



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

Fairfax County: Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive – Public information meetings are scheduled to be held on **May 7, 2019 at 7-9PM at Forestville Elementary School** at 1085 Utterback Store Road, Great Falls, VA 22066 and **May 14, 2019 at 7-9PM at Colvin Run Elementary School** (1400 Trap Road, Vienna, VA 22182).

Fairfax County: Fairfax County Parkway Widening - Public information meetings schedule to be held on June 24, 2019.

Fairfax County: Richmond Highway BRT: Phases 1 and 2 - Public information meetings anticipated in Summer (June/July 2019) and Fall (September/October) 2019.

Prince William County: Construct Interchange at Prince William Pkwy and University Blvd – A Public Information Meeting is being planned to be held in April, 2019.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Arlington County	Blue Silver Line Mitigation - Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$1,000,000 (FY2014)	Acquisition	Completed			
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020. Working with VDOT to transfer PE/ROW/CN phases from County to VDOT. Long Bridge Drive was complete on June 28, 2018 and is in closeout.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022	Mid-2020	49.9%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington’s 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas in-street gas main and lateral connections have been completed. Old gas line has been abandoned. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain installation work and testing has been completed. Final installation of water laterals ongoing with three remaining laterals to complete.. Sanitary sewer work 60% complete. Storm sewer work ongoing. Utility duct banks installation nearly	Spring 2021	Fall 2020	15.7%

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				complete on the western end of this segment. Redesigning of dry utilities on the eastern end of this segment due to existing utility conflicts being reviewed by affected Utility representatives.			
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross- section along the eastern portion of Arlington’s 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	<p>Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Pursuing required easements with property owners to allow for a 10’ shared use sidepath on the north side for bicyclists. Dominion Electric and VDOT agreements underway for installation of equipment on VDOT land. Design approval is expected in spring/summer 2019.</p> <p>Segment A East is subject to negotiations with Arlington National Cemetery. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Continuing discussions with ANC based on EA comments, ROW, and cross-section needs.</p>	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	9.5%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic	\$1,500,000 (FY2014)	Construction	<p>Ribbon cutting occurred on May 18, 2017.</p> <p>Remaining funds being used to implement the real-time</p>	Closed construction contract and released retainage by	Signage phase to be completed by end of 2019.	88.4%

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	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.			information signage installation. Staff determined type and location of sign. Property easement is being finalized. Power source being identified. Installation is targeted for Fall 2019.	late April 2018. Signage construction phase on hold pending completion of demolition of Clark Street ramp over 18 th Street which is adjacent to project location. Demolition is delayed. Signage completion is planned for in Fall 2019.		
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	County is finalizing task order request for preliminary engineering and final design. Design work is expected to run two years starting in late Spring 2019. County and WMATA staff have reinitiated coordination on the project. WMATA reviewed the 2006 30% design plans and is preparing an estimated level of support for the project. County staff is working with WMATA on the design support agreement and project implementation plan. In March, County obtained agreement from adjacent land owner/developer to provide the needed surface and	Start of construction in Summer 2021	Fall 2020	0.3%

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				subsurface easements for the Metro west entrance.			
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Work completed Task 2 – Chain Bridge ITS upgrades – Final Plans submitted to VDOT for review—preparing bid package. Task 3 – Chain Bridge Fiber communication – Completed. Task 4 – ITS Equipment Installations – Completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 1 – completed Task 2 – Summer 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019	Task 1 – completed Task 2 – Summer 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019	24.3%
Arlington County	Lee Highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I- 66, the project will upgrade two signals, providing a better-timed	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – task order in process for consultant bid set drawings Task 3: Streetlighting – construction to start by 2019 end Task 4: ITS equipment deployment - Field survey completed. Equipment procurement in process.	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2019 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion June 2020	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2019 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion June 2020	8.3%

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	connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.						
Arlington County	Crystal City Streets: 12 th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23 rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	12 th Street design plans are at 30%. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension. 23 rd street has been split into 2 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase 1. Design is at 90%. Temporary construction easements have been secured. Design will be completed in late summer 2019, followed by a three-month procurement process. The construction should start in late 2019 with completion in mid-2020. The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23 rd Street from Eads to Crystal Drive. This	June 2021	June 2021	12.6%

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				<p>project will be designed in coordination with an adjacent private sector development. Discussions have begun with that developer and design may begin by May 2019. Phase 2 will also include the closing of the existing pedestrian tunnel under US1 and removal of all above-ground structures</p> <p>Clark/Bell Realignment has completed 30% design. Design work continues towards the 60% level. The remaining design work is scheduled to be completed in mid- 2020.</p>			
Arlington County	<p>ART Operations and Maintenance Facilities – This funding will enable construction for parking additional ART buses, facilities for maintenance and bus operations, as well as enclosed storage for transit infrastructure. When complete, ART will have the support network it needs to increase ridership, including new routes and increased services, and to keep the entire bus fleet maintained and in service</p>	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	The project is currently undergoing conceptual design	Fall 2021	Fall 2021	0%
Arlington County	<p>Intelligent Transportation Systems Improvements– This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional bluetooth devices, count</p>	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction, Asset Acquisition	Phase1: Washington Blvd. Corridor ITS Enhancements: Task 1: Planning/Scoping – Task 1.1 - Corridor tour, intersection analysis & selection – Completed - 7 intersections were selected for ITS Enhancements Task 1.2 – Survey Request –	Summer 2024	Summer 2024	0%

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	stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority			Ongoing - Survey has been requested for all selected intersections Phases II & III: Project's Planning/Scoping task will begin soon.			
Fairfax County	Fairfax Connector Expansion - New and improved service within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas.	\$6,000,000 (FY2015-16)	Acquisition	Completed			
Fairfax County	US1 Richmond Highway Widening - 2.9 miles section between Mt. Vernon Memorial Highway (south) and Napper Road will be widened to six lanes.	\$1,000,000 (FY2015-16)	Design, Engineering, Environmental	Funds fully utilized, project continuing.			
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations, which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely. Consultants have submitted a supplement to incorporate the VE recommendations and also additional WMATA tasks as a result of a recent coordination meeting with them. Supplement still under review.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridge is complete. Detailing for the pavilion and escalators continues in	Spring 2019	Spring 2019	92%

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	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.			addition to ceiling panel installation and electrical rough-in. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.			
Fairfax County	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge is complete. Detailing for the pavilion and escalators continues in addition to ceiling panel installation and electrical rough-in. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	99.4%
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Citizen information meeting held 3/12/19. Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18. Environmental: NEPA Concurrence for revised project scope received from FHWA. VDHR on 10/23/18 provided concurrence that project would have no adverse impact on historic properties. VDOT has approved Noise Study and Air Study. Draft	2023	2019	39.2%

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				<p>categorical exclusion was submitted to VDOT for approval 2/25/19.</p> <p>Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18; coordinating with VDOT and consultants to finalize the study.</p> <p>Geotech: VDOT has approved Revised Geotechnical Data Report.</p>			
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	2019	0%
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments	2023	Summer 2019	40%

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				and working on IJR and environmental analysis. Design public hearing scheduled on June 24, 2019.			
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Design public hearing scheduled on June 24, 2019.	2023	Spring 2021	0%
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) and Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1	Phase 1: 2021 Phase 2: 2025	Nov 2020	62.5%

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				construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from Fall 2022 to Fall 2025.			
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	Project complete. Close out pending.	2018	2018	60.3%
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018. Construction is anticipated to begin in early 2019. Construction to begin in Spring 2019. Final project completion is expected in Summer 2024. Preliminary design going on. This includes aerial mapping, field surveys, utility designations, utility test pits, pipe video inspections, property title searches, traffic counts, geotech investigations, wetland delineations and setting up horizontal and vertical alignments. Field surveys completed. Geotech report is expected in May 2019. Early ROW plans completed in Dec 2018.	2024	June 2020	0%
Fairfax	Richmond Highway BRT:	\$250,000,000	Design,	Continuation of preliminary	2029	2029	0%

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County	Phases 1 and 2 – This includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.	(FY2018-23 SYP)	ROW, Construction	design with a completion of 20% design in Summer 2019. Environmental document work ongoing and currently at 50% complete.			
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.	\$880,000 (FY2014)	Acquisition	Completed			
Loudoun County	Loudoun County Transit Buses - Four new buses in peak commuter periods to connect new park and ride lots in Dulles South, Dulles Town Center, and Ashburn to the Silver Line.	\$1,860,000 (FY2015-16)	Acquisition	Completed			
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW, Construction	Completed			
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	Site work started on October 22, 2018. In this quarter, site clearing was completed and the earthwork has been initiated. In the next quarter, no work is scheduled to occur in accordance with the Loudoun Untied Stadium project phasing and work will resume in the Summer of 2019.	January 2020	January 2020	3.1%
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	\$19,500,000 (FY2015-16)	Construction	Design is complete. Right of way acquisition continues.	Summer 2022	Summer 2022	10.5%

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	standard with the appropriate auxiliary turn lanes and signalization.						
Loudoun County UPC 97529, 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	The construction of intersection at Loudoun County Parkway and Old Ox Road is complete. Additional work to design, acquire ROW, and construct a right turn lane from southbound Loudoun County Parkway to Westbound Route 50 is being initiated. A purchase order for consultant services was issued on March 4, 2019.	Mid 2021	Mid 2021	34.1%
Loudoun County/ Town of Hillsboro	Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Project awaiting one more approval before applying for Land Use Permit. ROW is near complete. 94% of offers are accepted, 56% have gone to closing with the others closing in the next weeks. Dominion and Verizon authorization letters for downtown will be issued in the coming week. Advertisement is anticipated in late April or early May.	Mid 2020	Mid 2020	10.79%
Loudoun County	Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd – This includes the construction of a four-lane median divided roadway for approximately 2 miles within a 120 foot right of way and six signalized intersections.	\$47,800,000 (FY2018-23 SYP)	Design, ROW, Construction	Consultant selection is underway for a Design Consultant	2026	2026	0%
Loudoun County	Evergreen Mills Rd Intersection Alignments –	\$14,000,000 (FY2018-23)	Design, ROW,	A consultant is now under contract (3/19/19) for Design	2024	2024	0%

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	Watson Rd and Reservoir Rd – This includes the realignment of Watson Road and Reservoir Road to align with the intersection of Evergreen Mills Rd and form a four-legged intersection; construct right and left turn lanes from Evergreen Mills Rd onto Watson Rd and Reservoir Rd.	SYP)	Construction	Services. The Consultant is initiating Preliminary Design phase.			
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT Finalizing roadway project design.	April 2021	October 2018	84.9%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	All ROW has been acquired via COT or agreements. However, some negotiations are underway or court dates are TBD. Roadway construction advertisement is anticipated for January 2020, with award in March 2020. The \$14,475,732 Duct Bank construction contract was awarded to Sagres Construction Corporation on August 7, 2018. Construction of the Duct Bank is anticipated to take one year. Conduit installation to start in late April 2019. The duct bank construction activities are ongoing . Demolition of structures continues.	April 2021	April 2021	59.1%
Prince	Route 1 Widening from	\$11,000,000	Construction	Continuation of the FY2014	April 2021	April 2021	0%

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William County	Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	(FY2017)		and FY2015-16 projects above.			
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing including curb and gutter installation. Northbound bridge girder placement is complete.	October 2019	October 2019	70.5%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Design activities are ongoing. Negotiating with area developer that may be working in the area simultaneously to reduce impacts and duplication. Final bridge typical section design is being re-designed to accommodate asphalt trail. VDOT ROW review was completed with a total of 28 impacted properties. Construction is scheduled to begin Summer 2019.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	20%
Prince William	Route 28 Widening from	\$10,000,000	Construction	Continuation of the FY2015-	Summer	Design	0%

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County	Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	(FY2017)		16 project above.	2021	March 2018 thru summer 2019. Construction to begin summer 2019.	
Prince William County	Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation) – Widen Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%
City of Manassas/ Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. VDOT provided a signed concurrence letter from FHWA indicating that the study can move forward as an EA on July 26, 2018. Preliminary data collection is completed. The technical report is being finalized. Public Information Meetings were held on December 5 th (in Prince William County) and December 6 th (in Fairfax County). Purpose and need being developed. Current task focuses on feasibility of obtaining permits for the bypass. Awaiting comments from Army Corps of Engineers, VDOT, FHWA,	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	44.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				and EPA. Determination on obtaining permits for the bypass is expected Summer 2019.			
Prince William County	Construct Interchange at Route 234 and Brentsville Rd – This includes grade separation at Brentville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to provide through access to Dumfries Rd	\$54,900,000 (FY2018-23 SYP)	Design, ROW, Construction	An unsolicited PPTA proposal was received from a design-build team. The proposal was evaluated and accepted by the County. The project was advertised on November 29, 2018 for competing bids. Two additional bids were received. A panel is being assembled to review the bids. A decision is expected in the next couple months.	2025	2025	0%
Prince William County	Construct Interchange at Prince William Pkwy and University Blvd – The intersection will be redesigned as quadrant roadway (QR), which will restrict left turns at the main intersection and moves them to secondary intersection further down and connector roads. It will also include two signalized intersections.	\$24,200,000 (FY2018-23 SYP)	Design, ROW, Construction	A task order with Parsons has been executed and design work has been initiated. Consultant is currently performing survey activities. A Public Information Meeting is being planned for April 2019 (Date and Location TBD).	2022	2022	0%
Prince William County	Summit School Extension and Telegraph Road Widening – This includes extending Summit school Rd to Telegraph Rd as a 4-lane divided roadway; widening Telegraph Rd from new Summit School Rd intersection and Horner Rd commuter lot as well as from Caton Hill Rd to Prince William Pkwy; constructing sidewalk and multiuse path.	\$38,700,000 (FY2018-23 SYP)	Design, ROW, Construction	Currently determining the best procurement method prior to moving forward.	2022	2022	0%
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and	\$1,462,500 (FY2014)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.						
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Acquisition, Construction	Completed			
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Funds fully utilized. Project continuing.			
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Funds fully utilized. Project continuing.			
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several	Project completion is currently scheduled for Winter/ Spring 2022	Phase will be completed in 2022.	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	<p>between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.</p>			<p>public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continues to advance the project design. Additional public meetings will be held. The state announced \$50 million in funds on November 13 for the south entrance in association with the Amazon HQ2 project. The funding will require approval (likely sometime in 2019) by the Commonwealth Transportation Board. The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal is to ensure the current project remains on schedule for a 2022 opening. There is approximately 8 months of design and construction that can proceed before a decision on how to implement the south entrance would become a critical path item. The City, WMATA, and the Contractor continue to work to move the project forward to maintain the current project schedule while developing a feasible design to enhance the south entrance. Community</p>			
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				outreach will continue.			
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	90% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming and configuration is underway and is expected to be completed by the end of February 2019. Equipment testing is anticipated to start early March 2019.	Summer 2019	Winter 2018	19.4%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	90 percent of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming and configuration is underway and is expected to be completed by the end of February 2019. Equipment testing is anticipated to start early March 2019.	Winter 2019	Fall 2019	63.1%
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be along Van Dorn between Landmark Mall Rd and Sanger Avenue and Beauregard between Sanger Avenue and Mark Center Drive. The procurement for design services is anticipated for 4 th Quarter of FY 2019.	2024	2021	36.6%
City of Alexandria	Alexandria Bus Network ITS - Will implement MobileCAD application for DASH that will allow field supervisors and the public real-time bus arrival	\$150,000 (FY2018-23 SYP)	Asset acquisition	Authority approved the Standard Project Agreement on February 14, 2019.	June 2019	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	information on electronic devices and SMS text messages. It will also provide five real-time information signages in addition to the 20 signages provided by WMATA on major transit corridors in the City.						
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Acquisition	Completed			
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route	\$5,000,000 (FY2014)	ROW, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.						
City of Fairfax	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. Detour at CBR/Route 50 ended. Punchlist items. Waiting for final reimbursement	December 2018	December 2018	95.3%
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	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.						
City of Fairfax	Jermantown Road Improvements – Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	\$21,000,000 (FY2018-23 SYP)	Design, ROW, Construction		2022	2022	0%
City of Fairfax	Roadway Network Northfax West – Includes the construction of 700 ft long new roadway between Fairfax Blvd/Farr Avenue and Orchard Street to create a grid network within the NW quadrant of Fairfax Blvd/Chain Bridge Road ("Northfax"), sidewalks, and bike lanes	\$2,500,000 (FY2018-23)	Design, ROW, Construction		2022	2022	0%
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering, Construction, Inspection Services	Completed			
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus	\$700,000 (FY2014)	Engineering, Environmental, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	transportation in the area when completed.						
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated 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	Completed			
City of Falls Church / NOVA Parks	Enhanced Regional Bike Routes (W&OD Trail) – Replaces 1.2 miles of 10-foot wide trail with 11-foot wide bike trail and 8-foot wide pedestrian trail separated by a median, upgrades curb ramps to ADA standards, and widens Four Mile Run bridge.	\$3,244,959 (FY2018-23 SYP)	Engineering, Construction	Engineering contract awarded to AMT Sept. 2018. Kick-off meeting with AMT, City and NOVA Parks staff on Nov. 2018. Engineering in progress. 30% plans near completion. City of Falls Church Planning Commission work session tentatively scheduled for May 6, 2019.	August 2020	August 2020	0%
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 95%. Obtained CTB approval for “Limited Access Control Change.” Currently finalizing ROW. Utility relocation will begin as soon as all properties are clear. Project advertising expected in May 2019.	Winter 2021	Winter 2021	0.4%
Town of Dumfries UPC 90339	Widen Route 1 (Fraley Boulevard) Brady’s Hill Road to Route 234 (Dumfries Road) - This	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI	FY2025	Summer 2019	14.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been approved in July 2018. A design Public Hearing was held on Thursday October 18, 2018. Design approval is scheduled for spring of 2019. ROW is expected to begin in July 2019.			
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	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project closed out	Closed out in March 2019	Closed out in March 2019	100%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 90% complete. Land acquisition and utility underground/relocation to occur during early 2019.	Expected in 2021, prior to the opening of Dulles Metrorail Phase II.	Spring 2021	0%
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW phase. Construction expected to start in 2020.	Expected in 2021, to be coordinated with the	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.				opening of Dulles Metrorail Phase II.		
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, 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	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies.	2024	TBD after contract award	0%
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design, Environmental	Funds fully utilized. Project continuing.			
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-	\$1,000,000 (FY2015-16)	Design	Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Public Hearing was	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.			held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. Value Engineering approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans for Design approval in order to close out PE phase. LACC will be presented before CTB in April.		made to VDOT)	
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals were due on November 27, 2018 and Price Proposals were due on December 12, 2018. Bids were opened on 12/18/18 and the procurement process for selection of the Design-Builder is underway.	November 2021	November 2019	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				CTB approved the contract on March 21, 2019..			
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	November 2021	Begin construction 2020	0%
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/ Arlington County/ Alexandria) – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed			
Potomac and Rappahannock Transportation Commission (PRTC)	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed			
Potomac and Rappahannock Transportation Commission (PRTC)	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction, Testing, Inspection, Oversight	Building Permit was approved by Prince William County on 2/5/2016. PRTC was awarded \$11M in Concessionaire payment funds. Bid packages were issued July 16, with bids being due August 16, 2018. On average bids increased by 25% from 3 years ago with copper and steel increasing by 40%. May have to cut some items in order to stay within budget. Commission approved awarding GMP to Clark Construction LLC on October 4, 2018. Contract fully executed 11/6/2018 and NTP was effective 11/7/2018. Groundbreaking took place 1/23/19. Currently, foundations	Late Spring 2020	Late Spring 2020	7.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				are being poured for the maintenance building once that is complete, will begin foundations for Administration Building. Project has experienced about a month of delay because of various weather events. Preparing to pour SOG (slab on grade) for the maintenance building, footers and foundation is being worked on for the administration building. Steel is being delivered on 4/10 to begin framing in maintenance building that week.			
VDOT (Fairfax County)	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	Completed			
VDOT (Fairfax County)	Route 28 Widening: Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Fairfax County)	Route 28 Widening: McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Loudoun County)	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Loudoun)	Route 28 NB Widening between Dulles Toll Road	\$20,000,000 (FY2018-23)	Construction	Contractor has completed clearing and grubbing	June 2020	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
County) UPC 109146	and Sterling Boulevard – This includes widening of northbound Route 28 from 3 to 4 lanes. An additional thru lane will be added in the NB direction, and the existing auxiliary lane configurations between the Innovation Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.	SYP)		operations and is currently constructing two large culvert extensions. A traffic shift will occur on or about the weekend 3/31 to install traffic barrier to allow earthwork operations for roadway widening.. Project is currently on-time and on-budget.			
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	The project has been rescoped to modify the existing tunnel and no longer includes construction of a new tunnel or connection to the King Street Metrorail Station. The funding agreement with NVTA will be terminated.	TBD	TBD	0%
Virginia Railway Express	Gainesville to Haymarket Extension/ Broad Run Expansion – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning, Project Developmen t, Conceptual Design	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering (PE)/30% design are underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site, the selected VRE Manassas Line expansion option. The Project Development phase will be complete in early 2019, pending Norfolk Southern review.	2022	2019	79.3%
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design utilizing a GEC Task Order	2022	2022	4.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Fairfax County to accommodate trains up to 8 cars in length.			to start in early 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	Funds fully utilized. Project continuing.			
Virginia Railway Express	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. Final design has begun. Norfolk Southern agreement for access to railroad ROW to complete survey and geotechnical work is in place. A workshop with Governing Body will be held on 1/29/19.	2022	2020	5.1%
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design utilizing GEC Task Order will start in January 2019.	2022	2022	2.6%
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	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT, pending a final design review agreement. Final Design services are anticipated to be completed	2023	2023	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	also be constructed to get passengers to the new platform.			by 2020 with construction completed by 2023.			
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	Signal construction initiated in 2018 and continues. Underground conduit placed. Receiving materials ordered in 2018.	2019	2019	1.3%
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Concept Design is complete. Advertisement of a request for proposals (RFP) for Preliminary Engineering/30% design and environmental review consultant is scheduled for early 2019 to continue Project Development activities using state funding; NVTA has approved final design funding for FY2020.	2023	September 2018. Final invoice is being prepared.	85.5%
Washington Metropolitan Area Transit Authority	Orange Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street cutover back on-line July 28, 2017 and punch list items completed by Sep. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in Oct. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out May 2019	May 2019	29.8%
Washington Metropolitan	Blue Line 8-Car Traction Upgrades – Begins the	\$17,443,951 (FY2017)	Engineering, Construction,	Invitation for Bid (IFB) was released on September 6,	Project Contract	December 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Area Transit Authority	process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.		Contract Admin.	2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing are ongoing. Installation of the DC Switchgear at C11TB and J03TB2 began on February 7 and 14 respectively. C11TB cutover back on-line March 25, 2019. J03TB2 is scheduled to be cutover back on-line April 2, 2019..	Close-out estimated December 2021		