

From the District Engineer

The Northern Virginia District has experienced many milestones in 2023, but the most personal to me is my retirement from the Virginia Department of Transportation after 20 years. To some, two decades can pass by in the blink of the eye; to others, it can be a lifetime. For me, it has been both.

Change is inevitable, change is good, and change is necessary. Over the past 20 years, the Northern Virginia District has seen innumerable changes.

In Fairfax County, changes in Tysons enabled an evolution from a linear shopping destination into a vibrant, multimodal city, filled with places to work, neighborhoods to live, restaurants to eat, and art to experience—all of which can be done without depending on a single-occupancy vehicle. In Loudoun County, the influx of young families is creating new, connected communities while retaining the county's original foundation and essence. In Prince William County, innovative infrastructure is giving residents more time back to maintain a healthy work-life balance. In Arlington County, a transformation is underway to safely integrate longstanding communities with one of the largest companies in the world.

Strong relationships with local agencies have guided transportation projects that are priorities to those communities. An increased investment in engagement with the public has created a two-way dialogue where real-time updates can be delivered into the palm of your hand, public input on projects has greatly increased, and residents can easily see the day-to-day work of VDOT.

A culture of safety permeates across maintenance yards and through office spaces in the district. Staff consistently train themselves and their colleagues in best practices, find inventive ways to bring safety into every aspect of their day, and overall are empowered to make changes to make our workplace safer.

Advancements in technology help to make travel more streamlined. The public have myriad ways to get the information they need to make the best choices for themselves for getting from point A to point B.

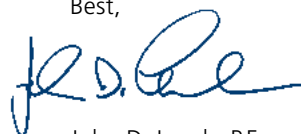
Our VDOT workforce has transformed to more accurately reflect that of our community. Staff from all walks of life work side by side. Unique and varied backgrounds are celebrated, and VDOT's Northern Virginia District is truly a place for you, no matter who you are. Our focus on succession planning has ensured that current VDOT employees can see themselves as lifelong VDOT employees.

The future will bring continued top-quality maintenance of our transportation system, as well as retrofitting and rehabilitation of aging infrastructure. As well, development and construction of creative and innovative transportation projects aimed at increasing community mobility and improved quality of life will be a central focus.

Always remember that our transportation system belongs to all of us. I will leave you with wise words from Anne Frank. "How wonderful it is that nobody need to wait a single moment before starting to improve the world."

Thank you for the last 20 years.

Best,



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Northern Virginia District Engineer

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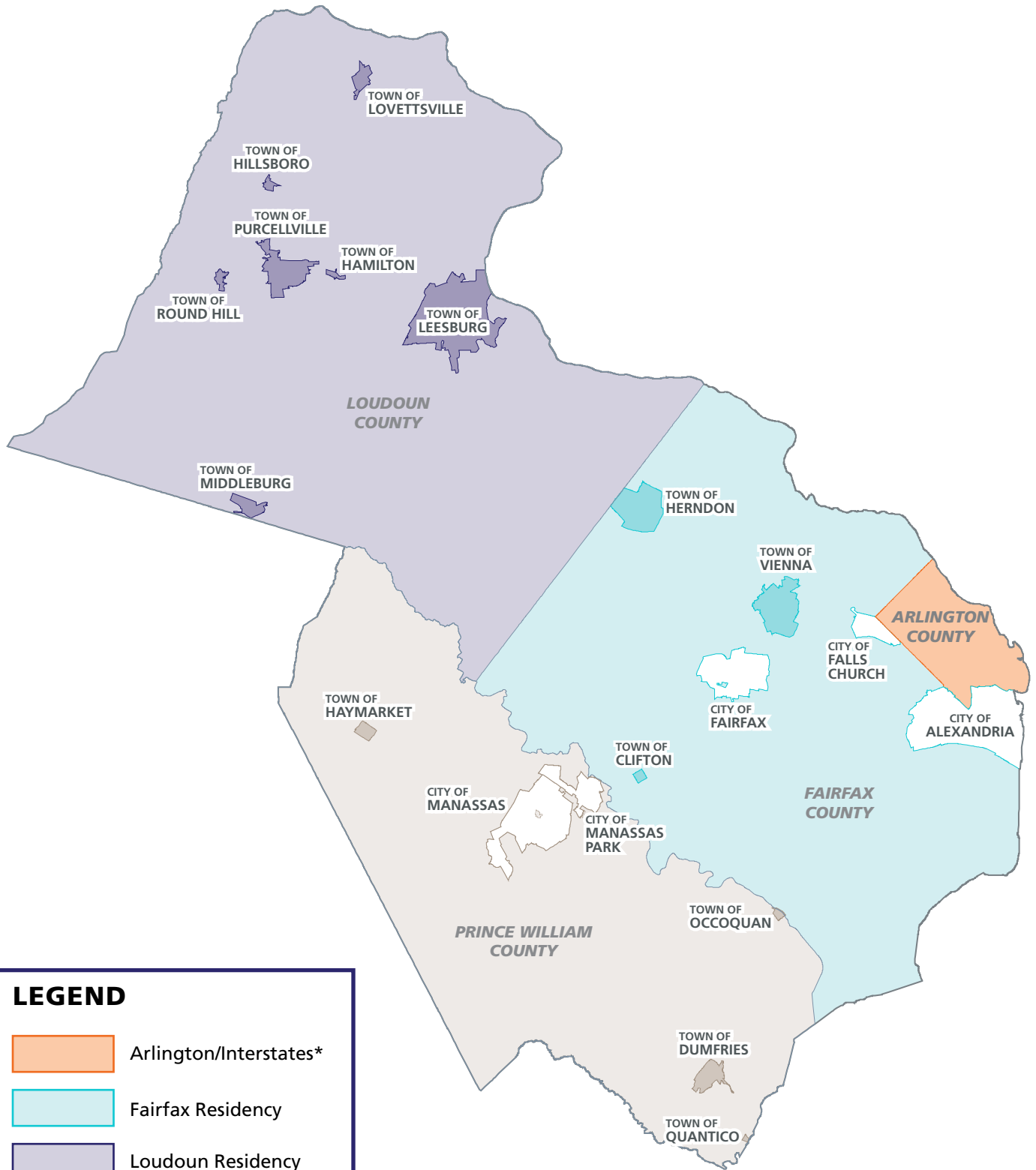
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NORTHERN VIRGINIA
DISTRICT OVERVIEW



LEGEND

- Arlington/Interstates*
- Fairfax Residency
- Loudoun Residency
- Prince William Residency

*Arlington maintains own secondary roads

DISTRICT MAP

FY 2023 District Performance

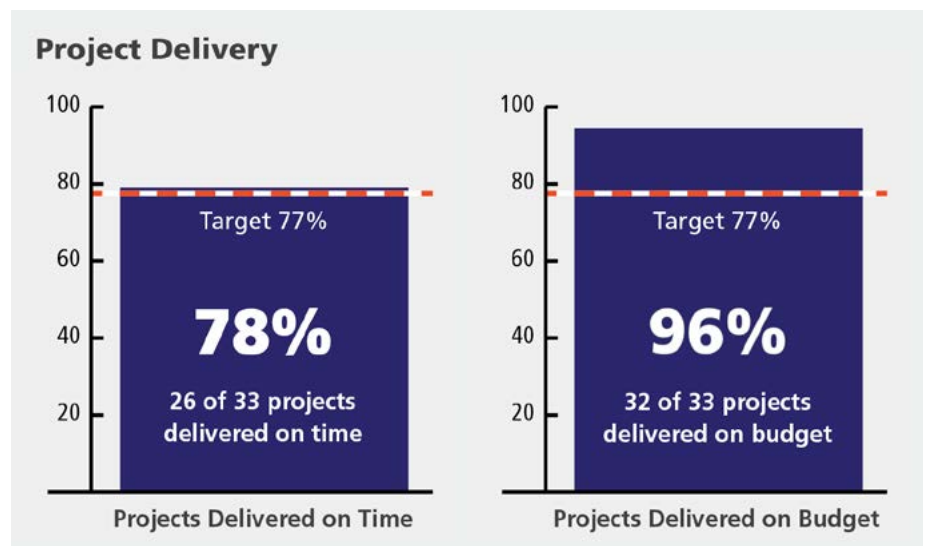
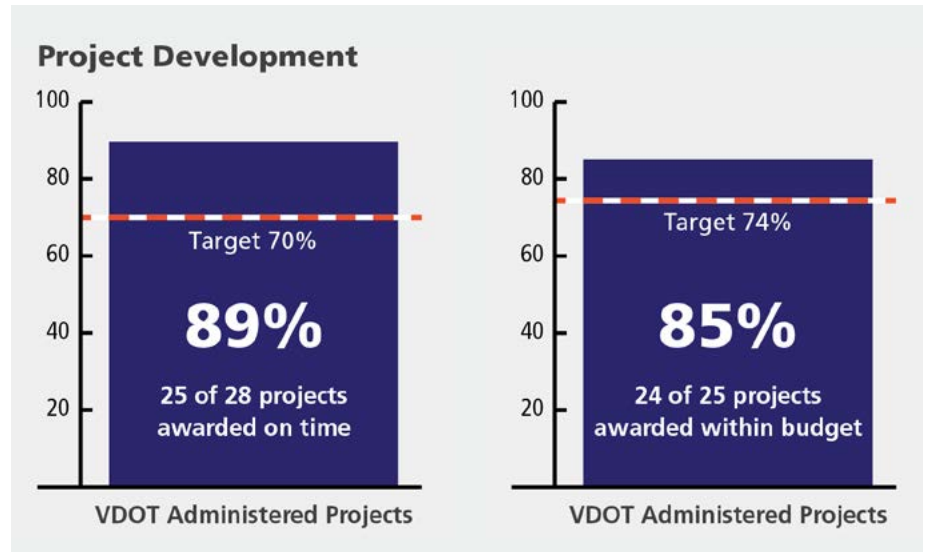
In Fiscal Year 2023, Northern Virginia District posted very good results in developing and delivering its projects, with many important measures exceeding VDOT’s statewide performance goals.

In project development, which measures the progress of projects through the design and right-of-way process toward advertisement for construction, the district awarded 25 of 28 projects on time, for a score of 89 percent. On the financial side, 24 of 25 projects, or 85 percent, were awarded with the estimated cost within the projected budget. This performance for on time and on budget exceeded the statewide targets of 70 and 74 percent, respectively.

VDOT-managed projects also fared well once construction began. The district’s construction team completed 26 of the 33 VDOT-administered projects, or 78 percent, on time and 96 percent on budget. For the past five years, the district averaged an 86 percent on-time completion rate, ahead of the 77 percent statewide target. In the final performance category, the Construction Quality Improvement Program (CQIP), the district scored 92.62 percent, beating the agency benchmark of 91 percent. The CQIP score reflects the quality of the district’s construction program, determined by an independent review of the project’s records and construction activities.

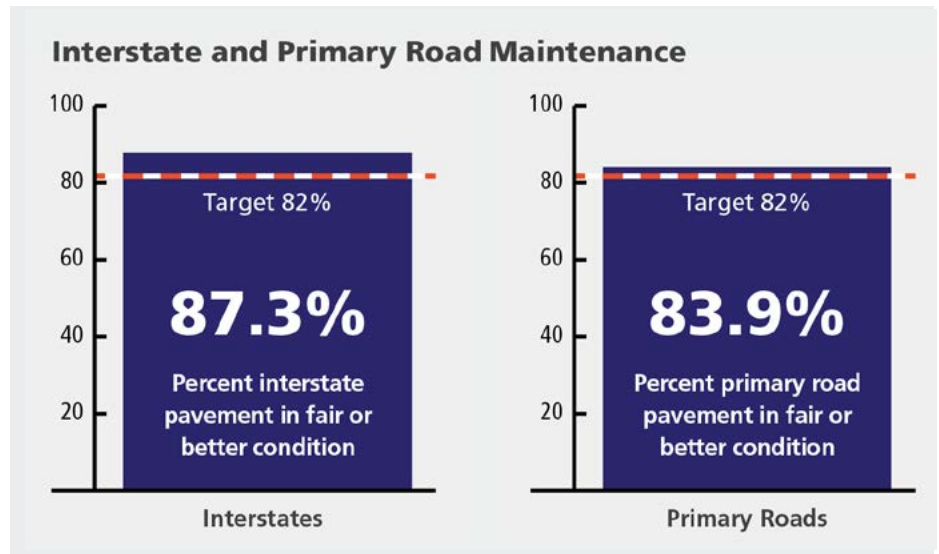
Deputy District Engineer Bill Cuttler, P.E. said of the results, “Our team knows Northern Virginians expect results. We remain committed to design and construct these multimodal projects safely and efficiently to maximize benefits to the public.”

The district’s locally-administered projects, those that are funded by VDOT but managed by a local government with VDOT assistance, continue to improve. Of 33 projects in development across the localities, 27 were awarded on time, or 81%. This represents the best on-time performance by localities since targets were established; moreover, there has been steady improvement over the past five years, resulting in an upward trend. For construction of locally-administered projects, 27 percent were delivered on time, which was below the target of 77 percent. The district continues to focus support to governments participating in the locally-administered project program, with regular and close collaboration to review projects, schedules, and milestones to help meet performance goals.



Pavement Maintenance

The Northern Virginia District has continued to exceed statewide goals for interstates and primary road systems with FY23 ratings of 87.3 and 83.9 percent respectively, exceeding the established goal of 82 percent on interstate and primary roadways. VDOT monitors the condition of those roads, as well as neighborhood streets, unpaved gravel roads, and heavily-traveled routes that connect population centers. For higher-volume secondary roads carrying more than 3,500 vehicles per day, the district's FY23 pavement rating of 78.6 percent in fair or better condition is below the 82 percent target. For lower-volume roads carrying less than 3,500 vehicles per day, the district's secondary road FY23 condition rating of 61.3 percent in fair or better condition exceeds the 60 percent target. The district continues to make strides each year on improving the secondary road system.



2023 Paving Program

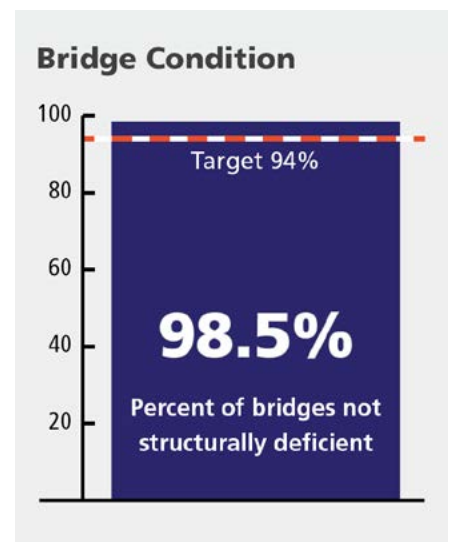
For calendar year 2023, the Northern Virginia District plans to resurface 955 lane miles across the four counties, at a cost of about \$123 million. This equates to an estimated 782,000 tons of asphalt and more than 10,300 tons of latex. More details about the district's 2023 paving program, including a map that shows planned paving locations, status, and contacts, is available at www.virginiadot.org/novapaving.

Bridge Condition

In the Northern Virginia District, VDOT maintains 2,174 bridges and culverts and oversees an additional 247 locality-owned bridges, for a total of 2,421.

The bridge team has consistently and successfully maintained the district's bridge ratings above the agency's target of 94 percent, with 98.5 percent of the districts' bridges rated as sufficient in FY23.

The Northern Virginia District's total bridge deck square footage is more than 16.8 million square feet.



Northern Region Operations (NRO)

Transportation Operations Center (TOC)

The TOC managed 32,853 events to include:

- Crashes: 6,582
- Vehicle fires: 132
- Tractor trailer crashes: 522
- Disabled tractor trailers: 919
- Disabled vehicles: 19,318
- Multiple vehicle crashes: 1,025
- Emergency maintenance calls: 8,328
 - 3,008 were for signal issues
- All other events (brush fire, police activity, etc.): 4,642

Northern Virginia Customer Service Center (CSC)

- The Northern Virginia District CSC processed 43,244 phone calls, emails, texts, and web submissions for maintenance service requests.

Safety Service Patrol (SSP)

- Incident response: 33,732
- Emergency fuel:
 - Vehicles assisted: 1,606
 - Gallons of gasoline: 3,212 (Two gallon average per vehicle)
- Tire changes: 2,940
- Jump starts: 519
- Minor lane clearance: 172 vehicles pushed to reopen lanes
- Miles driven: 1,921,572

Signal Operations Center (SOC)

The Northern Virginia District SFOE manages approximately 1,500 traffic signals in one of the nation's most heavily-congested areas. All signals are proactively monitored using various technologies that include real-time reports from the Central Signal System (CSS), Automated Traffic Signal Performance Measures (ATSPM), and more than 400 CCTV cameras. These new technologies, along with the advanced traffic signal controllers, have made it possible to efficiently manage signals and corridor performance.

In the past year, SFOE coordinated with TOC and responded to major crashes, special events, weather impacts, and work zones, and adjusted signal timings in real-time to mitigate congestion. To facilitate smooth traffic flow, special event timing plans for Independence Day (127 intersections) and the holiday season (232 intersections near 15 major shopping centers) were developed, implemented, and monitored during these events.



Above: Incident Management Coordinators Rodney Frye, John Stafford, and Mike Runnels helped support the transport of wreaths for the annual Wreaths Across America event at Arlington National Cemetery.



Above: An operator monitors roadway incidents across the Northern Virginia District.

Since the migration to the new CSS, SFOE team led the way within VDOT to not only successfully use the technologies, but also coordinated further improvements of many advanced features within the applications that enhanced the user experience for all. In 2022, the Northern Virginia District was the first to use email alerts from CSS for signal health status such as signals on flash and pedestrian constant calls, which significantly reduced the response time for repair. In the past, this was achieved from manual checks or from police or calls from the public. Additionally, SFOE coordinated with the vendor to enhance the capability of the CSS so that turning movement counts could be obtained from the application for all intersections with minimal post-processing. In fall 2022, the SFOE completed step one of the two-step process for configuring all of its intersections into the ATSPM application. That provides a variety of performance measures and daily alerts to help support NOVA District's signal performance and safety-related objectives for vehicles and vulnerable road users.

SFOE reviewed nearly 275 requests for extended lane closures from VDOT maintenance, construction, LAP projects, and permit jobs. Those reviews provide balanced recommendations to minimize impacts to vehicular traffic, while maximizing lane closures for work zones, in an effort to assist project schedules. Each lane closure request was evaluated using current available traffic counts to make informed decisions based on data-driven processes.

SFOE also assisted Traffic Engineering on signal plan reviews during the design stage, which helps to eliminate any potential issues related to signal operations. For construction projects affecting traffic signals, SFOE engineers closely collaborated signal timing reviews with various stakeholders. One project that was monitored was the Balls Ford Road and Prince William Parkway Diverging Diamond Interchange (DDI). Other large-scale projects for which intermediate and final conditions were reviewed include the 66 Express Lanes Outside the Beltway, Route 7 Corridor Improvements, Route 1 Widening, 495 NEXT, and Richmond Highway Bus Rapid Transit (BRT).

SFOE continued to monitor traffic conditions using variety of data sources, including continuous count stations, freeway sensors (VDOT and Express Lanes), signal detectors (approximately 30,000), and probe data. In the northern Virginia region, traffic patterns

have remained steady in a “new normal” condition since 2022. On average, the daily traffic volume was approximately 4.5 percent below pre-2020 levels, a sustained byproduct of hybrid work environments.

Intelligent Transportation Systems (ITS)

- On June 22, 2022, 48 variable speed limit signs (VSL) were activated to enhance safety and reduce crash rates along I-95 northbound between mile markers 115 and 130 in Caroline and Spotsylvania counties, and the City of Fredericksburg. The VSL monitors and adjusts speed limits based on traffic conditions so that drivers gradually reduce speeds during congestion and reduce the risk of crashes during unsafe traffic conditions. Given the success of this VSL system, VDOT plans to deploy additional VSL throughout the Commonwealth. Northern Virginia District’s role in the successful deployment and operation of the VSL was acknowledged with the 2023 Commissioner’s Award for Outstanding Achievement.
- In January 2021, Northern Virginia District began designing the replacement of six critically deficient CCTV camera pole structures on I-66 and I-395 in Arlington and Fairfax counties. In addition to replacing the camera poles and foundations, guardrail was updated in the vicinity of the camera poles to meet VDOT’s current standards. The design also required the existing CCTV camera cabinets and associated networking equipment be reused and maintained during construction, and the existing cameras remain functional until they are migrated to the new poles. This helped to reduce cost and minimized impact to TOC operations and ITS functionality during construction. The project was awarded in summer 2022 and was completed on time in May 2023. It will be used as a model for future similar projects.

Traffic Engineering

- On May 23, 2023, the speed limit on Richmond Highway (Route 1) between Jeff Todd Way/Mount Vernon Memorial Highway and the City of Alexandria southern limits was reduced from 45 mph to 35 mph to optimize safety and operations for pedestrians, bicyclists, drivers, and transit users. The VDOT study team formally recommended lowering the speed limit to 35 mph along the approximately seven-mile stretch of Richmond Highway in the final speed limit study report. The speed limit study began in August 2021 and considered crash rates, incidence of pedestrian/bicycle crashes, and speed-related crashes, among other factors.
- A Road Safety Audit (RSA) is underway along 2.1 miles of Blake Lane/Jermantown Road between Chain Bridge Road and Blenheim Boulevard/Route 29. A multi-disciplinary team conducted a field walk in Dec. 2022 and the pedestrian RSA field review took place in April 2023. Representatives from VDOT, VHB, Fairfax County’s departments of transportation, police, and public schools, CUE Bus, Providence District Supervisor’s office, and the community attended the pedestrian RSA. Refinement of countermeasures, development of planning-level cost estimates, and task force/public outreach meetings were underway over the summer. The final report is scheduled for completion in fall 2023.
- In 2019, the Virginia Commonwealth Transportation Board (CTB) approved VDOT’s Systemic Safety Implementation Plan which identified eight systemic safety countermeasures to be implemented across Virginia. Systemic improvements demonstrated a greater potential crash reduction benefit for lower cost than traditional spot improvement projects. Specific implementation criteria were developed for each of the eight countermeasures. As part of the program, safety improvements completed between July 2022 and June 2023 included 39 unsignalized intersections, 98 signalized pedestrian crossing intersections, 5.79 miles of edgeline rumble strips, 3.18 miles of centerline rumble strips, three flashing yellow arrow intersections, and one high visibility backplate intersection.
- In the next few years, under the Expanded Pedestrian Crossings Program, Northern Virginia District anticipates improving 160 locations along 121 miles of Pedestrian Safety Action Program (PSAP) 3.0 corridors. On average, the improvements at each location are funded for approximately \$100,000 for design and construction. The improvements will take place at a mix of signalized intersections and mid-block/unsignalized locations, where treatments will include pavement marking, signing, and rectangular rapid flashing beacons (RRFB).

Traffic Field Operations

LED Lighting Retrofit Improvements at Roundabouts and Commuter Park and Ride Lots – Our Traffic Field Operations continued implementing energy performance enhancements by replacing 207 existing roadway lights with new, energy-efficient LEDs throughout the Northern Virginia District. The 207 new LEDs were replaced between December 2022 and June 2023, and are located at the following roundabouts and park and ride lots:

- Route 7 and Route 9 – two roundabouts
- US 15 and Route 50 – four roundabouts
- Sydenstricker Road, Gambrill Road, Backlick North, Stringfellow Road, and Lorton Commuter lots

LED lighting is more energy efficient and cost effective than traditional high-pressure sodium (HPS) roadway lighting, while minimizing environmental impacts. Annual energy savings in power distribution utility charges is estimated to be \$9,415 for these 207 roadway lights. Additionally, the upgrades will enable improved safety for drivers and crews due to enhanced visibility and fewer maintenance activities.

Traffic Signal Generator Plug Installation – VDOT's signal technicians installed 396 generator plugs in Fairfax, Loudoun, and Prince William counties between December 2022 and June 2023. The new generator plugs allow local police officers to install generators at these traffic signals in the event of power outages.

Pavement Marking and Sign Maintenance – In FY23, the Northern Virginia District pavement marking crew and sign crew accomplished the following:

- Retraced about 2,936,000 linear feet of pavement marking and 1,440 individual pavement marking symbols
- Installed 4,970 new signs
- Repaired or replaced 11,640 damaged ground-mounted signs
- Life-cycle replacement of seven overhead signs panel

Northern Virginia Multimodal Programs

These programs aim to increase mobility, reduce congestion, and improve air quality through planning and promotion of multimodal transportation options throughout the district. Our team works with local, regional, and state partners to identify effective planning, engineering, and education strategies that aim to increase safety and mobility options for all users.

Major Studies and Projects

Some current studies and projects underway to increase multimodal mobility and access to transit centers, include:

- Route 1 Multimodal Improvements Study in Crystal City
- Vienna Metro Station Bicycle and Pedestrian Improvements
- Loudoun County Metrorail Bicycle and Pedestrian Improvements project
- Collaboration on Fairfax County's Gallows Road Multimodal Study and ActiveFairfax Plan

VDOT staff lead studies each year as part of programs such as Strategically Targeted Affordable Roadway Solutions (STARS) and Project Pipeline. These studies evaluate multimodal safety, operations, and congestion reduction, as well as the best types of bicycle and pedestrian facilities in a study corridor, in coordination with each locality's comprehensive transportation plans and community input. Current study corridor examples include:

- In Arlington County, over two miles of Glebe Road from I-66 to Columbia Pike
- In Prince William County, nearly two miles of Dale Boulevard/Rippon Boulevard from Gideon Drive to Blackburn Road
- In Loudoun County, about three miles of Old Ox Road between the Dulles Greenway interchange and Rock Hill Road



Above: "Zicla" modular bus platform in the cycle track on Country Creek Road in Fairfax County which provides pedestrians a boarding platform to buses in the vehicular travel lane.

Bicycle and Pedestrian Program

VDOT works with local, regional and other state partners on plans and strategies to increase bicycling and pedestrian connectivity and safety for all users. Some highlights include:

- Over 16 miles of new on-road bicycle lanes in 2023 in Fairfax and Loudoun counties
- Many pedestrian safety projects, including installations of rapid flashing beacons for visibility enhancements, and improvements at over 100 signalized and unsignalized pedestrian crossing locations, which incorporated new/upgraded crosswalk markings, most with accessible pedestrian signals and enhanced pedestrian signage
- The VDOT NOVA Bicycle/Pedestrian Network Study, launched in 2023, is working with local jurisdictions and stakeholders to identify planned bicycle/pedestrian infrastructure needs and high-level cost estimates associated with those needs

VDOT works with localities to implement paving and restriping improvements, including bike lanes and crosswalks when feasible. VDOT's paving program has built over 316 miles of bike lanes and shared lanes since 2009.

VDOT participates in many educational and community efforts that focus on increasing safe driver, pedestrian, and cyclist interactions, including the region-wide Street Smart Safety Campaign and Safe Routes to School program. Additionally, VDOT partners with the Virginia Department of Health to provide localities with technical assistance and to conduct pedestrian-focused roadway safety assessments.

Park and Ride Lot Program

VDOT's park and ride lots increase accessibility for commuters to park their vehicles or bicycles and conveniently finish their commute by using non-single occupancy vehicle (non-SOV) transportation modes, like carpool, vanpool, bus, train, bike, or walking. There are 22 VDOT lots in Northern Virginia District and about 13,000 parking spaces for commuters. An interactive, GIS-based NOVA Park and Ride Inventory Map that provides facility information is available to help travelers plan their commutes. VDOT's Park and Ride Program coordinates on facility data, transit options, resident requests, planning studies, and capital projects.

The newest VDOT park and ride lot to open is the Balls Ford lot along I-66, north of Manassas. Accessed via Century Park Drive, the lot features direct access ramps to/from the I-66 Express Lanes, bus bays with bus shelters, kiss and ride and carpool staging loops, and covered bike parking with a shared use path connecting to the lot.

Transportation Demand Management (TDM) Programs

VDOT's TDM program maximizes transportation choices by promoting a comprehensive multimodal network and influencing commuter behavior through strategic outreach efforts and incentivization. By encouraging use of non-SOV travel modes, these programs improve regional congestion, air quality, and quality of life.

The NOVA District provides funding and oversight for the Metropolitan Washington Council of Governments' (MWCOC) Commuter Connections program, a regional network of transportation organizations working to improve commutes in the Washington, D.C. region; and for Clean Air Partners, a public-private partnership with the goal of informing, educating, and motivating individuals, businesses, and governments to take simple actions towards better air quality.

Additionally, the NOVA District meets quarterly and works with local and regional agencies, transit providers, and transportation management associations for coordinated outreach and education efforts. TDM staff also work closely with the Virginia Department of Public Rail and Transportation to manage the Telework!VA program, now a part of ConnectingVA, and transit/TDM studies.

The Regional Multi-Modal Mobility Program (RM3P) is a collaborative and data-driven program to improve safety, reliability, and mobility for travelers in the Northern Virginia and Fredericksburg regions, managed by VDOT's Office of Strategic Innovation. Multimodal staff have provided significant technical support for two of the program's four total program elements:

- Dynamic Incentivization (DI) - DI will be a data-driven system offering the public incentives to modify their travel choices and behaviors in response to real-time travel conditions
- Commuter Parking Information System (CPIS) - CPIS, or SmartParking, will produce real-time, app-based parking availability at park and ride lots

VDOT's TDM program oversees the development and implementation of Transportation Management Plans (TMPs) for Megaprojects, which are required by the Federal Highway Administration (FHWA). TMPs develop strategies that improve public safety, minimize construction-related congestion in and around work zone corridors, and provide information to the public during construction. Program elements include VDOT-funded commuter incentives, enhanced incident response, increased monitoring of impacted local roads, and the timely dissemination of construction-impact information to travelers. VDOT's active TMPs include:

- Transform 66 TMP – Throughout 2023, the TMP has continued to provide support for maintenance of traffic as final construction tasks conclude along the corridor
- I-495 Express Lanes Northern Extension TMP – approved by FHWA in April 2022, this TMP has strategies including vanpool/carpool incentives, telework assistance, public outreach, and support for a pilot bus service from Fairfax County to Montgomery County, MD

Locally Administered Projects

The Northern Virginia District currently has 257 Locally Administered Projects (LAP) in development or delivery across Arlington, Fairfax, Loudoun and Prince William counties, the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and 14 towns. The Northern Virginia District's Local Assistance team also provides oversight to several projects affecting state roadways that are locally, regionally, or federally administered and funded. More than half of the transportation projects in the district are administered by local governments, including:

Arlington County

- [Arlington Ridge Road/Mount Vernon Avenue Bridge Reconstruction](#)
- [Arlington National Cemetery Defense Access Roads \(DAR\) Project](#)
- [Army Navy Drive Complete Street](#)

Fairfax County

- [Route 28 Widening](#)
- [Springfield Community Business Center Commuter Parking Garage](#)
- [Columbia Pike Complete Street](#)

Loudoun County

- [Northstar Boulevard: Evergreen Mills Road \(formerly Shreveport Drive\) to Route 50](#)
- [Route 7 and Route 690 Interchange](#)
- [Route 7 and Route 287 Interchange Improvements](#)

Prince William County

- [Balls Ford Road Interchange](#)
- [Route 28 Bypass](#)
- [Neabsco-Potomac Commuter Parking Garage](#)

SMART SCALE Round 6

Round 5 of the SMART Scale funding program ended in June 2023. Northern Virginia District received \$154.4 million for a total of 13 projects. Round 6 of SMART Scale will begin on March 1, 2024, with a pre-application submission and full application submission deadline of August 1, 2024. Currently, the Office of Intermodal Planning and Investment (OIP) is working with the Commonwealth Transportation Board (CTB) on a comprehensive review of SMART Scale for potential improvements to the processes and policies. An update on the review and potential changes will be presented to the CTB for review and deliberation. A CTB retreat was held in July 2023 to discuss the potential changes under consideration, and a Public Virtual Town Hall meeting is scheduled for November 2023 to gather feedback from the community and stakeholders on the recommended improvements. The final set of recommendations will be adopted by the CTB at their December 2023 meeting for implementation with Round 6. For more information, visit the SMART Scale website at [SMARTScale.org](https://smartscale.org).



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*



Throughout the Transportation Update, look for this icon, which identifies projects funded through the SMART Scale prioritization process. For more information, visit <https://smartscale.org>.

Commonwealth Transportation Board

The Commonwealth Transportation Board (CTB) consists of 17 members appointed by the governor and chaired by the Secretary of Transportation. Each of the nine VDOT districts has a representative, plus additional at-large members who represent the state's rural and urban interests. The VDOT Commissioner and the Director of the Virginia Department of Rail and Public Transportation (DRPT) also serve on the CTB.

The board is responsible for managing the third-largest state-maintained highway system in the nation, behind Texas and North Carolina, as well as the other state agencies under the Secretary of Transportation: DRPT, Virginia Passenger Rail Authority, Virginia Port Authority, Department of Aviation,

Virginia Commercial Space Flight Authority, Department of Motor Vehicles, and the Motor Vehicle Dealer Board.

The CTB oversees transportation projects and initiatives for the Commonwealth of Virginia, including the SMART Scale selection process. This is the award-winning, performance-based approach used to select highway improvement projects that will generate the most benefit for tax dollars invested.

The board usually meets on the third Tuesday and Wednesday of the month. Its meetings are live-streamed and can be accessed from the [CTB website](#).

Meet Your CTB Members



Mary Hughes Hynes
*Northern Virginia District
CTB Representative*

Mary Hughes Hynes is an educator, a public servant, and transportation advocate. Hynes started her work in Arlington as an early childhood

professional, working in a number of Arlington nonprofit preschools. She brought that experience to the Arlington School Board where she served for 12 years. Subsequently, she was elected to two terms on the Arlington County Board,

where she focused on transportation, affordable housing, and civic engagement.

Since 2008, Hynes has served on a number of transportation-related boards in Virginia, including the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, the Washington Metropolitan Area Transit Authority, and the Virginia Transit Association.

Governor Terry McAuliffe appointed Hynes to the Commonwealth Transportation Board in 2016.



E. Scott Kasprovicz
*At-Large Urban
CTB Representative*

E. Scott Kasprovicz has an extensive business and public service resume to complement his substantial philanthropic and

private aviation accomplishments. In 1983, he founded Texel Corporation, a privately held communications services company based in Reston, Virginia. Texel became one of the nation's largest private telecommunications services providers and was sold in 1999.

Kasprovicz, an avid conservationist and environmental impact advocate, later served as Deputy Secretary of Transportation under Governor Tim Kaine. He was influential

in numerous planning and development initiatives including the advancement of the Dulles Rail project. Governor Terry McAuliffe appointed Kasprovicz to the CTB in 2014, and reappointed him in 2017.

Kasprovicz presently serves as the vice chairman of AVX Aircraft, a Fort Worth-based aerospace company. In addition, he serves as the chief executive officer of the Rockcrest Group, a commercial and retail property management company headquartered in Chantilly, Virginia.

In 2008, Kasprovicz, an accomplished aviator, became the chief pilot and logistics coordinator for the "Grand Adventure 2008". He directed all planning and logistics activities and piloted a helicopter flight that successfully circumnavigated the globe in 11 days and seven hours, establishing a new absolute world aviation record.