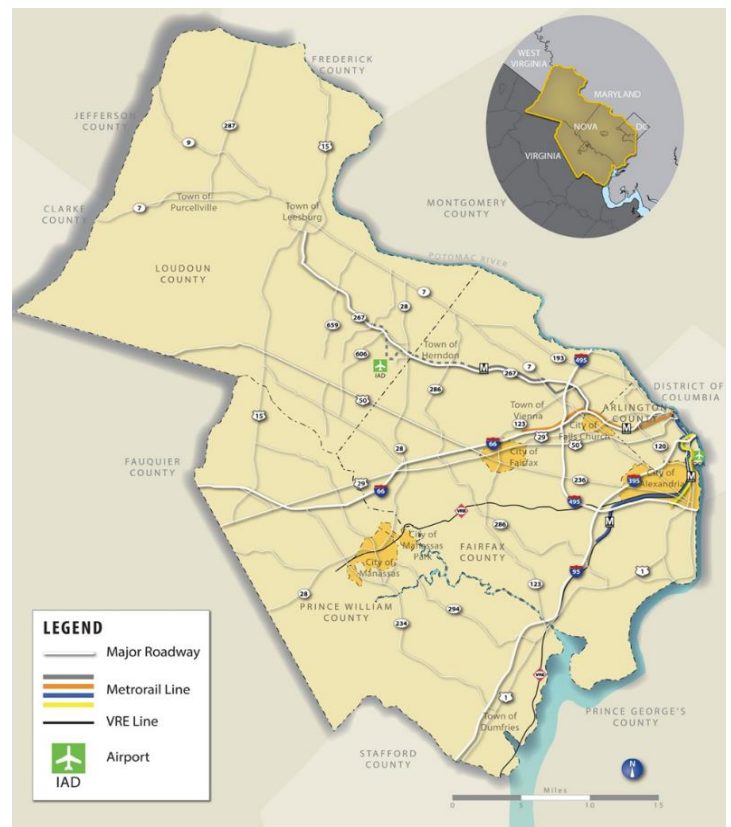


Figure 1. NVTa Jurisdictions and Major Transportation Facilities in Northern Virginia

Fiscal Year 2017 – Overall Revenue and Distribution

HB 2313 generated approximately \$335 million in FY2017. These funds were then distributed, as per HB 2313, with 30% to the member jurisdictions and 70% to the selected regional transportation projects.

Figure 2. NVTA FY2017 Revenue Breakdown by Tax Type

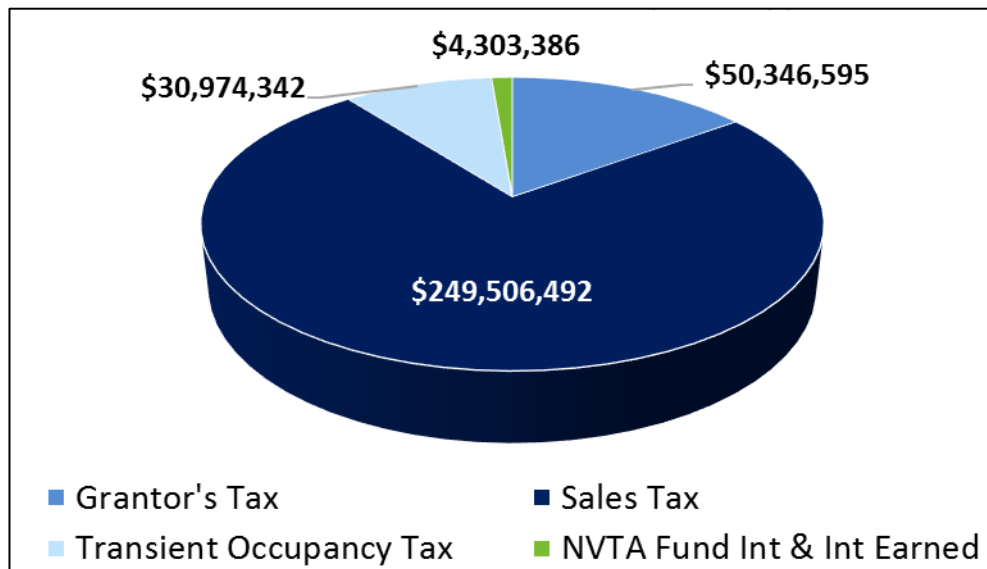
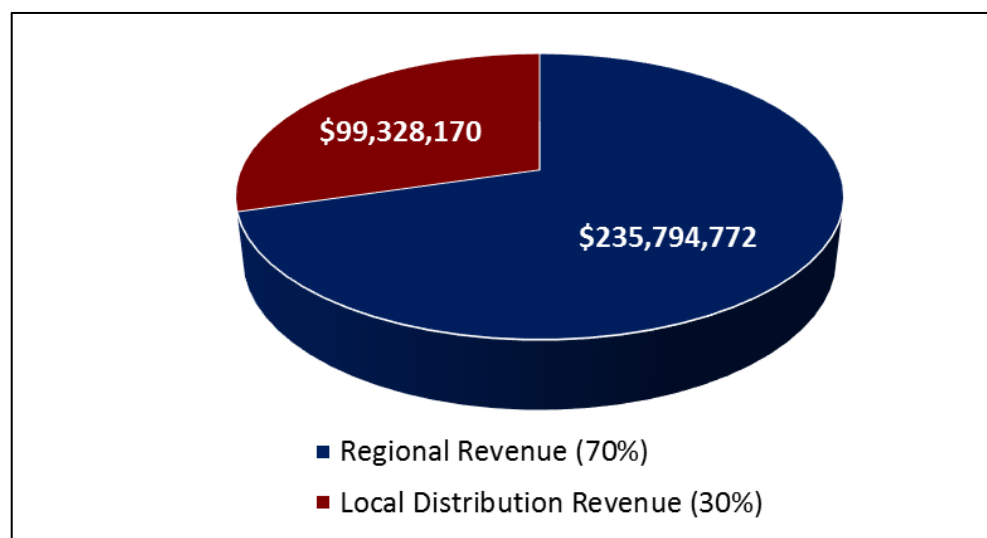


Figure 3. NVTA FY2017 Revenue Distribution



Fiscal Year 2017 – 70 Percent Regional Funding

For funding consideration for the 70% Regional Revenues, the NVTa evaluates projects contained in its long range, multi-modal, unconstrained transportation plan, TransAction, which acts as Northern Virginia's guide for transportation improvements. Since 2002, the NVTa has been responsible for long range transportation planning in Northern Virginia (Planning District 8) through Senate Bill 576. TransAction is updated every five years and the most recent update to TransAction started in October 2014. With the Authority's adoption of the TransAction Plan update on October 12, 2017, it serves as the 25-year unconstrained, multi-modal regional transportation plan for all of Northern Virginia.

The recently adopted TransAction Plan update will guide the investments for NVTa's first Six Year Program (FY2018-FY2023). This Six Year Program (SYP) marks a significant milestone for the NVTa as it is the first six year program for regional transportation projects using HB 2313 funding. A call for projects for the FY2018-FY2023 Six Year Program was also approved by the Authority on October 12, 2017. The application deadline for the SYP is December 15, 2017. The FY2018-2023 Six Year Program is expected to be adopted by the Authority in the summer of 2018 and will be updated every two years. Details of the FY2017 Program projects are provided in Table 1.

Table 1. Projects Adopted in the FY2017 Program

Jurisdiction/ Agency	Project Title	FY2017 NVTa Funding Amount	Phase Funded
County			
Arlington	Lee Highway Corridor Intelligent Transportation System Enhancements	\$ 3,000,000	Design, Engineering, Right of Way, Construction
Arlington	Crystal City Streets: 12 th Street Transitway, Clark/Bell Realignment & Intersection Improvements	\$ 11,600,000	Design, Engineering, Environmental, Construction
Fairfax	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive	\$ 10,000,000	Right of Way
Fairfax	Route 28 Widening: Prince William County Line to Route 29	\$ 5,000,000	Design, Engineering, Right of Way, Environmental, Construction
Fairfax	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29	\$ 10,000,000	Right of Way
Prince William	Route 28 Widening: Route 234 Bypass to Linton Hall Road	\$ 10,000,000	Construction
Prince William	Route 1 Widening: Featherstone Road to Marys Way	\$ 11,000,000	Construction
City			
Alexandria	Potomac Yard Metrorail Station Development	\$ 66,000,000	Design, Construction (Design-Build)
Town			
Leesburg	Route 7/Battlefield Parkway Interchange	\$ 20,000,000	Construction
Agency			
VRE	Manassas Park Station Parking Expansion	\$ 2,000,000	Design, Engineering, Environmental.
WMATA	Blue Line 8-Car Train Traction Power Upgrades	\$ 17,443,951	Engineering, Construction
TOTAL		\$ 166,043,951	

It is important to note that the Authority selected 12 projects for funding under the FY2017 Program. This included \$300 million for the I-66/Route 28 Interchange Improvements, which was later included for funding in the Transform 66 Outside the Beltway Project. Subsequently, the Authority de-allocated this \$300 million from its FY2017 Program (\$100 million in PayGo funds and \$200 million in debt capacity).

Fiscal Year 2017 – 30 Percent Local Funds

HB 2313 provides that 30% of the revenues received by the NVTa shall be distributed to the member localities, on a pro-rata basis, after the Authority completes the annual certification for each locality, ensuring that the funds were only used under the requirements of HB2313.¹ Counties are required by law to work cooperatively with towns (with a population of 3,500 or more) to ensure the towns receive their respective share of the 30% local revenues.

Each locality's 30% share is based on the total of the taxes that are generated or attributable to the locality. Use of 30% revenues is solely the decision of the locality, provided they are used for one of four purposes:

1. urban or secondary road construction;
2. capital improvements that reduce congestion;
3. other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or,
4. public transportation purposes.

Each locality annually certifies to the NVTa that the funds were used as required by HB 2313. The distribution of FY2017 30% Local Funds is noted in Table 2 below.

Table 2. 30 Percent Distribution for FY2017 (as of June 30, 2017)

Jurisdiction	30% Local Funds
Arlington County	\$ 12,482,263
Fairfax County	\$ 42,138,078
Loudoun County	\$ 18,784,384
Prince William County	\$ 13,608,207
City of Alexandria	\$ 6,916,664
City of Fairfax	\$ 2,323,384
City of Falls Church	\$ 867,409
City of Manassas	\$ 1,736,508
City of Manassas Park	\$ 471,273
Total Revenue	\$ 99,328,170

All member localities received their proportional share of the 30% Local Funds in FY2017. The counties distribute revenues to the towns located within their boundaries based on their percentage of school-age population. Table 3 shows the projects which localities are advancing with 30% local funds through FY2017. It is important to note that 30% funds can be accumulated over multiple years to advance projects.

¹ Localities must enact the local Commercial and Industrial Property (C&I) at \$0.125 per \$100 valuation. Those localities that do not impose the C&I tax at the maximum allowed rate, will have to make an equivalent transfer for the difference or have their 30% revenues reduced by a corresponding amount. Localities that use the funds for non-transportation purposes will not receive 30% funds in the following year. Localities must also maintain a required level of prior local transportation funding in order to continue to receive 30% funds the future.

Table 3. Projects Programmed by Jurisdictions with 30 Percent Local Distribution Funds

Projects by Jurisdiction	Phases Funded	30% Local Fund
Arlington County		\$ 10,512,023
Arlington Transit Vehicle Facility and Satellite Parking	Design, CN	\$ 2,527,879
Capital Bikeshare (multiple locations)	Operations, Expansion	\$ 2,432,027
Transit Operations (incremental cost for new routes)	Operations	\$ 1,173,042
Old Dominion Dr, Phase II (RT309 from 38 th St N to Glebe Rd)	Design, CN	\$ 1,052,082
Bus Stops and Shelters, including accessibility improvements (multiple locations)	Design, CN	\$ 578,723
Intelligent Transportation Systems	Design, Acquisition, CN	\$ 326,902
Traffic Management Center Infrastructure Upgrades	Acquisition	\$ 319,942
Traffic Counts (multiple locations)	Other	\$ 296,839
Transit Development Plan & ART Asset Management Plan	Study	\$ 275,247
Program Administration	Other	\$ 268,737
Traffic Signal Rebuilds, Infrastructure Upgrades, Facilities	Design, CN	\$ 230,774
Carlin Springs Rd Signal Rebuilds	CN	\$ 199,602
ART Bus Procurement	Acquisition	\$ 140,187
Old Dominion Dr Missing Link	Design	\$ 130,010
Arterial Street Safety Improvements (multiple locations)	Design, CN	\$ 111,433
Washington Blvd Signal Rebuilds	CN	\$ 111,106
Arlington Blvd Intersections	Design	\$ 71,818
Walter Reed Dr (Arlington Mill and Four Mile Run)	Design	\$ 60,401
McKinley Rd Safe Routes to School Accessibility	Design, CN	\$ 56,344
Lacey Lane Sidewalks	Design, CN	\$ 37,847
Walter Reed Dr (5 th Street to Columbia Pike)	Design, CN	\$ 30,155
Court House Metrorail Station Second Elevator	Design	\$ 27,149
Ballston-MU Metrorail Station West Entrance	Design	\$ 16,958
On Bus Video System	Acquisition	\$ 15,567
Washington Blvd (RT237) New Bike Lane	Design, CN	\$ 5,298
Military Road – Nellie Custis Dr to 38 th St N	Design, CN	\$ 4,910
STAR Call Center Office Space	Other	\$ 3,046
N Glebe Rd (Carling Springs Rd to Pershing Dr)	Design	\$ 3,017
Transit Signal Priority	Design, CN	\$ 2,953
Bus Bay Expansion – East Falls Church Metro Station	Design, CN	\$ 864
W&OD Trail Safety Improvements	Design, CN	\$ 717
Arlington Ridge Road at Lange St	Design, CN	\$ 447
Fairfax County		\$ 44,631,336
Fairfax Connector Service	Operations	\$ 18,474,291
Town Center Parkway DTR Underpass Rail Support	PE, CN	\$ 7,659,067
Fairfax County Parkway/Popes Head Road Interchange	PE, Design	\$ 4,000,000
Frontier Dr Extension	PE, Design	\$ 3,000,000
Various Project Implementation Works	N/A	\$ 2,497,260
Vienna Projects	N/A	\$ 1,530,763
Braddock Road Multimodal Study	Study	\$ 1,492,200
RT1 Bus Rapid Transit	PE, Design	\$ 872,270

Herndon Metrorail Parking Garage	PE, Design, CN	\$ 854,859
Studies/Planning (Traffic Counts)	N/A	\$ 748,204
Spot Roadway Program	All	\$ 695,980
Innovation Center Metrorail Parking Garage	PE, Design	\$ 619,032
Herndon Projects	N/A	\$ 594,130
RT1 Study (Pohick to Occoquan)	Study completed	\$ 554,745
Soapstone Dr DTR Overpass	PE, Design	\$ 319,661
Shirley Gate Extension (Planning)	N/A	\$ 299,824
Springfield Parking Garage	PE, Design	\$ 223,648
Seven Corners Interchange Improvements	PE, Design	\$ 113,885
Tysons Projects (Boone Blvd/Gosnell Feasibility Study)	Study	\$ 81,517
Loudoun County		\$ 27,240,608
Sterling Blvd Extended (Pacific Blvd to Moran Rd)	Design, ROW, Utility, CN	\$ 12,316,000
Riverside Pkwy (Lexington Dr to Loudoun County Pkwy)	ROW, Utility, CN	\$ 6,000,000
Northstar Blvd (RT50 to Shreveport)	CN	\$ 5,000,000
Leesburg Area Park & Ride Lot	CN	\$ 1,490,000
Contingency – Sidewalks (Countywide)	Design, ROW, CN	\$ 1,000,000
Northstar / Belmont Ridge Rd Traffic Signal	CN	\$ 510,000
Contingency – Traffic Signal (Countywide)	Design	\$ 500,000
Mooreview Pkwy (Croson to Old Ryan Rd)	CN	\$ 324,608
Contingency – Traffic Calming (Countywide)	Design, CN	\$ 100,000
Prince William County		\$ 33,535,993
Minnieville Road (Spriggs Rd to Rt 234)	PE, ROW, CN	\$ 19,950,000
Neabsco Mills Road Widening (Route 1 to Smoke Court)	ROW, CN	\$ 6,000,000
Virginia Railway Express (VRE) Subsidy	Transit	\$ 2,968,406
Prince William Pkwy (Old Bridge Rd to Minnieville Rd)	ROW, CN, Project Mgmt	\$ 1,750,000
RT28, Phase 2 (Relocated Vint Hill Rd to Fitzwater Dr)	CN	\$ 1,500,000
RT1 Jefferson Davis Hwy (Neabsco Mills Rd to Featherstone Rd)	ROW	\$ 1,200,000
Potomac & Rappahannock Transp Commission (PRTC) Subsidy	Transit	\$ 167,587
City of Alexandria		\$ 21,518,000
DASH Bus Fleet Replacement	Bus Procurement	\$ 11,050,000
WMATA Capital Contribution	Design, CN	\$ 3,750,000
Additional WMATA Subsidy (Base Ops)	WMATA subsidy	\$ 2,683,000
RT1 Transitway Operations	Operations	\$ 1,800,000
Bus Shelters and Benches	CN	\$ 1,100,000
Seminary Rd at Beauregard St Ellipse	Design	\$ 425,000
RT1 and E Reed Ave Intersection Improvements	CN	\$ 350,000
Cameron St and Prince St Pedestrian and Bicycle Facilities	CN	\$ 300,000
Access to Transit – City Sidewalk Connections	CN	\$ 60,000
City of Fairfax		\$ 7,009,610
CUE Operations	Operations	\$ 5,047,672
Jermantown Rd	CN	\$ 869,302
Traffic Signal Preemption	CN	\$ 386,154
Roadbed Reconstruction (RT50 to Fairchester Dr)	CN	\$ 266,455
George Snyder Trail	CN	\$ 93,329

Emergency Power Battery Backup	CN	\$ 73,567
Old Town Sidewalk Spot Widening	Study, PE	\$ 55,391
Traffic Signal Upgrades	CN	\$ 35,214
Burke Station Rd Sidewalk	PE, ROW, CN	\$ 33,329
Chain Bridge Rd Sidewalk	PE, CN	\$ 27,001
Northfax West Planning	PE	\$ 21,712
Railroad Ave Sidewalk	PE	\$ 19,515
Old Town Traffic Study	Study	\$ 14,841
Orchard Dr Sidewalk Design	PE	\$ 14,775
Government Center Pkwy Extension	PE	\$ 12,715
Orchard St/Chain Bridge Rd Intersection Evaluation	PE	\$ 11,517
Cobbdale Traffic Calming	PE	\$ 7,319
University Dr Road Diet	PE	\$ 6,618
Mason to Metro Bike Route	PE	\$ 6,258
University Dr Extension	PE	\$ 6,211
Fairfax Blvd Sidewalk Improvements	PE	\$ 715
City of Falls Church		\$ 2,935,000
South Washington POA Multimodal Improvements	PE, RW, CN	\$ 1,145,000
WMATA Subsidy (Citywide)	Operations & Capital	\$ 910,000
Van Buren St Bridge Improvements	PE, CN	\$ 275,000
Funds Match DRPT Bus Shelter (RT 7, various locations)	PE, RW, CN	\$ 250,000
Multimodal Connectivity (Citywide)	PE, RW, CN	\$ 195,000
Bikeshare Connections to Metro (Citywide)	PE only	\$ 60,000
Downtown POA Multimodal Improvements	PE, RW, CN	\$ 60,000
W&OD Trail Improvements (Various locations)	PE, RW, CN	\$ 40,000
City of Manassas		\$ 5,097,620
Prince William St (Grant Ave to Wellington Rd)	ROW, CN	\$ 1,659,000
Dean Dr Extended (RT28 to existing Dean Drive)	PE, ROW, CN	\$ 1,708,000
Battle St (Portner St to Quarry Rd)	PE, ROW, CN	\$ 390,000
Grant Ave (Lee Ave to Wellington Rd)	PE, ROW, CN	\$ 635,000
Sidewalk Infill Initiatives (Citywide)	PE, ROW, CN	\$ 336,000
Centerville Rd Improvements (Liberia Ave to City Limits)	PE	\$ 300,000
Fairview Ave/Tudor Ln Intersection Improvements	PE, ROW	\$ 50,000
City Wide Traffic Improvements	PE	\$ 19,620
City of Manassas Park		\$ 124,200
Project Management Contract for Five Projects	N/A	\$ 124,200
Town of Dumfries		\$ 448,671
Main St Intersection Improvements	CN	\$ 351,382
Sidewalk along Possum Point Rd	CN	\$ 97,289
Town of Herndon		\$ 4,563,000
Folly Lick Regional Trail Extn (part of 'Trails to Metrorail')	PE, Design, ROW, Utility, CN	\$ 1,168,000
Van Buren St Improvements (Old Spring St to Herndon Pkwy)	ROW, Utility	\$ 928,000
Elden St and Center St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 850,000
Elden St and Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 602,000
Park Ave & Monroe St Intersection Improvements	PE, Design, ROW, Utility, CN	\$ 450,000

Trails to Metrorail (Herndon Pkwy/Van Buren St to Metrorail)	PE, Design, ROW, Utility, CN	\$ 415,000
Worldgate Dr Extension	PE, Design	\$ 150,000
Town of Leesburg		\$ 18,370,300
Royal St Improvements (Church St to Wirt St)	Design, ROW, CN	\$ 4,938,000
Evergreen Mill Rd Widening (Leesburg S Corporate Limits to S King St)	Design, ROW, CN	\$ 3,886,000
Sycolin Rd Widening Phase IV (Leesburg S Corporate Limits to Tolbert Ln)	Design, ROW, CN	\$ 3,017,300
Morven Park Rd Improve (W Market St to Old Waterford Rd)	Design, ROW, CN	\$ 2,141,000
West Market St Sidewalk (Morven Park Rd to Ayr St)	Design, ROW, CN	\$ 1,664,000
Edwards Ferry Rd Sidewalk (West of Woodbury Rd to Prince St)	Design, ROW, CN	\$ 1,094,000
Traffic Management/Emergency Evacuation System (townwide)	CN	\$ 929,000
Battlefield Parkway (S King St to Dulles Greenway)	CN	\$ 701,000
Town of Purcellville		\$ 843,576
Nursery Ave Improvements	Design, ROW, CN	\$ 696,744
32 nd St & West A Street Intersection Improvements	Design, ROW	\$ 133,500
E Main St & Maple Ave Intersection Improvements	Design, ROW, CN	\$ 13,332
Town of Vienna		\$ 3,110,000
Follin Ln SE Reconstruction (Echols St SE to Maple Ave)	PE, ROW, CN	\$ 1,500,000
Marshall Rd SW Sidewalk	PE, ROW, CN	\$ 830,000
Church St NE Sidewalk	PE, ROW, CN	\$ 630,000
Park St NE Sidewalk	PE, ROW, CN	\$ 150,000
TOTAL		\$ 179,939,937

Note: This list was generated on October 16, 2017 based on responses from jurisdictions to an NVTa staff request for a 30% Local Funds project list.

Fiscal Year 2018 – 2023 Revenue Estimates

The Authority's revenue estimates are made using a multi-jurisdictional approach. While the HB 2313 revenues are relatively new to the Authority, member jurisdictions have decades of experience with the same taxes, albeit with minor differences in application. Jurisdictional input is heavily relied upon in making the revenue estimates. The estimates for FY2018-2023 are provided below in Table 4. In addition, the combined totals of FY2018-2023 are in Table 5 below.

Table 4. NVTa Revenue and Distribution Estimates for FY2018–2023

NVTa Revenue	FY2018 Projection	FY2019 Projection	FY2020 Projection	FY2021 Projection	FY2022 Projection	FY2023 Projection
Sales Tax	\$253,421,494	\$258,926,224	\$265,846,393	\$272,982,830	\$280,453,992	\$288,142,662
Transient Occ. Tax	\$30,218,980	\$31,034,154	\$31,748,477	\$32,570,413	\$33,330,749	\$34,159,837
Grantors Tax	\$44,616,624	\$45,167,888	\$45,819,213	\$46,377,477	\$47,043,160	\$47,614,206
Total Revenue	\$328,257,098	\$335,128,266	\$343,414,083	\$351,930,721	\$360,827,901	\$369,916,705
70% Regional Revenue	\$229,779,968	\$234,589,786	\$240,389,858	\$246,351,504	\$252,579,531	\$258,941,694
30% Local Distribution	\$98,477,129	\$100,538,480	\$103,024,225	\$105,579,216	\$108,248,370	\$110,975,012
Year to Year % Change		2.09%	2.47%	2.48%	2.53%	2.52%

Table 5. NVTA Combined Revenue and Distribution Estimates of FY2018–2023

NVTA Revenue	FY 2018 – 2023 Projection
Sales Tax	\$1,619,773,594
Transient Occ. Tax	\$193,062,611
Grantors Tax	\$276,638,568
Total Revenue	\$2,089,474,773
70% Regional Revenue	\$1,462,632,341
30% Local Distribution	\$626,842,432

Figure 4. NVTA FY2018-2023 Estimated Revenue Breakdown by Tax Type

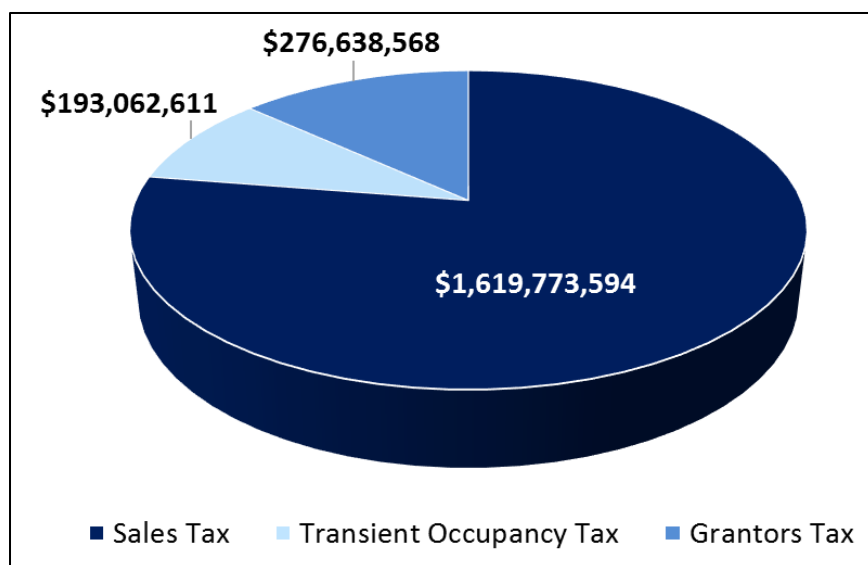
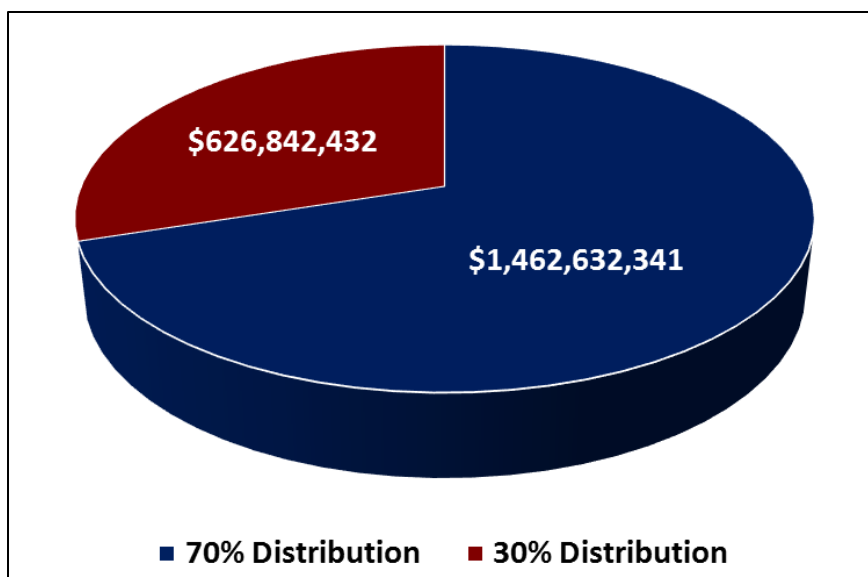


Figure 5. NVTA FY2018-2023 Estimated Revenue Distribution



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