

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 4, 2016

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. **Public Engagement Activities.** As shared with the Authority at the October meeting, the second round of public engagement for TransAction is underway. The focus of the fall engagement activities is understanding prioritization factors. This will support technical activities scheduled during late fall 2016 and winter 2016/17. Specific activities include:
 - An online survey developed to learn how Northern Virginians think we should prioritize different ways of addressing a broad range of transportation needs. As of noon, Friday, November 4, 2016, we have received **831 responses** to the online survey! The survey closes on Monday, November 28, 2016.
 - A workshop with members of the business community and other stakeholders was held on Tuesday, October 25th to receive input on addressing prioritization.
 - Four focus groups will be held this month. These focus groups will provide a more in-depth discussion of issues raised in the survey, stakeholder workshop and at pop-in events.
 - The Benchmark Survey will be repeated with a Tracking Survey during December 2016. This will identify how public perceptions about transportation in the region have changed over the previous year.
 - Attachment B of the report provides additional detail regarding the Fall Public Engagement activities.
3. **I-66/Route 28 Interchange Project:** Governor McAuliffe held a press conference on Thursday, November 3, 2016 to announce that the Express Mobility Partners, a consortium of Cintra, Meridiam, Ferrovial Agroman US and Allan Myers VA, Inc. has been selected to construct the I-66 Outside the Beltway project.

As you may recall, the Authority allocated \$300 million in regional revenues to the I-66/Route 28 Interchange Project as part of the FY2017 Program. NVTA's \$300 million for

the I-66/Route 28 Interchange, together with \$300 million allocated by the Commonwealth under the HB 2, now Smart Scale process, represented \$600 million in upfront public funding for the entire I-66 Outside the Beltway project, which has been estimated to cost \$2.1 billion.

As part of his announcement, Governor McAuliffe shared that the Express Mobility Partners' proposal does not require any public funding. An overview of what this means to the NVTa is noted below:

- The Authority adopted the FY2017 Program totaling \$466 million, on July 14, 2016. Of this total, \$266.7 million in program funding was available Pay-Go revenues and the remaining \$200 million was to be bond funded.
- The FY2017 Program total includes \$300 million for the I-66/Route 28 Interchange Project which will now be funded by the Express Mobility Partners.
- Once the I-66 Outside the Beltway Project reaches either Commercial Close (December 2016) or Contract Close (expected in July 2017), NVTa staff will make a recommendation to remove the I-66 Route/28 Interchange Project from the FY2017 Program.
- Upon Authority approval of this recommendation, the remaining 11 projects, totaling \$166 million, can be funded with the available Pay-Go revenues which is \$266.7 million.
- No need to issue debt to support the remaining FY2017 projects.
- Authority action will also make the newly released \$100 million in PayGo revenues available to support projects in the Authority's first Six Year Program expected to cover FY2018-2023.

4. NVTa Standing Committee Meetings

- **Finance Committee:** The NVTa Finance Committee will meet on Thursday, November 17, 2016 at 1:00pm.
- **Planning and Programming Committee:** The NVTa Planning and Programming Committee will meet on Monday, December 5, 2016 at 10:00am.
- **Governance and Personnel Committee:** The Governance and Personnel Committee will meet TBD.

5. NVTa Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The PCAC will meet on Thursday, November 17, 2016 at 6:30pm.
- **Technical Advisory Committee:** The TAC meeting schedule for Wednesday, November 16, 2016 at 7:00pm.

Attachments:

- A. RSTP/CMAQ Transfers for Fairfax County
- B. TransAction Fall 2016 Public Engagement Activities
- C. FY2014-2016 NVTa Regional Projects Status

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 4, 2016

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

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds 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 October 27, 2016, Fairfax County requested the following reallocations:

- \$564,802 in RSTP funds from the Route 123 Widening from Lee Chapel Road to Backlick Road (UPC 16622) to Route 7 Corridor Improvements Phase II (UPC 106917). The Route 123 project is complete.
- \$19,714 in RSTP from Route 237 Turn Lanes, Signals and Spot Improvements (UPC 17671) to Route 7 Corridor Improvements Phase II (UPC 106917). The Route 237 project is complete.

The RJACC approved these requests on October 27, 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

November 10, 2016

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Fairfax County

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 October 27, 2016, Fairfax County requested the following reallocations:

- \$564,802 in RSTP funds from the Route 123 Widening from Lee Chapel Road to Backlick Road (UPC 16622) to Route 7 Corridor Improvements Phase II (UPC 106917). The Route 123 project is complete.
- \$19,714 in RSTP from Route 237 Turn Lanes, Signals and Spot Improvements (UPC 17671) to Route 7 Corridor Improvements Phase II (UPC 106917). The Route 237 project is complete.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on October 27, 2016, and the NVTA was informed at their November 10, 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



County of Fairfax, Virginia

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

October 27, 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 Regional Surface Transportation Program (RSTP) Funds

Dear Ms. Dominguez: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$564,802 in RSTP funds from Route 123 Widening from Lee Chapel Road to Backlick Road (UPC 16622) and \$19,714 from Route 237 Turn lanes, Signals, and Spot Improvements (UPC 17671) to Route 7 Corridor Improvements Phase II (UPC 106917). Both the Route 123 and Route 237 projects are complete. This request seeks to transfer the unexpended balances on both projects to the Route 7 Widening project.

If you have any questions or concerns about this request please contact Ray Johnson at (703) 877-5617.

Sincerely,


Tom Biesiadny
Director

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

Attach Signed Request of Transfer Letter

Fall Public Engagement

Online SURVEY: 10/18-11/22

- Ranking of (general) improvements by sub-area
- Qualifying measures

Ranking Improvements by sub-area

⋮	Complete and improve road network to new communities and businesses.
⋮	Improve North-South freeway connections, including Route 28.
⋮	Improve transit links between counties and Metrolink transfers.
⋮	Improve commuter bus service, and "park and ride" capacity.
⋮	Apply high-occupancy restrictions/tolls on freeway during commuting hours.

Qualifying Measures

	Not at all important	Not very important	Somewhat important	Very important	No Opinion
Reduces congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Next One	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Next One	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

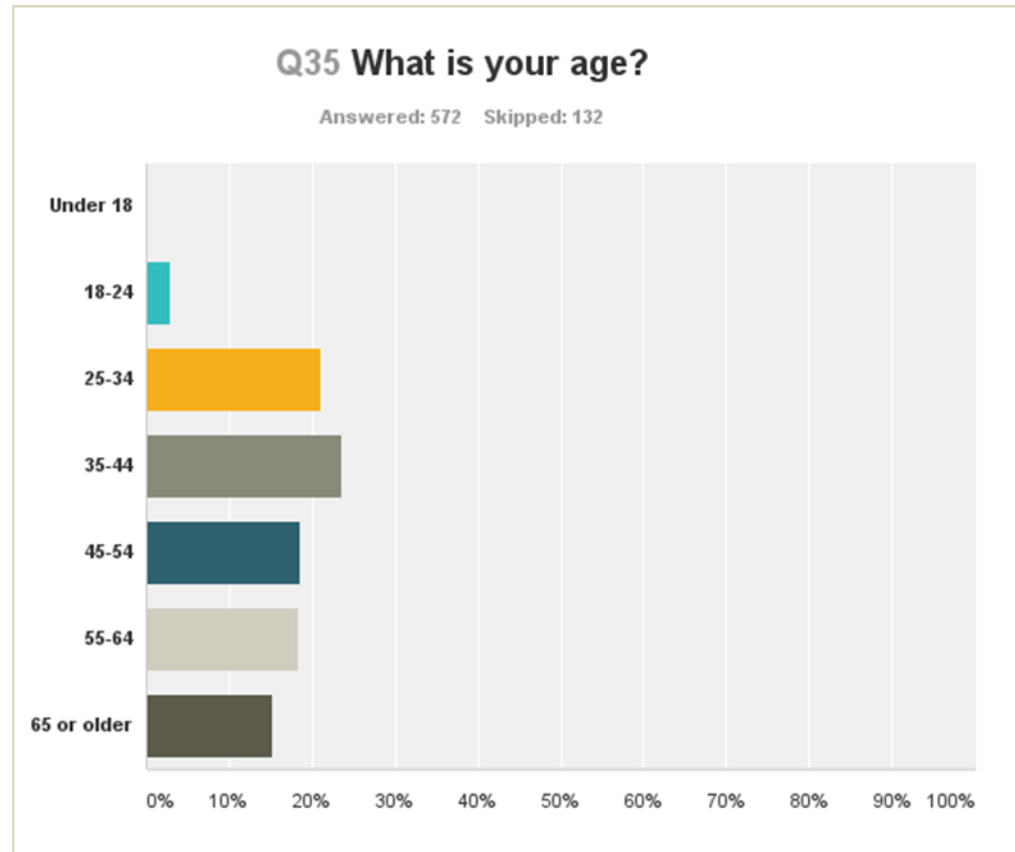
Stakeholder WORKSHOP: 10/25 → FOCUS GROUPS: 11/9 & 11/10

- Breakout discussion and weighting of measures
- Facilitated discussion on improvements and measures with general public

Heart & Mind TRACKING SURVEY (progress on Benchmark): early December

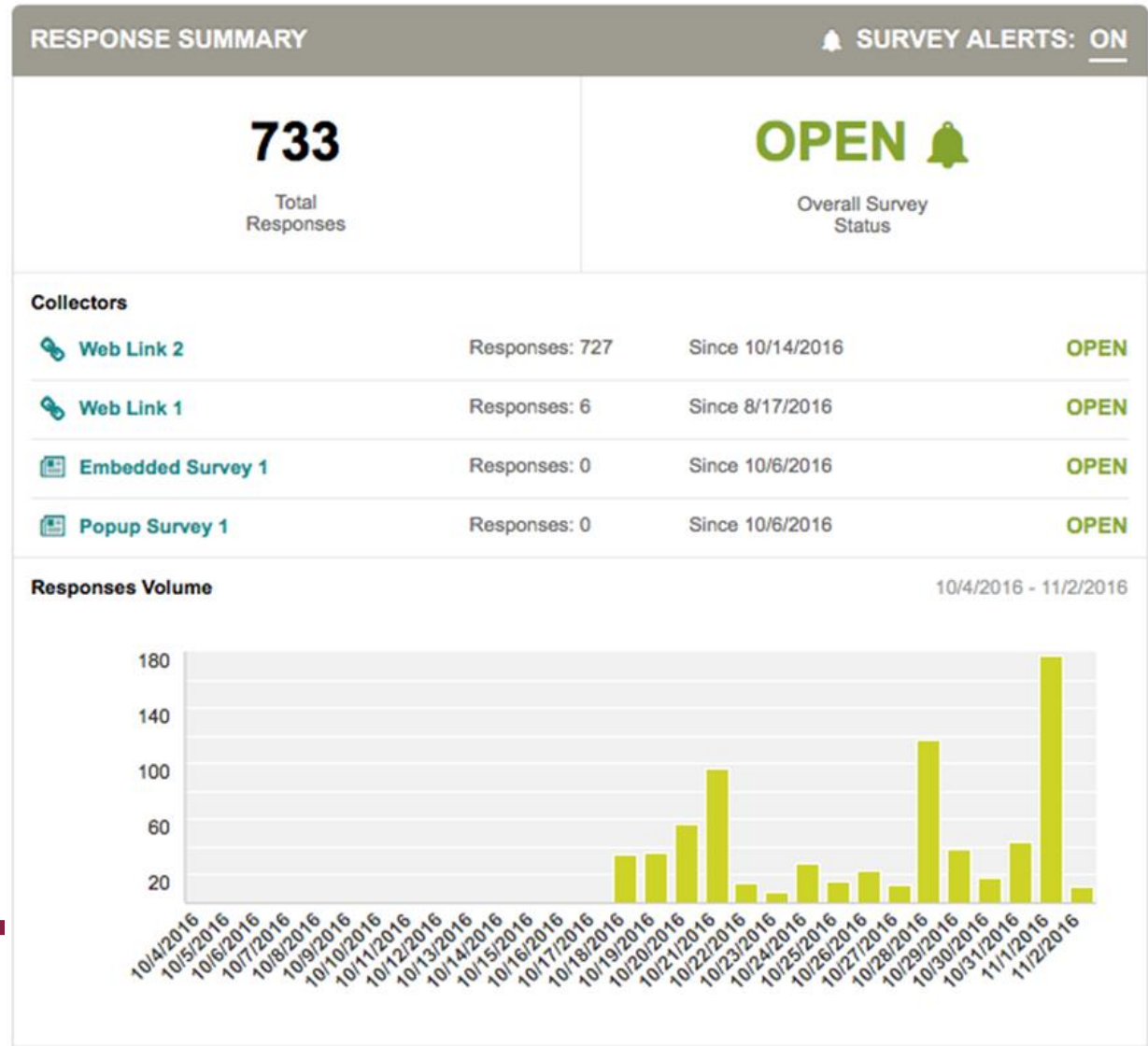
Online Survey Update

- In addition to email blasts, announcement on the TransAction website, and pop-ins, we promoted via Facebook
 - Increased response rate, especially among younger audiences



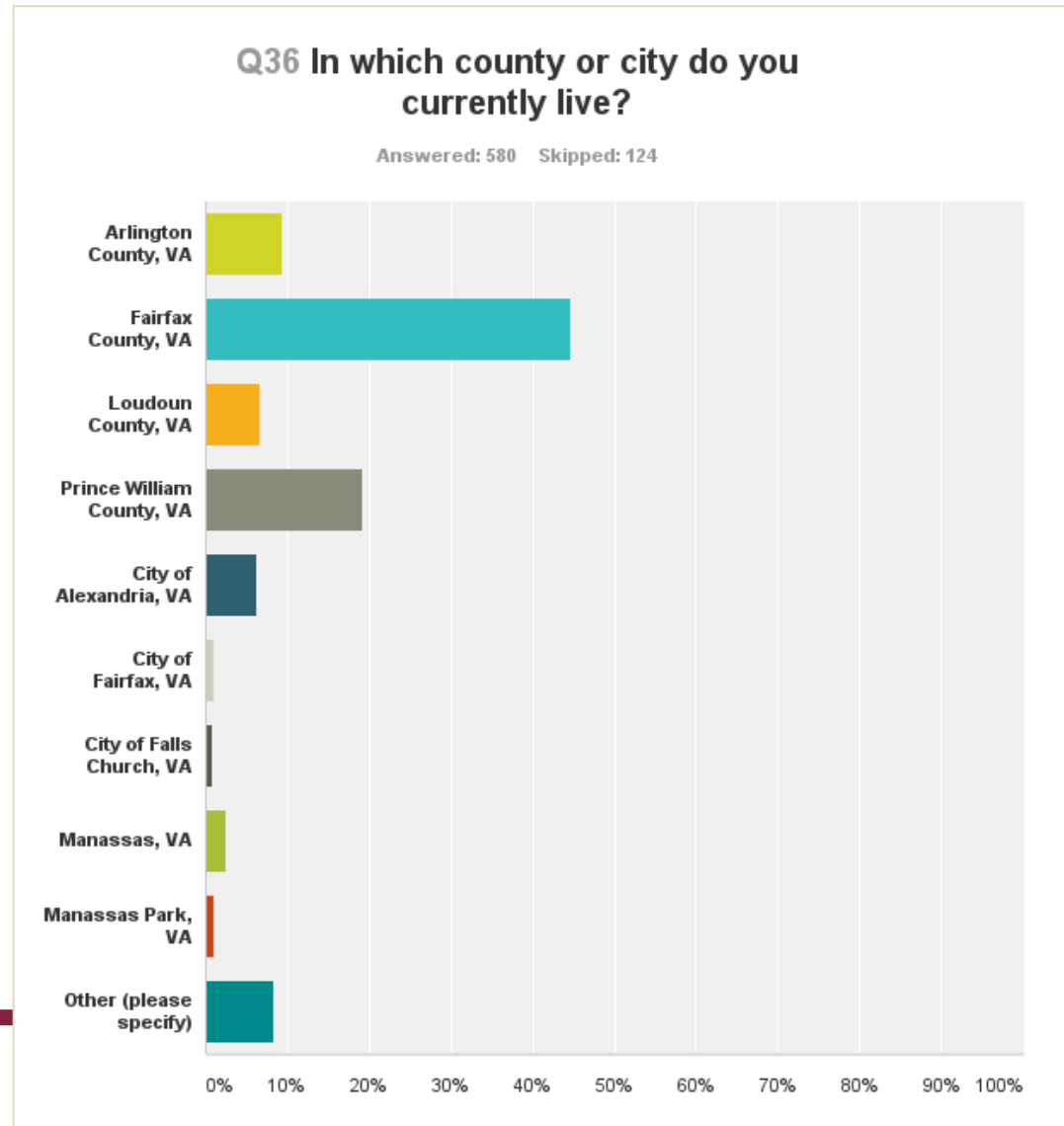
Online Survey Update

- Over 700 responses in two weeks (promotion ongoing)



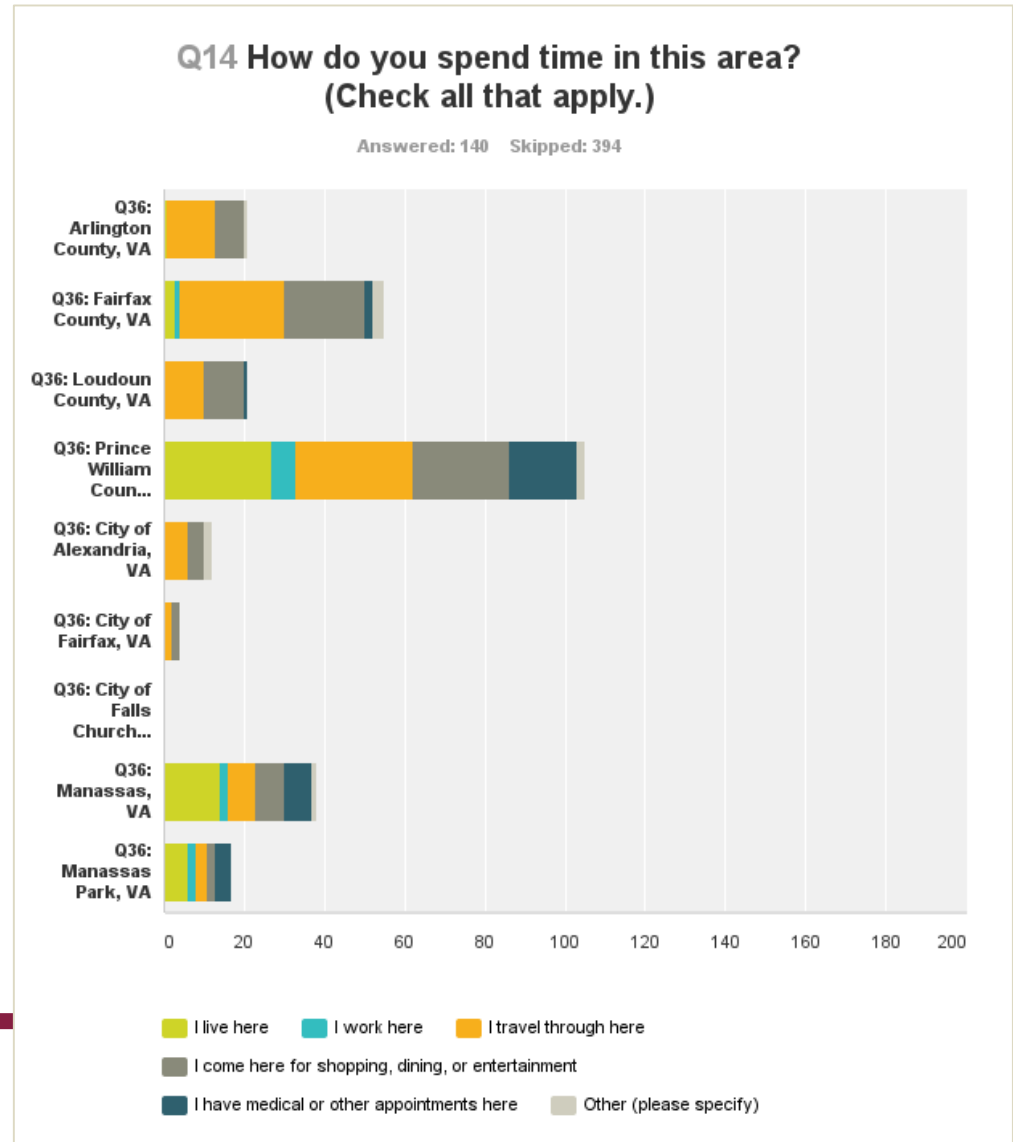
Online Survey Update

- We received responses from every area, including “other” (DC, Montgomery, Fredericksburg, Richmond, etc.)



Online Survey Update

- Survey takers responded to more areas than just where they live
 - Example: Responses to Western Prince William County, Manassas and Manassas Park questions



Online Survey Update

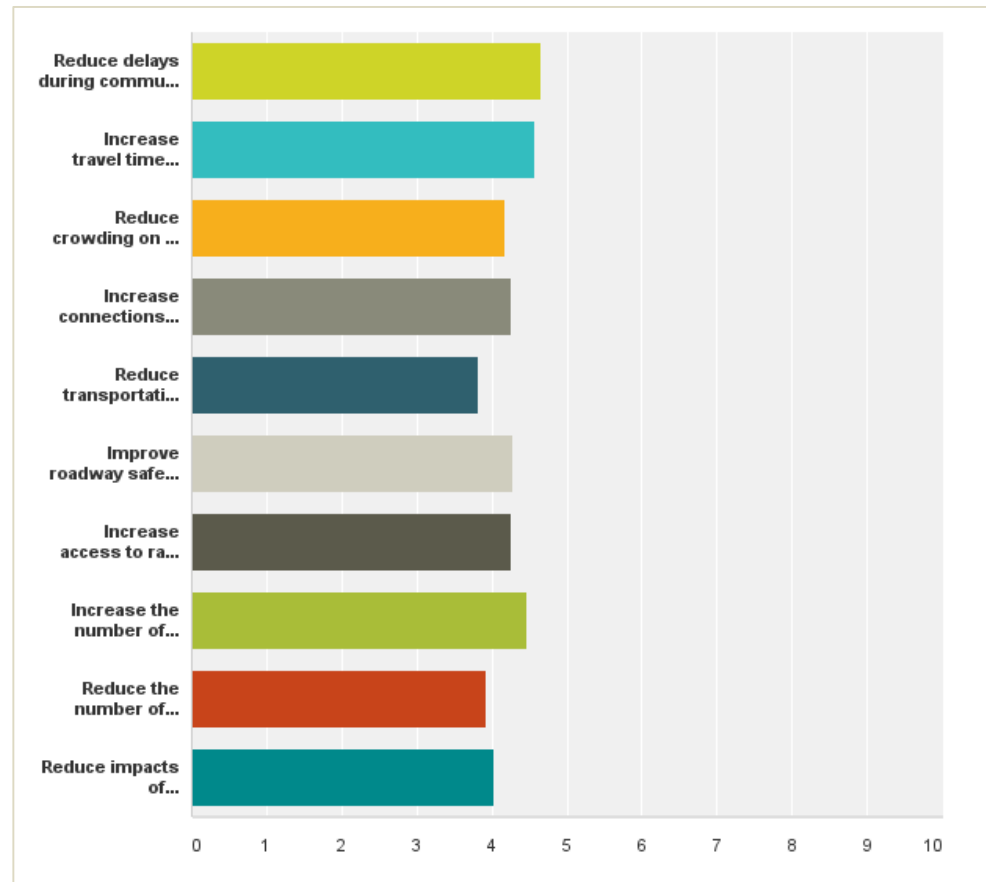
- Example Question

33. As we look to make transportation improvements in Northern Virginia, it's important for us to understand what is important and meaningful to you. Please rate the importance of the following actions that improve NoVa's transportation network and quality of life.

	Not at all important	Not very important	Somewhat important	Very important	No Opinion
Reduce delays during commute hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase travel time reliability throughout the day	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce crowding on bus and rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase connections between business / residential centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce transportation costs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve roadway safety to reduce vehicle crashes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase access to rail stations for pedestrians, bikes and buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the number of travel options (e.g. bus, rail, rideshare)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce the number of single-occupancy vehicles during commute hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce impacts of transportation on the environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

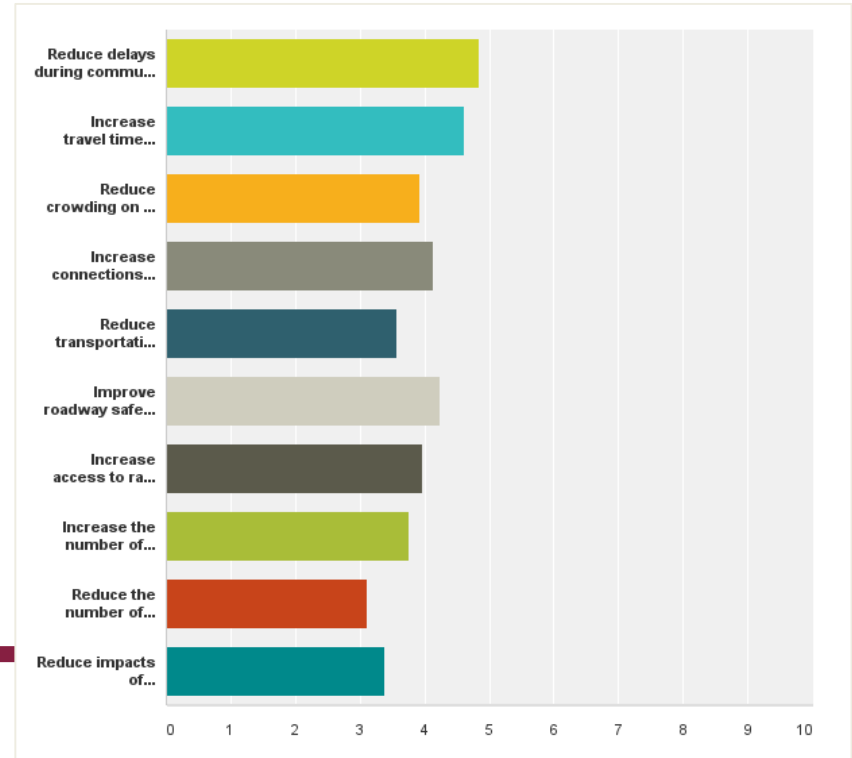
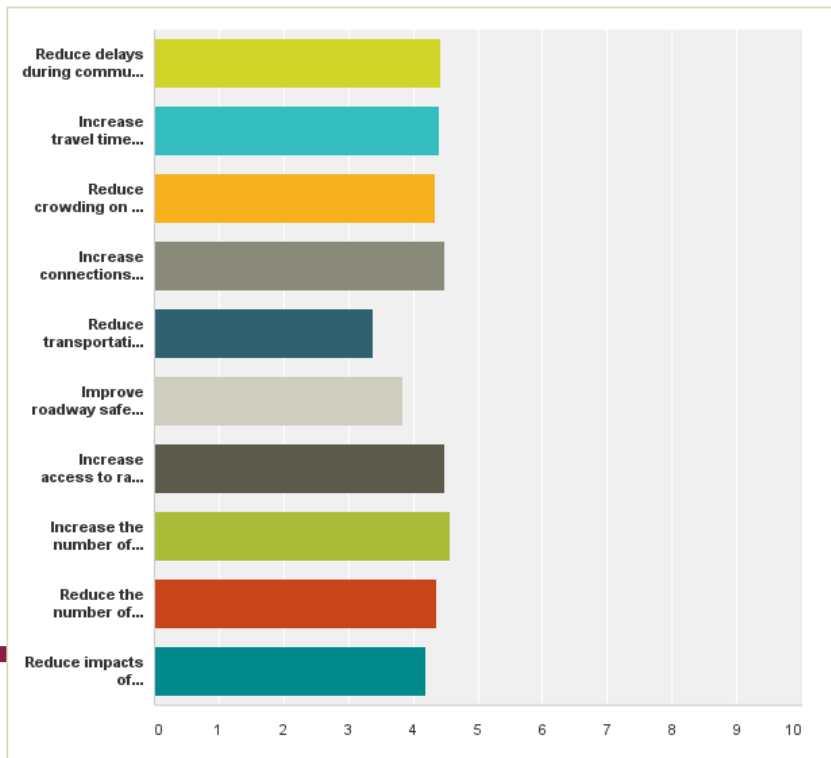
Online Survey Update

- Respondents rated the importance of actions to improve Northern Virginia transportation's network and quality of life.





Online Survey Update

- Priorities (measures) varied across areas
 - More public transit concerns in Arlington (left) than Loudoun (right), for example



Stakeholder Workshop

- Participants represented advocacy, governmental, and business stakeholders throughout Northern Virginia.
- Four breakout groups discussed measures for their assigned geography.



NVTA TransAction Workshop
Tuesday, October 25, 8am-10am
Northern Virginia Transportation Authority
3040 Williams Drive, Suite #200, Fairfax, VA 22031

You have been divided into groups representing geographic areas in Northern Virginia to discuss transportation-related characteristics and concerns, and help NVTA select appropriate multimodal objectives (i.e. measures) for the TransAction Plan. These objectives will be used to evaluate the effectiveness of a range of possible multimodal regional transportation improvements throughout Northern Virginia.

First review the multimodal objectives and identify those that your group considers are relevant to your sub-area.

Next allocate a percentage amount out of 100% for each selected objective:
Higher % = MORE IMPORTANT Lower % = LESS IMPORTANT
Note that you may allocate 0% if the objective is not relevant. You may also add new objectives.

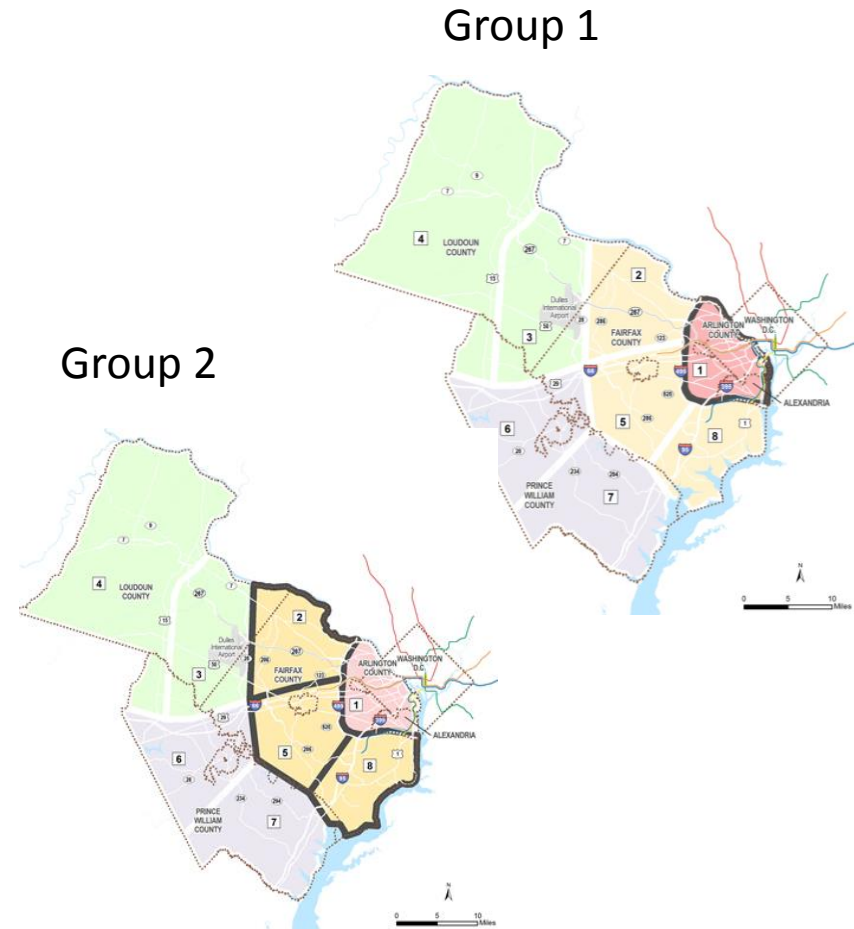
Last prepare for your group's "report back" explaining why you selected certain objectives, and not others, and what the percent breakdown is.

Multimodal Objectives	% (out of 100%)
A. Reduce delays during commute hours	_____
B. Increase travel time reliability throughout the day	_____
C. Reduce crowding on bus and rail	_____
D. Increase connections between business/ residential centers	_____
E. Reduce transportation costs	_____
F. Improve roadway safety to reduce vehicle crashes	_____
G. Increase access to rail stations for pedestrians, bikes and buses	_____
H. Increase the number of travel options (e.g. bus, rail, rideshare)	_____
I. Reduce the number of single-occupancy vehicles during commute hours	_____
J. Reduce impacts of transportation on the environment	_____
_____	_____
_____	_____
_____	_____

Workshop Instructions

Stakeholder Workshop

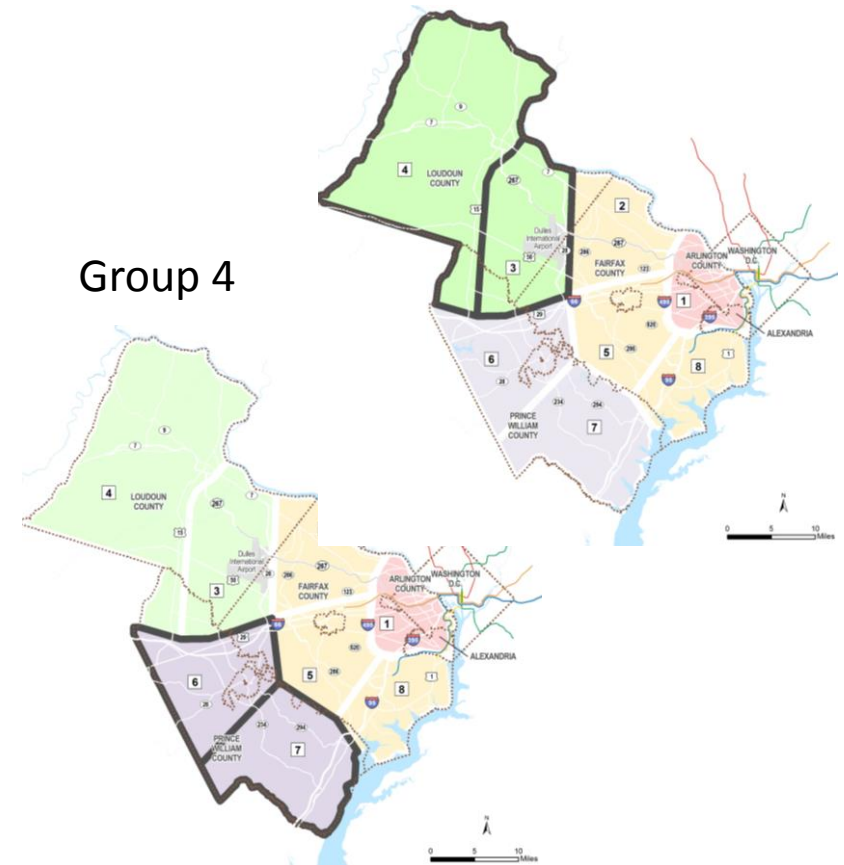
- Groups 1 and 2 prioritized objectives that correspond with urbanized areas (e.g. Arlington, Alexandria, Tysons, Reston, Merrifield, etc.):
 - **increasing the number of travel options**
 - **increasing connections between residential/business centers**



Stakeholder Workshop

- Groups 3 and 4 prioritized objectives that correspond with growing communities/employment centers requiring longer trips (e.g. Chantilly, Sterling, Gainesville, Innovation, etc.):
 - **increasing travel time reliability**
 - **decreasing delays during commute hours**

Group 3



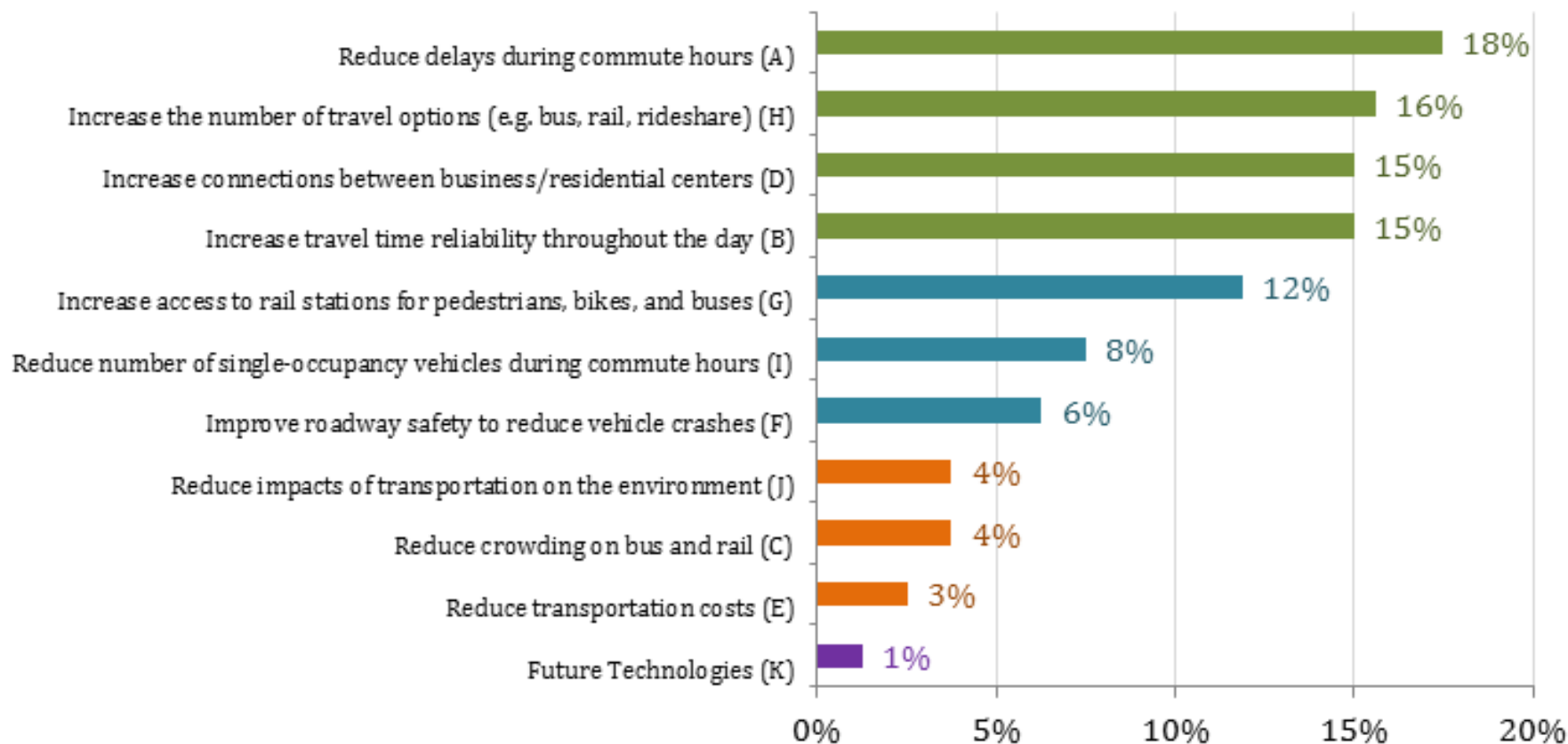
Stakeholder Workshop

Activity Percentage Allocation by Group and Objective

Measures	Group 1	Group 2	Group 3	Group 4	Average
A. Reduce delays during commute hours	0%	15%	35%	20%	18%
B. Increase travel time reliability throughout the day	0%	15%	30%	15%	15%
C. Reduce crowding on bus and rail	5%	0%	5%	5%	4%
D. Increase connections between business/residential centers	20%	15%	15%	10%	15%
E. Reduce transportation costs	0%	0%	0%	10%	3%
F. Improve roadway safety to reduce vehicle crashes	10%	10%	0%	5%	6%
G. Increase access to rail stations for pedestrians, bikes, and buses	20%	15%	7.5%	5%	12%
H. Increase the number of travel options (e.g. bus, rail, rideshare)	20%	20%	7.5%	15%	16%
I. Reduce number of single-occupancy vehicles during commute hours	10%	5%	0%	15%	8%
J. Reduce impacts of transportation on the environment	10%	5%	0%	0%	4%
K. Future Technologies (proposed objective)	5%	0%	0%	0%	1%

Stakeholder Workshop

Average Group Allocation of Percentage Points



Focus Groups

- Form of market research, not selling anything
- Creating intimate, collaborative opportunity in lieu of poorly attended public workshops
- Conducting 4 focus groups of 8-12 participants each screened to ensure representation from all of Northern Virginia
- More in-depth discussion of issues raised in survey, stakeholder workshop, and at pop-in events
- Will be completed November

Online Survey Update

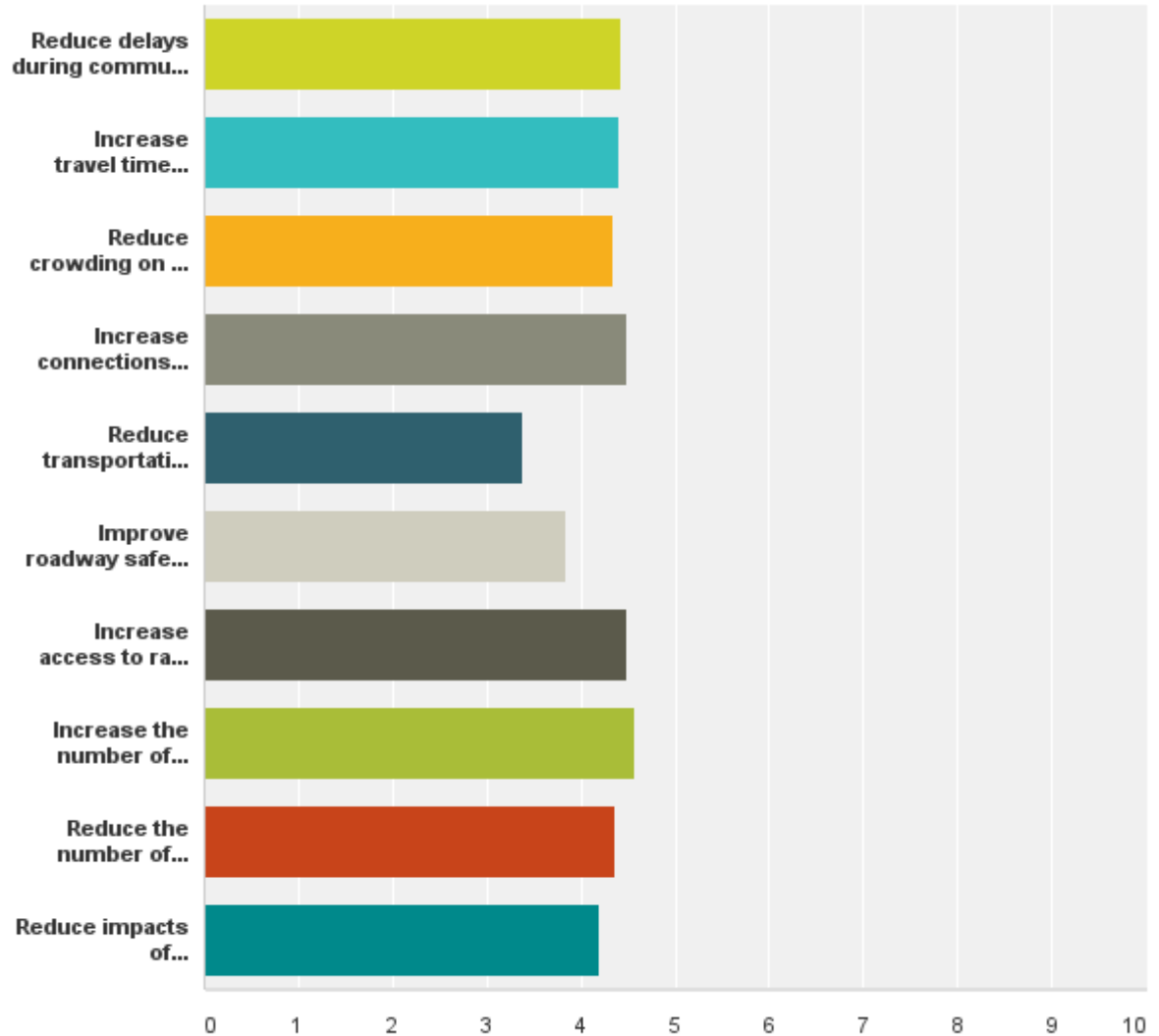
- Example Question

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Reduce impacts of transportation on the environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

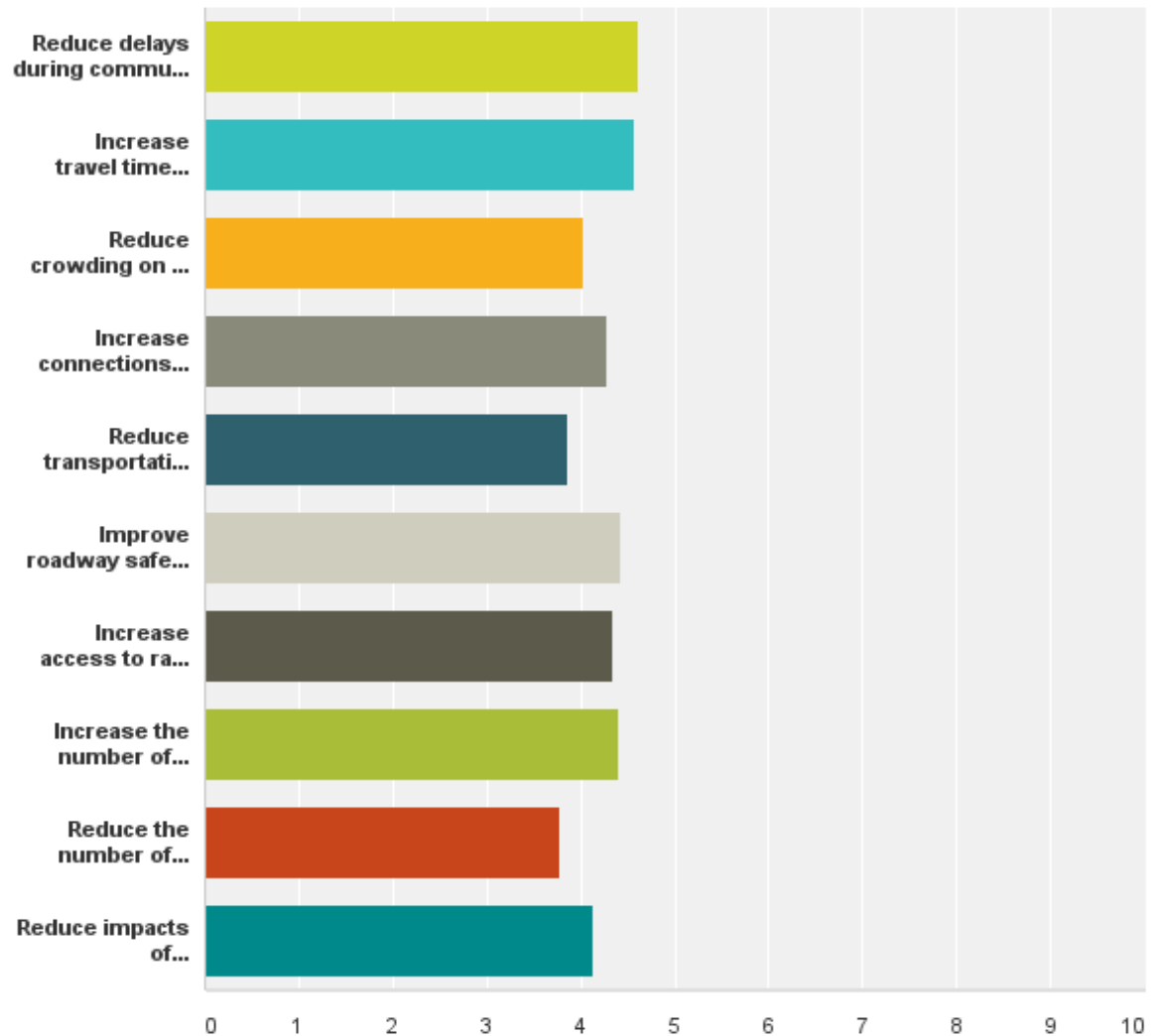
Online Survey Update

- Arlington



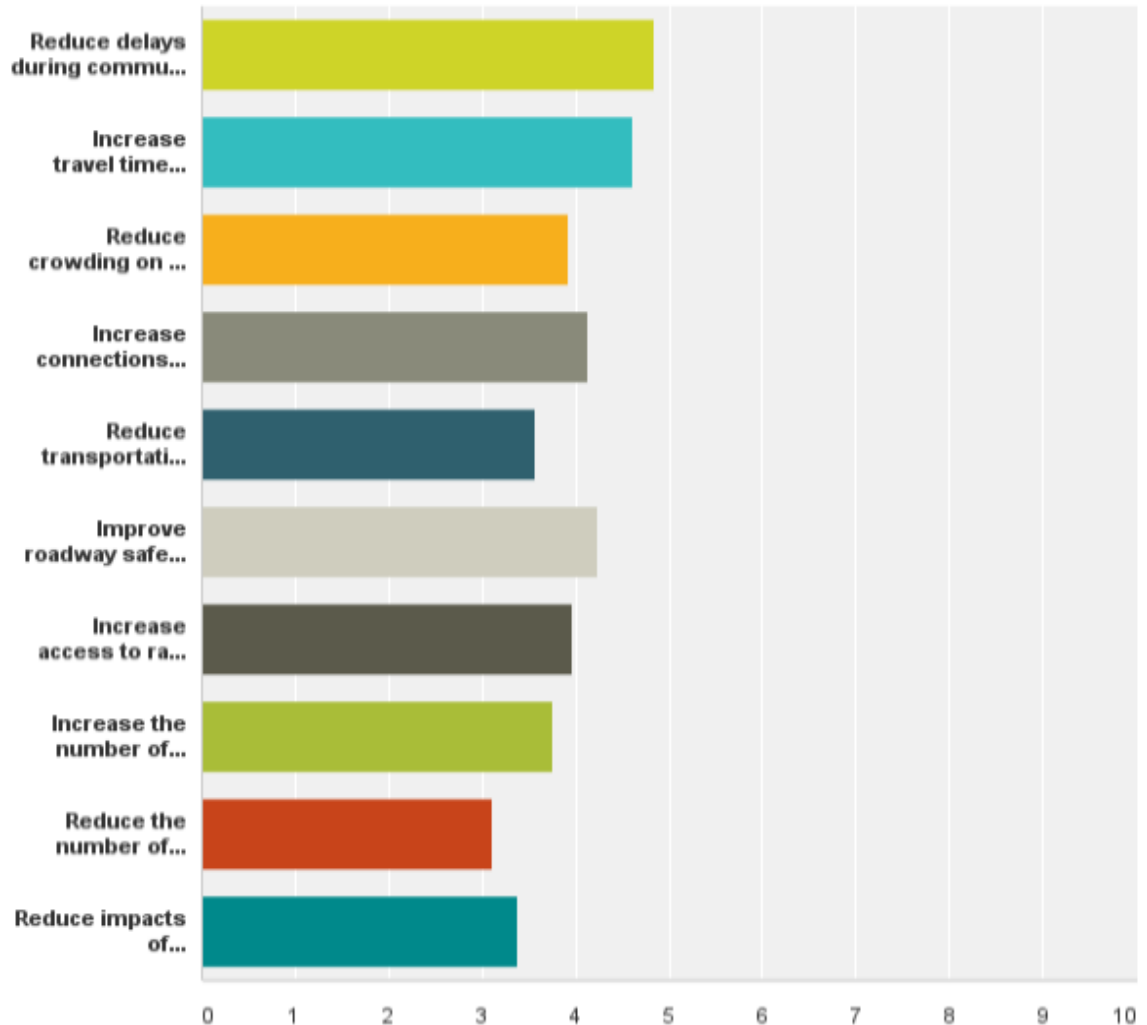
Online Survey Update

- Fairfax County



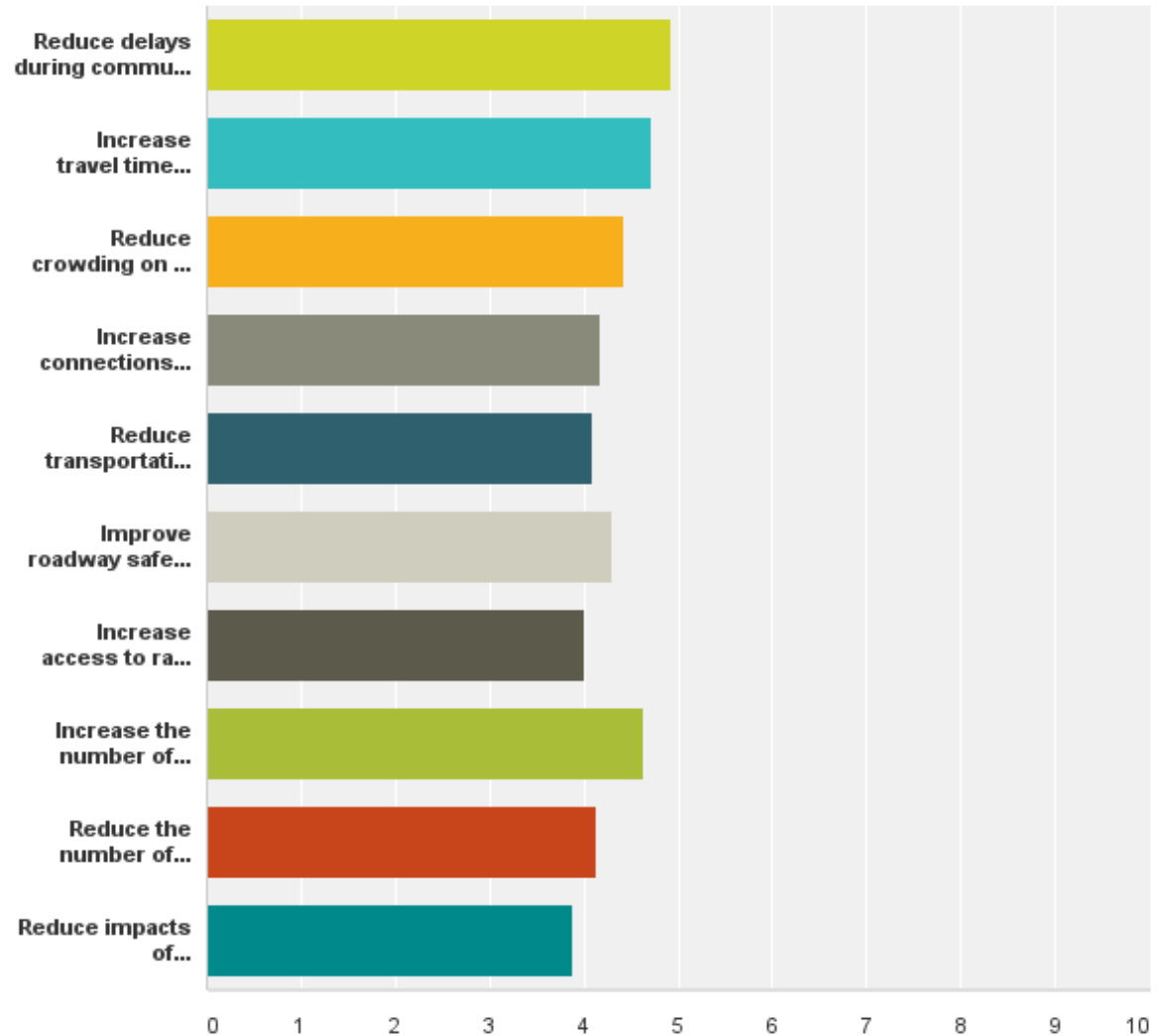
Online Survey Update

- Loudoun County



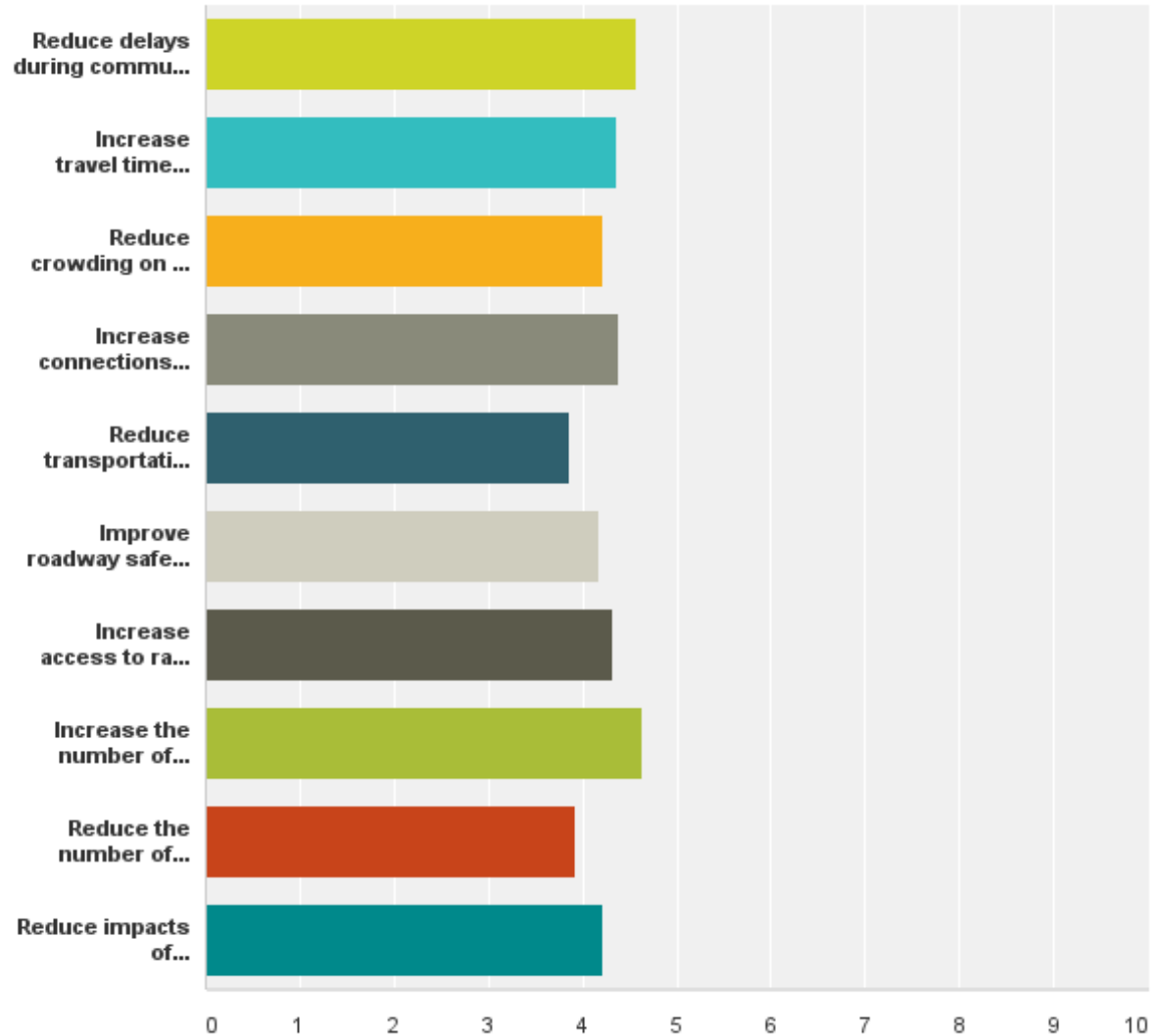
Online Survey Update

- Prince William County



Online Survey Update

- Alexandria





NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	2022	0%
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 Feb 2017, with construction expected to be under way in mid-2017. Contract amendment for administration contract approved by the County Board in July 2016. Construction Management contract scheduled to go before County Board in November 2016.	Summer 2019	Spring 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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. Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Segment A West is scheduled 90% plan review submission Jan 2017. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Spring 2020; Eastern Half – projected Summer 2020	Western Half – Spring 2020; Eastern Half – projected Summer 2020	0%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping will be completed in January 2017 at the same time as an adjacent County project. Lighting and signage also needs to be completed.	January 2017	January 2017	42.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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 Spring 2017.	Start of construction in winter 2019	Spring 2019	0%
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	PE began in January 2016. Communication upgrade underway. Consultant ConOps (Concept of Operations) completed.	Start of construction in June 2017	Start of construction in June 2017	1.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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	Pier erection and foundation work is currently underway for station entrances. The County has prepared 100% construction documents for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	83.3%
	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	Pier erection and foundation work is currently underway for station entrances. The County has prepared 100% construction documents for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	0%
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 concrete slab placement for the maintenance building is near complete. The steel erection is ongoing. Work at the administration building expansion, and demolition of the conference room for the new office space is ongoing. Work in the generator area has started.	July 2017	July 2017	4.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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 February 2017. Survey: Received Preliminary Environmental Inventory (PEI) on 5/1/16. Solicited proposal for the Cultural Resources section of NEPA documentation. NTP issued on 10/20/16. Traffic: NTP issued mid-March 2016, counts completed in May 2016, modeling complete in November 2016. Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: Received Phase I Geotechnical Work plan on 9/14/16. Meeting held with VDOT on 10/26/16 to review work plan. Soliciting proposal for Phase II geotechnical work.	2020	February 2018	19.6%
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. VDOT is expected to award the contract and start the project soon.	2022	2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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. Public Information Meeting (PIM) was held on June 22, 2016. Meetings with individual HOAs ongoing. Project Public Hearing anticipated in early 2017.	2018	Summer 2017	0%
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 in March 2016. Coordination meetings have been held with WMATA and Fairfax County to discuss project related details and to finalize the typical section for the extension. IMR development is underway, with the delivery of the Draft IMR scheduled in November 2016 and Final IMR in February 2017. Preliminary Field Investigation Plans are anticipated to be developed by end of 2016. Public Hearing is anticipated to be held in fall of 2017 with design approval anticipated in early 2018.	2022-2023	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Fairfax County UPC 106742	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 Environmental document development is under way and the first citizen information meeting for the environmental document and the project is anticipated soon.	2025	2018	50%
Fairfax County/ Virginia Department of Transportation UPC 82135	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	Construction of new bridge in between two existing Route-7 bridges over DATR and utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Beam Erection begin at the median of the existing bridged. Final design for the roadway is underway; anticipating ROW acquisition soon. Lighting plans along the roadway under review by MWAA, Fairfax County and VDOT.	Spring 2018	Spring 2017	50%
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 2017.	Summer 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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. A ground breaking ceremony was held on September 27, 2016 for this project. VDOT held a “Pardon Our Dust” meeting on October 27, 2016 to inform the public about the construction schedule	December 2018	December 2018	85%
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 project engineer is addressing 90% construction plan comments. All easement and dedication plats have been submitted to Loudoun County Building & Development for review; comments have been issued and are being address.	February 2018	February 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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	4 Gillig Transit Buses have been ordered and are expected to be delivered in December 2016.	Winter 2016	Winter 2016	0%
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. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018. VDOT has prepared a Standard Project Administration Agreement to capture the Loudoun County Parkway related charges that are being constructed as part of the Route 606 widening project.	Fall 2018	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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. NEPA Report approved by VDOT/FHWA in October 2016.	Construction advertisement Winter 2017.	Design October 2017.	32.6%
	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	Public Hearing Plans submitted to VDOT in June 2016. Construction to begin in January 2018. There are approximately 73 parcels impacted with 17 properties with possible major impacts, 10 parcels with total takes, and 7 probable total takes. Design public hearing to be held on November 16, 2016 at 6PM at Fred Lynn MS.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are complete. Utility relocation to be completed by fall 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.	August 2019	August 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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 spring 2018. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project.	September 2020	September 2020	0%
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Consultant (JMT) has been procured. Staff meetings were conducted in September and October. Steering committee meeting will follow no later than January 2017. Traffic analysis and travel demand modeling are underway.	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	0%
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 project is progressing. Final Environmental Impact Statement has been released. Records of Decision (ROD) expected in Fall 2016.	Expected to open by year-end 2020.	2017	44.8%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Conceptual design of the station began in Fall 2015. Design-build package being prepared for advertisement of the contract by WMATA in Fall 2016 (following signing of the RODs by FTA and NPS).	2020	2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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	Preconstruction meeting was held on June 16, 2016. Notice to proceed was given to Russell Gage Corporation on June 16, 2016. Contractor has submitted a construction schedule and all submittals. All submittals have been reviewed and commented upon. Fabrication of the bus shelters is anticipated to begin. Contractor anticipates breaking ground at first shelter in November.	September 2018	September 2018	0%
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	A contractor was selected to perform the design work. A contract is expected to be awarded for the design in the early second quarter of FY2017. The project should be completed in the summer of 2018.	Summer 2018	Summer 2018	0%
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	A contractor was selected to perform the design work. A contract is expected to be awarded for the design in the early second quarter of FY2017. The project should be completed in the summer of 2018. City is working with DASH and NVTA to determine approximate cost of upgrading hardware and software on DASH buses.	Summer 2018	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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 late Winter 2016. RFP for project design (bridging documents) was advertised in September. 2016.	2021	2019	0%
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016.	2018	2018	47.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
	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.	2018	2018	0%
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is under construction.	April 2017	April 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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 five shelters complete. Easement acquisition is on-going with construction of four to six shelters in spring 2017.	Summer 2017	Summer 2017	76.1%
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. Finalizing utility undergrounding plans. Right of way negotiations for utility undergrounding underway.	Summer 2017	Summer 2017	16.5%
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 late November 2016. Right of Way completed.	Early 2017	Early 2017	65%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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%. Seeking Public Hearing approval from the State.	October 2019	October 2019	0%
Town of Dumfries UPC 90339	Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The full six lane design concept will be developed to 30% level by Spring 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	FY2018	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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. ROW acquisition is being completed to accommodate retaining/sound wall that allows for an ADA 5' sidewalk construction.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in mid-2017.	Early 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	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018	0%
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 30%. Design ROW acquisition/street dedication is to begin in early 2017 to be ready for construction in 2019.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018	0%

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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 was held on October 27, 2016.	Project advertisement 2021	December 2018	0%
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. 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 in Summer 2017.	Design approval expected in summer 2017.	0%

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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	Kickoff meeting held on 3/29/16. Traffic Modeling coordination meeting held on 4/8/16. Interchange Justification Report Traffic Framework document is being prepared. The design consultant is developing / considering different interchange configurations to evaluate once the travel demand forecasting model is ready. The consultant has provided an updated schedule.	2020	2018	15.4%
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	Commission approved the recommendations at the July 7, 2016 meeting. Final report is being reviewed.	Expected completion November 2016.	November 2016.	93.7%
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 through December 2016. Start of construction expected in Summer 2017.	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.	ROW acquisition, storm water installation, clearing, and grubbing are complete. Completed shoulder between RT 606 and Innovation Ave. Installed light poles and foundations. Bio-retention pond and swale are completed.	Summer 2017	Summer 2017	67%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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 south of Dulles Toll Road is complete. Placed aggregate subbase and asphalt between Airport ramp and Frying Pan Road. Roadway work going on.	Summer 2017	Summer 2017	26.7%
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 and installation of drainage items between McLearen and Frying Pan are underway.	Summer 2017	Summer 2017	31.4%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Project cost increase has required a search for new sources of funds for construction. Design on hold until construction funding identified. Once funding identified, new schedule will be developed.	Fall 2017	Fall 2017	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	Final ridership and cost estimates are being refined. Alternatives Evaluation Report is under development.	Fall 2017	Fall 2017	22.8%

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Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	Preliminary Scope and Schedule Discussion 8/2/2016. NTP 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 no earlier than spring 2018. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019	0%
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. Project kicked off in July 2016. Site evaluation workshop with VRE staff and City Council held on Oct 11, 2016. Public comments on the preferred site are being solicited online. A Town Hall meeting will be held on Nov 1, 2016.	Fall 2017	Fall 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
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	Preliminary Scope and Schedule Discussion 8/2/2016. NTP 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 no earlier than spring 2018. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019	0%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	Preliminary Scope and Schedule Discussion 8/2/2016. NTP 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 no earlier than spring 2019. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT began in July 2016 and construction planned to begin in January 2017. All work to be done by CSXT forces.	Summer 2017	Summer 2017	0%
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the 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. Task Order under development. Contract award estimated December 2016.	Fall 2017	Fall 2017	0%
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. Contract NTP issued on 10/21/2016.	Projected Contract Close- out March 2018	March 2018	1.8%