



# NVTA Funding Program Project Status

## Upcoming Public Information Meetings:

**Fairfax County: Richmond Highway BRT: Phases 1 and 2** - Public information meetings anticipated in Summer (July/August 2019) for various mini meetings. A comprehensive public information meeting is scheduled for September 17, 2019. The venue is to be determined.

**NOTE:** For the latest information on upcoming public meetings, please refer to the “**Events and Meetings**” section on our home page:  
<https://thenovaauthority.org/>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
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Arlington County	<b>Blue Silver Line Mitigation</b> - 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	<b>Boundary Channel Drive Interchange</b> – 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	Fall 2021	50.7%
Arlington County	<b>Columbia Pike Multimodal Improvement</b> – 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 and lateral connections are complete. Sanitary sewer work 70% complete. Storm sewer work ongoing. Utility duct banks installation nearly complete on the western end of this segment. Review	Spring 2021	Spring 2021	15.7%

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				underway for east end utility undergrounding redesign, Retaining wall for 5001 Columbia Pike nearly complete.			
Arlington County	<b>Columbia Pike Multimodal Street Improvements (East End)</b> – 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).</p> <p>Segment A West - 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. Discussions continue with ANC on ROW requirements to accommodate long term transportation needs.</p>	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Fall 2021 (depending on negotiations)	9.5%
Arlington County	<b>Crystal City Multimodal Center</b> – 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.  Signage construction phase on hold pending completion of demolition of Clark Street ramp over 18 <sup>th</sup> Street which is adjacent to project location. Demolition is delayed. Signage completion is planned for in Fall 2019.	late April 2018.		
Arlington County	<b>Ballston-MU Metrorail Station West Entrance –</b> Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work is expected to run two years starting Summer 2019. County staff continued working with WMATA on the design support agreement and project implementation plan. In May 2019, County recorded Deed of Easement for land for the street level elevators. County staff met with NVTA staff on June 6 <sup>th</sup> to discuss status of project. County continued working on procurement for engineering and design firm to update the old 35% plans. Next steps: County will resubmit to FTA request for environmental clearance (categorical exclusion) that expired. WMATA will review the existing design and identify areas where the design is not compliant with the most current WMATA Manual of Design Criteria. WMATA will meet internally to determine: 1. WMATA team structure		Fall 2020	0.3%

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				<p>2. How the review of existing 35% design will be performed and managed with regards to team structure, roles, and cost management.</p> <p>3. WMATA cost estimate for design support services.</p> <p>Start of construction is expected in Summer 2021.</p>			
Arlington County	<p><b>Glebe Road Corridor Intelligent Transportation System Improvements</b> – 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.</p>	\$2,000,000 (FY2015-16)	Engineering, Construction	<p>Task 1 – On Site Support - Work completed</p> <p>Task 2 – Chain Bridge ITS upgrades – Final Plans approved by VDOT – preparing bid package.</p> <p>Task 3 – Chain Bridge Fiber communication – Completed.</p> <p>Task 4 – ITS Equipment Installations – Completed.</p> <p>Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment – meeting with transit and TSP providers scheduled 7/24/2019 to determine if project can accelerate timeline.</p>	<p>Task 1 – completed</p> <p>Task 2 – Fall 2019</p> <p>Task 3 - Completed</p> <p>Task 4 – Completed</p> <p>Task 5 – Fall 2019</p> <p>Project Completion: Spring 2020</p>	<p>Task 1 – completed</p> <p>Task 2 – Fall 2019</p> <p>Task 3 - Completed</p> <p>Task 4 – Completed</p> <p>Task 5 – Fall 2019</p> <p>Project Completion: Spring 2020</p>	25.3%
Arlington County	<p><b>Lee Highway Corridor ITS Enhancements</b> – 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</p>	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	<p>Task 1: On-Site ITS Consultant – Work completed</p> <p>Task 2: Signal Upgrades – task order in process for consultant bid set drawings</p> <p>Task 3: Streetlighting – construction to start by 2019 end</p> <p>Task 4: ITS equipment deployment - Field survey completed. Equipment procurement in process.</p>	<p>Design Tasks</p> <p>Task 1 – Spring 2019</p> <p>Task 2 – Spring 2019</p> <p>Task 3 – Summer 2020</p> <p>Task 4 – Summer 2019</p> <p>Task 5 – Summer</p>	<p>Design Tasks</p> <p>Task 1 – Spring 2019</p> <p>Task 2 – Spring 2019</p> <p>Task 3 – Summer 2020</p> <p>Task 4 – Summer 2019</p> <p>Task 5 – Summer</p>	8.3%

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	stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I- 66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.				2019 Task 6 – Spring 2019  Project completion Fall 2020	2019 Task 6 – Spring 2019  Project completion Fall 2020	
Arlington County	<b>Crystal City Streets:</b> 12 <sup>th</sup> Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	12 <sup>th</sup> 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 <sup>rd</sup> 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	December 2022	December 2022	12.6%

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				<p>in late 2019 with completion in mid-2020.</p> <p>The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23<sup>rd</sup> Street from Eads to Crystal Drive. This 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 <b>(NEW)</b>	<p><b>ART Operations and Maintenance Facilities –</b> 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%

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Arlington County	<b>Intelligent Transportation Systems Improvements</b> – This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional Bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority.	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction, Asset Acquisition.	Phase I: Washington Blvd. Corridor ITS Enhancements (\$4,000,000): 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 – Ongoing - Survey has been requested for all selected intersections; survey for 4 out of 7 intersections were recently received. Task 1.3 – Project website setup – Completed Task 1.4 – RFP preparation for design – Ongoing  Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - Project's Planning/Scoping task will begin soon. Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) – Project's Planning/Scoping task will begin soon.	Summer 2024	Summer 2024	0%
Arlington County <b>(NEW)</b>	<b>Crystal City Metrorail Station East Entrance</b> – This project will design and construct a second entrance to the Crystal City Metrorail Station at the northwest corner of the intersection of Crystal Drive and 18 <sup>th</sup> Street South. The new entrance will be located to the east of the existing entrance, which is located on south Bell Street at 18 <sup>th</sup> Street South, and will provide access to the east	\$5,000,000 (FY2018-23 SYP)	Preliminary Engineering		June 2025.	September 2021.	0%



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	side of the train platform.						
Arlington County <b>(NEW)</b>	<b>Pentagon City Multimodal Connections and Transitway Extension</b> – The project adds capacity and makes operational improvements to an inefficiently performing area of Pentagon City, where there is high demand for transit, pedestrian, and bicycle trips, but where the layout of existing streets makes those trips slow, difficult, and dangerous, thus pushing users into automobile trips that exacerbate congestion. The project provides dedicated bus lanes for Metroway service, a premium bus service that operates much like bus rapid transit.	\$28,850,000	Construction		April 2023.	April 2023.	
Fairfax County	<b>Fairfax Connector Expansion</b> - 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	<b>US1 Richmond Highway Widening</b> - 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	<b>Frontier Drive Extension</b> - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-	\$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	2022-2023	Fall 2018 (Full payment made to VDOT)	100%

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	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.			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. Supplement approved and NTP issued to consultants. Working on extra design work currently.			
Fairfax County	<b>Innovation Metrorail Station</b> – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridge 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.	Dec 2019	Dec 2019	92%
Fairfax County	<b>Innovation Metrorail Station (Continuation)</b> - 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	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridges are complete. Station elevator and escalator testing is ongoing as well as station clean-up and preliminary inspection. 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	Dec 2019	Dec 2019	100.0%

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	bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.			south side.			
Fairfax County UPC 108720	<b>VA Route 28 Widening – Prince William County Line to Route 29</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environment- al Study	<p>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.</p> <p>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 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> <p>Request for Qualifications (RFQ) was posted April 16, 2019. Five Statement of Qualifications (SOQ) were received on May 24, 2019. Three firms are expected to be shortlisted by July 12 and Request for Proposals to be issued on August 12, 2019.</p>	2023	PE and Environment al Study – late Spring 2020.	<b>68.0%</b>

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Fairfax County UPC 108720	<b>VA Route 28 Widening – Prince William County Line to Route 29 (continuation)</b> - 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	PE and Environmental Study – late Spring 2020.  Row - 2022	0%
Fairfax County UPC 107937	<b>Fairfax County Parkway Improvements</b> – 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 and working on IJR and environmental analysis. Public information meeting anticipated in Fall 2019.	2023	Fall 2019	40.0%
Fairfax County UPC 107937	<b>Route 286 Fairfax County Parkway Widening: Route 123 to Route 29</b> – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved	\$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,	2023	Spring 2021	0%

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	trail. Intersection improvement and access management will be considered in design.			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. Public information meeting anticipated in Fall 2019.			
Fairfax County UPC 109814 & 5559	<b>Rolling Road Widening –</b> 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 construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from Fall 2022 to Fall 2025.	Phase 1: 2021  Phase 2: 2025	Nov 2020	62.5%
Fairfax County	<b>West Ox Bus Garage -</b> 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	\$20,000,000 (FY2015-16)	Construction	Project complete. Close out pending.	January 2018.	January 2018.	<b>54.5%</b>

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	bus drivers and security.						
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	<b>Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive</b> – 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. Pardon Our Dust meeting held on May 7 <sup>th</sup> and May 14 <sup>th</sup> . Construction has commenced. Final project completion is expected in Summer 2024. Early ROW plans completed in Dec 2018. 90% plan submission in May 2019.	2024	June 2020	0%
Fairfax County	<b>Richmond Highway BRT: Phases 1 and 2</b> – 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.	\$250,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Continuation of preliminary design with a completion of 20% design in Summer 2019. Environmental document work ongoing and currently at 50% complete.	2029	2029	0%
Loudoun County	<b>Transit Buses</b> - 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	<b>Loudoun County Transit Buses</b> - 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			

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Loudoun County	<b>Belmont Ridge Road (North)</b> – 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	<b>Leesburg Park and Ride</b> – 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	Work will resume in the Summer of 2019.	January 2020	January 2020	<b>10.1%</b>
Loudoun County	<b>Belmont Ridge Road - Truro Parish Road to Croson Ln</b> – 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	Design is complete. Right of way acquisition continues. Start of construction Sep/Oct 2020.	Summer 2022	Summer 2022	10.5%
Loudoun County UPC 97529, 105064, 105575	<b>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd</b> – 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	. Design of an additional southbound lane from Dulles West Boulevard to Route 50 and construction of a 2nd right turn lane from Loudoun: Field survey and utility designations are underway. A meeting with MWAA was held on June 3, 2019 to discuss permits for the project.	Mid 2021	Mid 2021	37.4%
Loudoun County/ Town of Hillsboro	<b>Route 9 Traffic Calming: Town of Hillsboro</b> – 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,	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Land use permit application is ready to submit. ROW is 100% complete, 85% have gone to closing. Dominion, Verizon and Town met to discuss first part of their work. Bid opening is set for July 11 <sup>th</sup> at 3 pm.	Mid 2020	Mid 2020	12.1%

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	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.						
Loudoun County	<b>Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd</b> – 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	<b>Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd</b> – 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.	\$14,000,000 (FY2018-23 SYP)	Design, ROW, Construction	A consultant (J2 Engineers) is now under contract (3/19/19) for Design Services. The Consultant is initiating Preliminary Design phase. J2 is preparing the Property Access Letters to begin fieldwork late April 2019. A project kick-off meeting was held on April 2, 2019. On May 6, 2019, a meeting was held with VDOT, DTCL, and J2 engineers to discuss the roadway classification, design speed and alignment concurrence.	2024	2024	0%
Prince William County	<b>Route 1 Widening from Featherstone Road to Mary's Way</b> – 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%



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Prince William County	<b>Route 1 Widening from Featherstone Road to Mary's Way (continuation)</b> - 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 Certificate of Taking (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 ongoing (with conduit installation) and is anticipated to take one year. Phase 1 with the utility relocation is scheduled for August 2019 completion. Demolition of structures continues. Roadway construction bid is scheduled for January 2020.	April 2021	April 2021	64.2%
Prince William County	<b>Route 1 Widening from Featherstone Road to Mary's Way (continuation)</b> - Widening of Route 1 from a 4-lane undivided highway to a 6-lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10-foot-wide multi-use trail on the west side and a five-foot-wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	<b>Route 28 Widening from Linton Hall Road to Fitzwater Drive</b> -- 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	\$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	October 2019	October 2019	83.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	side and a sidewalk on the north side.			bridge girder placement is complete. Project is nearing 90% completion and on schedule for 100% completion by the contract date.			
Prince William County	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road</b> - 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. .	24.3%
Prince William County	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation)</b> - Widen approximately 1.5 miles of Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design March 2018 thru summer 2019. .	0%
Prince William County	<b>Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation)</b> – Widen Route 28 from a 4-lane undivided highway to a 6-lane divided highway, which will include a multi-use trail and	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	sidewalk.						
City of Manassas/ Prince William County	<p><b>Route 28 (Manassas Bypass) Study – Godwin Drive Extended</b></p> <p>- 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.</p>	\$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, 2018 (in Prince William County) and December 6, 2018 (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, and EPA. The consultant is in the process of analyzing the impacts of Alternative 4 (existing Route 28) in comparisons to Alternatives 2A/2B (Bypass).	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.	47.8%
Prince William County <b>(NEW)</b>	<p><b>Route 28 Corridor Feasibility Study –</b></p> <p>- 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</p>	\$3,500,000 (FY2018-23 SYP)	Engineering study	Continuation of the above.		FY 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	between the City of Manassas and Fairfax County.						
Prince William County	<b>Construct Interchange at Route 234 and Brentsville Rd</b> – This includes grade separation at Brentsville; 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. The tentative due date for bids is September 30, 2019.	2025	2025	0%
Prince William County	<b>Construct Interchange at Prince William Pkwy and University Blvd</b> – 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 was held on May 20, 2019. Plans are being prepared for VDOT submission in July 2019.	2022	2022	0%
Prince William County	<b>Summit School Extension and Telegraph Road Widening</b> – 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	A Request for Proposal (RFP) for design services was advertised on June 28, 2019 and will close on July 30, 2019.	2022	2022	0%
City of Alexandria	<b>DASH Bus Expansion</b> – Five new hybrid buses to provide additional service and increased headways to regional activity centers,	\$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 8/09/19
	including BRAC-133 at Mark Center and VRE Station at King Street.						
City of Alexandria	<b>Shelters and Real Time Transit Information for DASH/WMATA</b> – 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	<b>Potomac Yard Metrorail Station EIS</b> – 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	<b>Potomac Yard Metrorail Station (continuation)</b> - 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	<b>Potomac Yard Metrorail Station (continuation)</b> - 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	\$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 public meetings to present the design of the station	Project completion is currently scheduled for March 2022	Project completion is currently scheduled for March 2022	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
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	Station and the Braddock Road Station.			<p>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, 2018 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 outreach will continue. The City, WMATA, and</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 8/09/19
				Contractor will work to develop a cost estimate for the recommended south entrance enhancement.			
City of Alexandria	<b>Traffic Signal Upgrades/Transit Signal Priority</b> – 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	100% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming, configuration and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA.	Completed in December 2018.	Completed in December 2018.	19.4%
City of Alexandria	<b>Duke Street Transit Signal Priority</b> - 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	100 percent of the equipment has been installed; Equipment programming and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA. .	Winter 2019	Fall 2018	<b>100.0%</b>
City of Alexandria	<b>West End Transitway (WET)</b> - 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 the entire length of the project and will include three Queue Jump Lanes and Transit Signal Priority at all intersections. The procurement for design services is anticipated for 1 <sup>st</sup> Quarter of FY 2020.	2024	2021	36.6%
City of Alexandria	<b>Alexandria Bus Network ITS</b> - Will implement MobileCAD application for DASH that will allow field	\$150,000 (FY2018-23 SYP)	Asset acquisition	Authority approved the Standard Project Agreement on February 14, 2019. Five real-time information	August 2019	August 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	supervisors and the public real-time bus arrival 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.			displays have been purchased and installed. Work on the real-time arrival system with GTFS-rt and SMS text messages is in progress and should be complete by the end of August, and the new bus signs, which are contingent upon SMS Deployment, are planned for purchase/installation by November. MobileCAD will be deployed by August 2019. Work is underway on the real-time arrival system. DASH is now integrated into WMATA's BusETA and has soft-launched its real-time GTFS system.			
City of Alexandria	<b>Alexandria ITS Projects (NEW)</b> - The City of Alexandria's ITS projects will install a transit vehicle signal priority system on King Street between Dawes Avenue and Quaker Lane; and enhance the transit vehicle signal priority system on Duke Street between Walker Street and Telegraph Road.	\$1,195,491 (FY2018-23 SYP)	Engineering, Construction	NVTA project agreement was executed in June, 2019.	FY 2021	FY 2021	0%
City of Alexandria	<b>DASH Transit Service Enhancements and Expansion (NEW)</b> - The DASH Transit Service Enhancements and Expansion project will install infrastructure for electric buses in its planned facility expansion in an effort to accelerate the planned transition of the DASH fleet	\$11,933,161 (FY2018-23 SYP)	Construction, Capital Asset	NVTA project agreement was executed in June, 2019.	June 2023	June 2023	0%



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	from hybrid and clean diesel buses to fully-electric vehicles and purchase eight fully electric buses.						
City of Alexandria	<b>Alexandria Duke Street Transitway (NEW)</b> - The Alexandria Duke Street Transitway will provide dedicated, curbside transit lanes on Duke Street for Bus Rapid Transit, between Diagonal Road (King Street Metro) and Walker Street (Landmark Mall). The conceptual design for the ultimate configuration, developed as part of the Transitway Corridors Feasibility Study (adopted by City Council in 2012), recommended that the existing curb lanes long most portions of Duke Street will be converted to a transit and business access lane.	\$12,000,000 (FY2018-23 SYP)	Preliminary engineering	NVTA project agreement was executed in June, 2019.		June 2023	0%
City of Fairfax	<b>35' CUE Bus Acquisition</b> – 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	<b>Jermantown Road/Route 50 Roadway Improvements</b> – 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	\$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 8/09/19
	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.						
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place</b> – 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, Construction	Completed			
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax”</b> – 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	Completed. Last reimbursement request has been submitted to NVTA. A Ribbon cutting ceremony was held on May 20.	May 2019	May 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
City of Fairfax	<b>Kamp Washington Intersection Improvements</b> – 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	Completed			
City of Fairfax	<b>Jermantown Road Corridor Improvements (NEW)</b> – Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	\$21,000,000 (FY2018-23 SYP)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019.	FY2022	FY2022	0%
City of Fairfax	<b>Roadway Network Northfax West (NEW)</b> – 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)	Preliminary engineering, ROW, Construction	NVTA project agreement executed in January 2019.	FY2022	FY2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
City of Falls Church	<b>Bus Stops Changes</b> – 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	<b>Pedestrian Access to Transit</b> – 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	Completed			
City of Falls Church	<b>Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station</b> – 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	<b>Enhanced Regional Bike Routes (W&amp;OD Trail)</b> – 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 is scheduled for July, 2019.	August 2020	August 2020	<b>1.91%</b>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
City of Falls Church	<b>WFC and Joint Campus Revitalization District Multimodal Transportation Project (NEW)</b> - The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancement, and utility relocation/undergrounding. Signals will be installed or updated at or near the Chestnut Street & W Broad Street/Route 7 intersection, Haycock Road & W Broad Street/Route 7 intersection, and Haycock Road and Schools Access Road intersection.	\$15,700,000 (FY2018-23)	Preliminary engineering, ROW, Construction	NVTA project agreement was executed in June, 2019.	February 2023	February 2023	0%
City of Manassas	<b>Route 28 Widening South to City Limits</b> – 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	<b>Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</b> - This project will complete the Northern segment of a Prince William County funded	\$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 comments. Environmental Document is complete. Resolution of Design Support	FY2025	Summer 2019	21.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	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.			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 anticipated in July 2019. . .			
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Sterling Road)</b> – 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	<b>Closed out in March 2019</b>	<b>Closed out in March 2019</b>	<b>100%</b>
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Van Buren Street)</b> – 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	5.2%
Town of Herndon	<b>Access Improvements (Silver Line Phase II – Herndon Metrorail Station)</b> – Provides additional vehicle and bus pull-off bays and major intersection improvements to include	\$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 opening of Dulles Metrorail	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.				Phase II.		
Town of Herndon UPC 50100	<b>East Elden Street Improvement &amp; Widening</b> - 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. Right of Way Notice To Proceed (NTP) was approved on May 9, 2019 and as a result right of way acquisition has started.	2024	TBD after contract award	0%
Town of Leesburg	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange</b> – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design, Environmental	Funds fully utilized. Project continuing.			
Town of Leesburg UPC 89890	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)</b> - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the	\$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 held in May 2018. PH Transcript and Design	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.			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. CTB approval received for LACC on 4/10/19. Received design approval on 5/3/2019.			
Town of Leesburg UPC 106573	<b>Route 7 East Market Street and Battlefield Parkway Interchange</b> - 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	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 8/09/19
				Design-Builder is underway. CTB approved the contract on March 21, 2019.			
Town of Leesburg UPC 106573	<b>Route 7 East Market Street and Battlefield Parkway Interchange (continuation)</b> - 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. Construction is expected to start in 2020.	November 2021		0%
Northern Virginia Transportation Commission	<b>Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/ Arlington County/ Alexandria)</b> – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed (Study). Currently, NVTC is leading the Preliminary Engineering phase.			
Potomac and Rappahannock Transportation Commission (PRTC)	<b>Gainesville New Service Bus</b> – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed.			
Potomac and Rappahannock Transportation Commission (PRTC)	<b>Western Maintenance Facility</b> – 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	Late Spring 2020	Late Spring 2020	<b>38.8%</b>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
				1/23/19. Currently, steel work has been completed in the maintenance building and topping out for administration building to take place June 17, 2019. Electrical and mechanical rough-ins are taking place in the maintenance building as well as concrete block wall is being installed. Pre-cast and concrete block walls will start to be installed at the fuel and wash building the week of June 17, 2019.			
VDOT (Fairfax County)	<b>Route 7 Bridge over Dulles Toll Road</b> - 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)	<b>Route 28 Widening: Dulles Toll Road to Route 50</b> – 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)	<b>Route 28 Widening: McLearen Road to Dulles Toll Road</b> – 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)	<b>Route 28 Hot Spot Improvements (Loudoun Segment)</b> – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Loudoun County)	<b>Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard</b> –	\$20,000,000 (FY2018-23 SYP)	Construction	The waterline work is complete. Major storm sewer crossing across NB and SB	June 2020	June 2020	<b>28.6%</b>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
UPC 109146	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.			route 28 is completed with minimal impacts to existing traffic. Box culvert extensions continue and baseball asphalt paving has begun in several locations. Project is currently on-time and on-budget.			
Virginia Railway Express	<b>Gainesville to Haymarket Extension/ Broad Run Expansion</b> – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning, Project Devt., 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.	2022	2019	90.0%
Virginia Railway Express	<b>Lorton Station Second Platform</b> – 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 engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	5.3%
Virginia Railway Express	<b>Manassas Park Station Parking Expansion</b> - 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 (see below)			
Virginia Railway Express	<b>Manassas Park Station Parking Expansion (continuation)</b> - Planning and engineering investigations to expand parking and pedestrian connections at the VRE	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. Final design underway with expected 60% due in	2022	2020	15.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	Manassas Park station.			September 2019.			
Virginia Railway Express	<b>Franconia-Springfield Platform Expansion</b> - 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 is currently underway.	2022	2022	<b>3.2%</b>
Virginia Railway Express	<b>Rippon Station Expansion and Second Platform</b> - 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	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT. Final Design services are anticipated to be completed by 2020.	2023	2023	0.4%
Virginia Railway Express	<b>Slaters Lane Crossover</b> - 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	Track and signal construction initiated in 2018 and continues. Tentative track cut-in scheduled for July 2019. Signals cut-in to follow.	2019	2019	3.8%
Virginia Railway Express	<b>Crystal City Platform Extension Study</b> - Includes planning and engineering investigations to evaluate the options for expansion of the	\$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	2023	September 2018. Final invoice is being prepared.	<b>98.6%</b>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 8/09/19
	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.			review advertised June 3, 2019; NVTA has approved final design funding for FY2020.			
Washington Metropolitan Area Transit Authority	<b>Orange Line 8-Car Traction Upgrades</b> – 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 Area Transit Authority	<b>Blue Line 8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing are ongoing at C98TB, J02TB2, and J03TP2. Installation of the DC Switchgear at C11TB, J03TB2, and J03TB1 were completed and cutover back on-line on March 25, 2019, April 2, 2019, and May 16, 2019 respectively. Construction at C98TB and J02TB2 are scheduled to begin early September 2019. J03TB2 is scheduled to be cutover back on-line April 2, 2019.	Project Contract Close-out estimated December 2021	December 2021	0%