

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2016

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **TransAction Update Work-Sessions and Pop Ups:** Work-sessions and Pop-Up events for the update to TransAction are being held throughout the region. See attachment for details regarding times and locations.
3. **Transportation Planning Board (TPB) Long Range Plan Task Force:** The TPB staff have developed a preliminary set of selection criteria that the TPB could potentially use to select a list of unfunded regional priority projects.

TPB staff developed a set of eight criteria based upon the goals and objectives in the TPB Vision and the Regional Transportation Priorities Plan. Attachment C notes the draft selection criteria as developed by TPB staff. TPB staff sent the criteria out for review and comment with a deadline of Friday, June 3, 2016.

It should be noted that the final set of criteria would not only be used to identify unfunded regional priority projects; they would also be used by the TPB to promote regional priorities in the project selection processes of the TPB's members.

NVTA is preparing a draft response to the proposed selection criteria.

The next meeting of the TPB's Long Range Plan Task Force is Wednesday, June 15, 2016 at 10:30am. NVTA staff will provide a briefing on the activities of this task force at the July 14, 2016 Authority meeting.

4. **FY2017-2022 CMAQ Deficit:** As was stated at the May 12, 2016 Authority meeting, staff was notified of revised Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) yearly allocations. Due to the revisions, the Northern Virginia region now has a deficit of \$6,553,354 in CMAQ funds for FY2017 through FY2021.

In coordination with the Regional Jurisdiction and Agency Coordinating Committee (RJACC), staff proposed that the CMAQ deficit be deducted for the following projects:

- Arlington County Commuter Services Program (\$5,395,120);

- PRTC Western Maintenance Facility (\$127,709);
- VRE Rippon Platform Improvements (\$598,742);
- VRE Broad Run Park & Ride Garage (\$367,033); and
- VRE Quantico Parking Expansion (\$64,750).

As has been the practice in previous years when there was a deficit in CMAQ/RSTP funding, these projects will be made whole through the additional/surplus CMAQ PM 2.5 and/or RSTP money available to the region for the same six year period.

NVTA staff in collaboration with the RJACC, have made recommendations on the reallocation of the remaining CMAQ PM 2.5 and RSTP funds to make the above referenced projects “whole.” The recommended adjustments are noted in attachment B —FY2017-2021 CMAQ/RSTP Draft Additional Allocations.

5. NVTA Standing Committee Meetings:

- a. Finance Committee:** The NVTA Finance Committee will meet on Thursday, June 16, 2016 at 1:00pm.
- b. Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Friday, July 1, 2016 at 10:00am.

Attachments:

- A.** Approval of Fairfax County CMAQ/RSTP Reallocation Request
- B.** Approval of the Reprogramming of CMAQ PM2.5 Funds
- C.** Draft TPB Selection Criteria
- D.** FY2014-2016 NVTA Regional Projects Status
- E.** NVTA Comment Letter to TPB on Long-Range Plan Criteria

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

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

DATE: June 3, 2016

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

On May 26, 2016, Fairfax County requested the following reallocation:

- \$8,498,205 in CMAQ funds (\$25,700 in FY 2017 funds and \$8,472,505 in FY 2020 funds) from the Columbia Pike Streetcar project (UPC 100471) to the Springfield CBC Commuter Parking Garage project (UPC 106274). This transfer is needed due to revised construction cost estimates.

The RJACC approved these requests on May 26, 2016.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 9, 2016

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 Fairfax County.

Dear Ms. Cuervo:

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

On May 26, 2016, Fairfax County requested the following reallocation:

- \$8,498,205 in CMAQ funds (\$25,700 in FY 2017 funds and \$8,472,505 in FY 2020 funds) from the Columbia Pike Streetcar project (UPC 100471) to the Springfield CBC Commuter Parking Garage project (UPC 106274). This transfer is needed due to revised construction cost estimates.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on May 26, 2016, and the NVTA was informed at their June 9, 2016, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)



County of Fairfax, Virginia

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

May 26, 2016

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

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds

Dear Ms. ~~Dominguez~~: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority to transfer the following CMAQ funds:

- \$8,498,205 in FY 2017 (\$25,700) and FY 2020 (\$8,472,505) CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to the Springfield CBC Commuter Parking Garage project (UPC 106274). This transfer is needed due to revised construction cost estimates. The transfer, combined with the additional \$1,227,305 of CMAQ 2.5 funding available in FY 2017, should fully fund the project. The Columbia Pike Streetcar project was cancelled by Arlington County.

If you have any questions or concerns about this request please contact Brent Riddle at (703) 877-5659.

Sincerely,

Todd Wigglesworth for TB

Tom Biesiadny
Director

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

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



CMAQ/RSTP Transfer Request Form
(One Sheet Needed Per Donor Project)

Date: 5/26/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$10,824,760

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 NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
100471	Columbia Pike Streetcar Project	CMAQ	N	FY17, FY20	\$8,498,205.00	106274	Springfield CBC Commuter Parking Garage	Y	FY15				

TOTAL OF TRANSFER \$8,498,205.00

Attach Signed Request of Transfer Letter

XIII.B

Table 1: CMAQ 2.5 Additional Allocation for FY2017

	FY17
ALEXANDRIA, CITY	
Bike Sharing	\$ 207,532
ARLINGTON COUNTY	
ACCS	\$ 3,545,897
TSM Fiber (UPC 94652)	\$ 369,774
DUMFRIES, TOWN	
FAIRFAX, CITY	
FAIRFAX COUNTY	
Springfield CBC Commuter Parking Garage (UPC 106274)	\$ 1,227,305
FALLS CHURCH, CITY	
HERNDON, TOWN	
Trails to Metrorail (UPC 104342)	\$ 33,693
LEESBURG, TOWN	
LOUDOUN COUNTY	
Bike/Ped for Silver Line Metrorail	\$ 442,936
MANASSAS, CITY	
MANASSAS PARK, CITY	
PRINCE WILLIAM COUNTY	
PURCELLVILLE, TOWN	
VIENNA, TOWN	
Signal Reconstruction (UPC100489)	\$ 22,685
VRE	
Rippon Station Platform	\$ 600,000
PRTC	
Bus Purchase	\$ 622,681
VDOT	
Traffic Signal Optimization	\$ 516,568
TOTAL	\$ 7,589,071

Table 2: RSTP Additional Allocations for FY2017-FY2021

	FY17	FY18	FY19	FY20	FY21
ALEXANDRIA, CITY					
Parking Technologies (UPC 102943)	\$ -	\$ 108,150	\$ 152,400	\$ 203,079	\$ 223,123
Bus Shelters (UPC 102943)	\$ -	\$ 108,150	\$ 152,401	\$ 203,079	\$ 223,123
ITS Integration (UPC 70580)	\$ -	\$ 108,150	\$ 152,400	\$ 203,079	\$ 223,123
Transportation Master Plan (UPC 106964)	\$ 340,077	\$ -	\$ -	\$ -	\$ -
ARLINGTON COUNTY					
ACCS	\$ -	\$ 1,178,083	\$ 1,374,144	\$ 1,219,697	\$ 1,008,701
TSM Fiber (UPC 94652)	\$ 228,742	\$ 335,336	\$ -	\$ -	\$ -
DUMFRIES, TOWN					
US Route 1 Widening	\$ 18,882	\$ 11,188	\$ 15,764	\$ 21,007	\$ 23,081
FAIRFAX, CITY					
Roberts Road Sidewalk (UPC 100423)	\$ 64,652	\$ 52,755			
Draper Drive Signal (UPC100462)	\$ 89,039				
Pedestrian Improvements (UPC 105573)			\$ 74,339	\$ 99,060	
Bridge Deck Rehabilitation (UPC 105572)					\$ 108,837
FAIRFAX COUNTY					
Jones Beach Connector (UPC 103907)	\$ 2,569,155	\$ 1,430,846	\$ -	\$ -	\$ -
Reston Roadway Improvements (UPC 106939)	\$ -	\$ 1,020,256	\$ 3,453,982	\$ 4,602,556	\$ 5,056,832
FALLS CHURCH, CITY					
Ped-Bike-Bridge (UPC 100411)	\$ 49,464	\$ 29,307	\$ 41,298	\$ 55,031	\$ 60,462
HERNDON, TOWN					
East Elden Widening & Improvements (UPC 50100)	\$ 55,212	\$ 52,675	\$ 74,227	\$ 98,910	\$ 108,673
LEESBURG, TOWN					
Sycolin Rd (UPC 102895)	\$ 180,007	\$ 106,651	\$ 150,288	\$ 200,264	\$ 220,030
LOUDOUN COUNTY					
Route 606 Loudoun County Parkway (UPC 97529)	\$ 819,956	\$ 782,280	\$ 1,102,353	\$ 1,468,925	\$ 1,613,909
MANASSAS, CITY					
Route 28 Widening (UPC 96721)	\$ 153,040	\$ 90,674	\$ 127,773	\$ 170,263	\$ 187,068
MANASSAS PARK, CITY					
Manassas Dr at Euclid Ave Intersection (UPC 76683)	\$ 55,185	\$ 32,696	\$ 46,074	\$ 61,395	\$ 67,454
PRINCE WILLIAM COUNTY					
Neabsco Mills Road Widening (UPC 107947)	\$ 1,007,513	\$ 961,217	\$ 1,300,000	\$ 1,800,000	\$ 1,983,074
PURCELLVILLE, TOWN					
Main Street and Maple Avenue Intersection (UPC 70578)	\$ 32,471	\$ 19,240	\$ 27,112	\$ 36,127	\$ 39,693
VIENNA, TOWN					
Signal Reconstruction (UPC100489)	\$ 37,173	\$ 35,465	\$ 49,976	\$ 66,594	\$ 73,167
VRE					
Broad Run P&R Parking Deck	\$ -	\$ 219,940	\$ 201,598	\$ -	\$ -
Quantico Parking Expansion	\$ -	\$ -	\$ -	\$ 69,678	\$ -
TOTAL	\$ 5,700,568	\$ 6,683,058	\$ 8,496,128	\$ 10,578,745	\$ 11,220,350

**TPB Long Range Plan Task Force:
Regional Criteria to Select a Limited Set of Unfunded Priority Projects
to Improve Performance at a Regional Scale**

The Draft Regional Criteria and Project Assessment information in the table below are drawn from a memo to the Long-Range Plan Task Force dated May 12, 2016. This table also includes information (3rd column) linking the draft criteria with the goals from the Regional Transportation Priorities Plan.

Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a *Regionally Significant Transportation Network*. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network.

In the second phase, *Regional Criteria* would be used to guide the selection of a limited number of unfunded projects that will represent the TPB's Regional Priority Projects. The Regional Criteria will be multi-modal and will be grounded in the TPB's Vision and Regional Transportation Priorities Plan. Unfunded projects that are on the Regionally Significant Transportation Network will be qualitatively assessed (see 4th column) and selected based on their potential to serve one or more Regional Criteria. These priority projects will be anticipated to positively affect the transportation system's performance at a regional level.

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
1	Increase Person Throughput	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System	<ul style="list-style-type: none"> • Tool: Maps of congested travel corridors with low person-throughput. • Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system.
2	Provide Targeted Congestion Relief	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> • Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD). Comparable measure(s) will be used to identify congested transit facilities/services. • Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system.

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
3	Increase Non-SOV Travel Mode	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> Tool: None (Yes/No) Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.
4	Connect Activity Centers	2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> Tool: Maps of Activity Centers with current and planned road and transit connections. Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.
5	Improve Access to Environmental Justice Communities	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections. Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.
6	Improve Safety	3. Ensure Adequate System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> Tool: Maps identifying locations with high rates of safety incidents. Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.
7	Address Freight Needs	6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> Tool: Map of the Regionally Freight-Significant Network Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.
8	Improve Non-Motorized Connectivity	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study). Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations or close gaps in the regional trail network will be given credit in the evaluation system.



NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2018; construction of the local road that connects to the interchange (Long Bridge Drive) begins in Fiscal Year 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2020 (interchange)	2020
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release June 2016, with construction expected to be under way in fall 2016.	Fall 2018	Fall 2018
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 and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2014. Final design will start by fall 2016.	Start of construction in Fall 2017	Start of construction in Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 with expected significant completion in early June 2016. Final paving and striping will be completed in January 2017 at the same time as an adjacent County project.	January 2017	June 2016
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from summer 2016.	Start of construction in winter 2019	Summer 2018
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	PE began in January 2016.	Start of construction in June 2017	Start of construction in June 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
	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	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
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 employee parking lot is complete, FCDOT takes possession on June 16, 2016. Demolition of the asphalt for the maintenance building expansion has started; materials are ordered for the administration building expansion; and, demolition on the conference room for the new office space has started.	July 2017	July 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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: Notice to Proceed (NTP) issued to consultant mid-January 2016, 15% plans received on 6/1/16. Survey: Substantial completion on 5/15/16. Environmental: NTP issued late-February 2016 for PEI, received Preliminary Environmental Inventory on 5/1/16. Traffic: NTP issued mid-March 2016, counts completed in May 2016, modeling complete in September 2016. Utility Designation: Designation estimate was provided in September 2015. NTP given to consultant in March 2016. Utility designation survey completed in May 2016.	2020	February 2018
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 has the final RFP for a design consultant, and planning to advertise the project in June/July 2016.	2020	2018
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	Design is 20% completed. Staff met with elected officials to discuss the typical section. The consultant is preparing for a Public Information Meeting (PIM) scheduled on June 22, 2016.	2018	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 and the design contract has been finalized with NTP issued by VDOT to the consultant on March 21, 2016. A project scoping/kickoff meeting was held on April 13, 2016 and IMR Framework Document Meeting was held on April 26, 2016. Data collection and IMR development are underway with the delivery of the Draft IMR and Final IMR scheduled in September, 2016 and February, 2017, respectively. Design approval anticipated in early 2018.	2020	Fall 2017
Fairfax County	US 1 (Richmond Highway) Widening – Widen US 1 for 2.9 miles from Mt. Vernon Memorial Highway (south) to Napper Road. This project will provide a 6 lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. Project includes both pedestrian and bicycle facilities and provision for future transit.	\$1,000,000 (FY2015-16)	PE, Environmental	Project is administered by VDOT and currently is in the very early stage of the project development. Consultant has been selected. The scope and fee proposal is being negotiated. NTP is expected by June 14, 2016. VDOT has also initiated survey of the corridor and the development of the NEPA document. Survey data is expected to be available by June 2016. Environmental document development is under way. The first citizen information meeting for the environmental document is anticipated to happen in early fall 2016.	2019	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County/ Virginia Department of Transportation	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	A Pardon our Dust meeting was held on March 9, 2016. Construction is ongoing.	Spring 2018	Spring 2017
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	Negotiations underway for the acquisition.	Acquisition of land anticipated by Summer 2016.	Summer 2016
Loudoun County	LC Transit Buses – New transit buses to introduce Silver Line connecting service.	\$880,000 (FY2014)	Asset Acquisition	Buses have been ordered.	Anticipated delivery by May 2016.	May 2016
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	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. Final ROW plans were approved on April 25, 2016. Design and ROW to be completed by Spring 2016 and construction to begin in late 2016. Coordinating with property owners who have approved land development applications along this segment. The next phases of the project include approval of the construction plans and right-of-way acquisition.	December 2018	December 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	30% plans have been completed, and a public design hearing was held on 6/23/2015. 60% design plans were submitted on 6/29/2015. Currently coordinating utility relocation with utility companies; 90% design plans were submitted to B&D and VDOT on April 6, 2016. The next phase of this project will be submission of the dedication and easement plats.	February 2018	February 2018
Loudoun County	Acquisition of Four Buses – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	Buses have been ordered.	Winter 2016	Winter 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Project is administered by VDOT as a Design Build contract. Dewberry prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. Ongoing activities: clearing along the project limits (5.5 miles) with the exception of the area adjacent to the National Oceanographic Atmospheric Administration (NOAA); easement documents were sent to NOAA; construction of the emergency spillway at the Horsepen Dam; construction of piers for the bridge over the dam; excavation for some of the storm water management ponds.	Fall 2017	Fall 2017
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; including a multi-use trail on the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. VDOT Project day held in Jan 2016. NEPA is ongoing.	Construction advertisement July 2018.	Design October 2017.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	Route 1 Widening from Featherstone Road to Marys Way - 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 multimodal trail and a five foot wide sidewalk along the sides of the route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	VDOT Preliminary Field Inspection Plans were submitted to VDOT in Nov 2015. Construction to begin in January 2017. There are approximately 73 parcels impacted with 7 properties with possible major impacts, 10 parcels with total takes, and 7 probable total takes. Over 75 people attended the citizen information meeting held on March 23. Public hearing to be held in June 2016.	May 2021	May 2021
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 relocation and re-alignment of Route 215 (Vint Hill Road) and construction of a multi-use trails on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are complete. Utility relocation to be completed by summer 2016. All utilities, plans and estimates have been approved. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project.	December 2018	December 2018
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	Scoping documentation began in early 2016 and construction to start in May 2018. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project.	May 2020	May 2020

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Manassas/Prince William County City of Alexandria	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	Study to start in Spring 2016	Location study (phase 1 of the overall study) to be completed early by 2017	Location study (phase 1 of the overall study) to be completed by early 2017
Prince William County	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	Final Environmental Impact Statement is under review by the Federal Transit Administration and the National Park Service. Release of Final EIS expected in June 2016. Records of Decision expected in Summer 2016.	Expected to open by year-end 2020.	2017
	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	Conceptual design of the station began in Fall 2015. Design-build package being prepared for advertisement of the contract by WMATA in Summer 2016.	2020	2017
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	Notification of award for bus shelter construction was given on May 17, 2016 to the Russell Gage Corporation. Purchase order to Russell Gage being processed by the City of Alexandria. Once the purchase order is approved, a preconstruction meeting will be held.	September 2018	September 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Committee evaluated the RFP responses and is in process of preparing the letter of recommendation for selection of design consultant. Design will begin in Summer of 2016 and project is expected to be completed by Summer 2017.	Summer 2017	Summer 2017
City of Alexandria 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	Committee evaluated the RFP responses and is in the process of preparing the letter of recommendation for selection of design consultant. Design will begin in Summer 2016 and project is expected to be completed by Summer 2017. City has contacted NVTA to seek guidance on using TSP system for WMATA buses instead of DASH buses.	Summer 2017	Summer 2017
	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Asset Acquisition	Buses have been delivered. In process of completing final invoice documentation for NVTA.	April 2016	March 2016
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	FONSI is expected in June 2016	2021	2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Utility relocations. Project is currently out to bid. Construction is expected to commence in summer 2016.	2018	2018
City of Alexandria	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	Utility relocations. Project is currently out to bid. Construction is expected to commence in summer 2016.	2018	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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.	April 2017	April 2017
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began March 2015. Project is on schedule with construction expected to be complete in May 2016	May 2016	May 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Falls Church City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering Construction Inspection Services	Construction of four shelters began in March. Easement acquisition is on-going with construction of the shelters in summer of 2016.	Summer 2016	Summer 2016
	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	90% design completed. Final plans anticipated August 2016. Finalizing utility undergrounding plans.	Summer 2017	Summer 2017
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design Construction	90% design completed. Final plans anticipated July 2016. Coordinating easement needs with Arlington County, anticipated completion August 2016.	Early 2017	Early 2017
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 75%. Awaiting public hearing advertisement approval from VDOT.	October 2019	October 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Dumfries	Widen Route 1 (Fraley 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 conceptual plan is being finalized. The project is being reviewed for potential phasing to accommodate full funding requests.	FY2025	FY2018
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.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in early 2017.	Early 2017
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	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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. ROW acquisition/street dedication is to begin in early 2016 to be ready for construction in 2018.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018
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 Environmental review completed and Preliminary Field Inspection completed. 35% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing scheduled for Winter 2016.	2021	December 2018
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design Environmental	Public Information Meeting was held on March 10. Interchange Justification Report Traffic Framework document approval expected next week. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Design approval expected May 2017.	May 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Herndon	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Public Information Meeting was held on March 10. Interchange Justification Report Traffic Framework document approval expected next week. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Construction to begin in 2022.	
Town of Leesburg	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	Kickoff meeting held on 4/29/16. Traffic Modeling coordination meeting held on 4/8/16. Interchange Justification Report Traffic Framework document is being prepared. The consultant is preparing an updated schedule.	2020	2018
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to study transit options on Route 7.	\$838,000 (FY2014)	Planning for Phase 2 of Study	Presented preferred alignment, mode, and funding strategy to the Commission in April. Public meetings scheduled for June 6, 8, and 14. Commission is expected to approve the final report at the July meeting.	Expected completion July 2016.	July 2016.
Potomac and Rappahannock Transportation Commission Virginia Department of Transportation	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 153 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. .	Winter 2017	Winter 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	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.	ROW acquisition, storm water installation, clearing, and grubbing are complete. Work currently underway includes installation of the base asphalt for the added travel lane, construction of added travel lane 50% complete, applicable earth work, MSE wall between Sterling Blvd & Route 606, overhead signs foundations is (60 % complete). Shoulder construction from RT606 to Innovation Ave will likely be delayed till fall.	Summer 2017	Summer 2017
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.	ROW acquisition and clearing within existing ROW are complete. Construction of double box culvert extension is underway – barrels are done; wing wall will be done next month. Roadway work pending MWAA permit.	Summer 2017	Summer 2017
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.	Clearing within existing ROW is complete. Work in progress to widen the Horsepen Bridge. Roadway construction between Frying Pan Road and the Dulles Toll Road is ongoing. Excavation for roadway construction between Frying Pan and DTR underway. Installation of drainage items between McLearen and Frying Pan planned for next month. Final slope grading will likely be delayed till fall.	Summer 2017	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Moving design forward with 60% due in May 2016.	Fall 2017	Fall 2017
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	Station, service and railroad alignment alternatives analysis underway. Second round of public/stakeholder meetings scheduled for April 2016.	Summer 2017	Summer 2017
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	PE to begin May 2016, final design in April 2017, and construction May 2018.	Summer 2019	Summer 2019
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	RFP issued on April 15, 2016. Contract award estimated July 2016.	Fall 2017	Fall 2017
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	PE to begin May 2016, final design in April 2017, and construction in May 2018.	Summer 2019	Summer 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	PE to begin May 2016, final design in April 2017, and construction in May 2018.	Summer 2019	Summer 2019
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 to begin in May 2016 and construction in January 2017.	Summer 2017	Summer 2017
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. RFP under development. Contract award estimated September 2016.	Fall 2017	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Lowest bidder documentation is under review and award is anticipated mid May 2016.	Projected Contract Close-out September 2017	July 2017

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Kanti Srikanth, Director of Transportation Planning
Metropolitan Washington Council of Governments

FROM: Monica Backmon, Executive Director
Northern Virginia Transportation Authority

DATE: June 6, 2016

SUBJECT: Comments on the Long-Range Plan Regional Criteria for Project Selection

The Northern Virginia Transportation Authority (NVTA) appreciates the opportunity to review and provide comments on the Transportation Planning Board's (TPB) proposed Long-Range Plan Regional Criteria for Project Selection.

NVTA Chairman Martin E. Nohe, who is also a member of the TPB, would like to discuss the NVTA's project evaluation and selection process at an upcoming TPB meeting to inform the TPB of the Authority's regional prioritization process that is both cumulative and robust in evaluation and analysis. We hope that a presentation of this nature would prove useful and demonstrate how the Authority's process could be embraced by the TPB.

The following bullets denotes comments that the NVTA staff have regarding the draft criteria as proposed:

- In general, NVTA staff notes that the proposed criteria are duplicative of the project selection criteria used by the NVTA (under HB 599 and the NVTA Quantitative Criteria) and the criteria that the Commonwealth Transportation Board (CTB) uses for HB 2 evaluation. Therefore, NVTA wishes to prevent the development of a process that is different from that which is currently being utilized in Northern Virginia. NVTA and VDOT have also developed the tools to provide the quantitative measure used in these processes. These could easily fit into the TPB process. We therefore recommend that the TPB utilize the NVTA project selection process as currently developed and adopted by the Authority which includes representatives from Planning District Commission Eight, General Assembly members, and two gubernatorial appointees; one from the CTB and a person who has significant experience in transportation planning, finance, engineering, construction, or management. We also note that this process has been used for three successful funding programs, will be incorporated into the update of Northern Virginia's Long Range Transportation Plan, and has been validated by the Fairfax County Circuit Court.

- With the existence of several project selection systems as mentioned above, any additional project selection system may offer more confusion to the public within Northern Virginia.
- The projects that the NVTa selects for funding are regional projects and go through a rigorous project evaluation and selection process with multiple layers of analysis, including an evaluation of congestion reduction, accessibility, and mobility under the HB 599 process and the NVTa quantitative evaluation. For your convenience, we have noted the performance measures used for the NVTa quantitative evaluation and for the HB 599 evaluation, below:
 - NVTa quantitative evaluation criteria:
 - Reduction in person hours delay;
 - Project readiness;
 - Reduction in Vehicle Miles Traveled (VMT);
 - Improvement in safety;
 - Connectivity between Activity Centers;
 - Connectivity between jurisdictions and modes;
 - Improved bike-ped options;
 - Improved management and operations (ITS); and
 - Cost sharing.
 - HB 599 performance measures:
 - Reduction in congestion duration;
 - Person hours of delay;
 - Person hours of congested travel in automobile;
 - Person hours of congested travel in transit vehicles;
 - Transit crowding (reduction in hours of crowded transit person miles);
 - Accessibility to number of jobs (within 45 minutes by auto and 60 minutes by transit); and
 - Emergency mobility.
- NVTa's current long range transportation plan, TransAction 2040, and the update that is underway, include a robust evaluation of a large number of projects based on similar criteria as suggested in the current proposal by TPB. The updated TransAction, expected to be adopted in the fall of 2017, will include projects that will achieve regional goals and score well on multiple criteria. Please note that TransAction is also a multi-modal unconstrained plan with a 25 year horizon.
- As noted in the TPB proposal, "Regionally Significant Transportation Network" is comprised of 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network." There are also many jurisdictional transit routes that are regionally significant. NVTa staff recommends the TPB discuss this with the jurisdictions and agencies to ensure that all priority transit service will be considered.

- There are other determining factors regarding projects that should be considered for inclusion in the proposed regional criteria. These include, and are not limited to, funding (availability of other funds), project readiness, land use impacts/implications, geographical balance, modal balance, etc.
- The NVTa recommends that the Long Range Plan Task Force ensures that the transportation needs throughout the metropolitan region are well balanced and represent both the needs of the inner and outer jurisdictions.
- Please refer to the attached mark-up file for specific comments on the proposed criteria.

Again, the NVTa is appreciative of the work of the TPB and the continued collaboration to positively affect the transportation system's performance at a regional level.

May 25, 2016

**TPB Long Range Plan Task Force:
Regional Criteria to Select a Limited Set of Unfunded Priority Projects
to Improve Performance at a Regional Scale**

The Draft Regional Criteria and Project Assessment information in the table below are drawn from a memo to the Long-Range Plan Task Force dated May 12, 2016. This table also includes information (3rd column) linking the draft criteria with the goals from the Regional Transportation Priorities Plan.

Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a *Regionally Significant Transportation Network*. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network.

In the second phase, *Regional Criteria* would be used to guide the selection of a limited number of unfunded projects that will represent the TPB's Regional Priority Projects. The Regional Criteria will be multi-modal and will be grounded in the TPB's Vision and Regional Transportation Priorities Plan. Unfunded projects that are on the Regionally Significant Transportation Network will be qualitatively assessed (see 4th column) and selected based on their potential to serve one or more Regional Criteria. These priority projects will be anticipated to positively affect the transportation system's performance at a regional level.

Commented [SN1]: All criteria except freight needs are part of NVTa's HB599 and Quantitative Score criteria. Some are part of State's HB2 criteria.

Commented [SN2]: There are many jurisdictional transit routes that are significant to the region. If you consider only WMATA priority networks, these will be excluded

Commented [SN3]: And quantitatively (some are quantifiable within the model)

No.	Draft Regional Criteria	RTTP Goal Served	Project Assessment
1	Increase Person Throughput <u>HB2: NVTa Quant Score</u>	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System	<ul style="list-style-type: none">• Tool: Maps of congested travel corridors with low person-throughput.• Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system.• <u>ITS improvements</u>
2	Provide Targeted Congestion Relief <u>HB599; HB2</u>	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none">• Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD). Comparable measure(s) will be used to identify congested transit facilities/services.• Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system.• <u>Congestion duration</u>• <u>Person hours of delay (PHD), PHD in auto, PHD in transit</u>• <u>Transit crowding</u>

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
3	Increase Non-SOV Travel Mode NVTA Quant Score (bike-ped connection: reduce VMT)	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> Tool: None (Yes/No) Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.
4	Connect Activity Centers NVTA Quant Score (activity center: jurisdictions/modes)	2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> Tool: Maps of Activity Centers with current and planned road and transit connections. Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.
5	Improve Access to Environmental Justice Communities HB599 (general accessibility): HB2	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections. Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.
6	Improve Safety NVTA Quant Score: HB2	3. Ensure Adequate System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> Tool: Maps identifying locations with high rates of safety incidents. Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.
7	Address Freight Needs	6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> Tool: Map of the Regionally Freight-Significant Network Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.
8	Improve Non-Motorized Connectivity NVTA Quant Score (bike-ped connection: reduce VMT)	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study). Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations and activity centers, or close gaps in the regional trail network will be given credit in the evaluation system.

[NVTA is in the process of incorporating the current HB599 and NVTA Quant score measures into its long range plan analysis \(TransAction\).](#)