



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Wednesday, March 25, 2015

Start Time: Immediately After the End of the Public Hearing
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the February 26, 2015 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Action Item

- IV. Project Agreement for City of Alexandria—Regional Funding 510-14-030-1-08**
Recommended action: Approval of Project Agreement

Discussion/Information

- V. 2015 General Assembly Update** Ms. Dominguez, Chair, JACC
- VI. Update on Additional CMAQ/RSTP Fund Allocations**
Ms. Dominguez, Chair, JACC
- VII. Planning Coordination Advisory Committee Report**
Mayor Foreman, Chair, PCAC
- VIII. Technical Advisory Committee Report** Mr. Boice, Chair, TAC
- IX. Monthly Revenue Report** Mr. Longhi, CFO
- X. Operating Budget Report** Mr. Longhi, CFO
- XI. Executive Director's Report** Ms. Backmon, Executive Director
- XII. Chairman's Comments**

Closed Session

XIII. Adjournment

Correspondence Section

- City of Fairfax 30% Funds Determination Letter

Next Meeting: April 23, 2015 – 6:00 pm

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Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, February 26, 2015

6:00 pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

MEETING MINUTES

I. Call to Order

Chairman Nohe

- Chairman Nohe called the meeting to order at 6:08pm.

II. Roll Call

Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Council Member Lovain; Chair Hynes; Chairman York; Chairman Bulova (arrived 6:12pm); Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Mr. Garczynski (arrived 6:22pm); Miss Bushue.
- Non-Voting Members: Mayor Fraser; Ms. Cuervo; Ms. Mitchell.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Camela Speer (Clerk); various jurisdictional staff.
- Chairman Nohe welcomed new Authority member Mayor Fraser of Purcellville.

Presentation

IV. I-66 Inside the Beltway

Deputy District Administrator Rene'e Hamilton

- Ms. Hamilton gave a presentation on the I-66 Inside the Beltway Study.

(Chairman Bulova arrived. Quorum present at 6:12pm.)

- Chairman York asked what the peak and off-peak times will be for the proposed tolling. Ms. Hamilton responded that these times have not been determined yet. She noted that off-peak, the facility will be open as it is now and vehicles will be able to use it for free. The tolling timeframe, both am and pm, has not been determined yet.
- Chair Hynes noted that the tolling will be both east and west bound during peak times. Ms. Hamilton confirmed this.

- Mayor Parrish asked who will determine the tolls and how they will be determined. Ms. Hamilton responded that VDOT's consultant, who also worked on I-95 and I-495, will determine this by looking at the traffic and revenue forecast, as well as at how much capacity can be experienced on I-66. She noted that if more people ride buses and use HOV3, it will open up the capacity for Single Occupancy Vehicles as toll paying customers to use it. She added that dynamic pricing will be used in order to ensure that the federal requirement of maintaining a free flow environment of 45 miles per hour is met. Tolling will be based on that.
- Mayor Parrish asked if the tolling will be determined by VDOT or by the contractor. Ms. Hamilton responded that VDOT will own and operate the facility. The pricing will be determined by an algorithm that will be developed with the main focus of being able to maintain free flow. Tolls will change in order to make sure the pricing is such to ensure this. Ms. Hamilton clarified that the State will maintain the tolling power.

(Mr. Garczynski arrived.)

- Chairman York expressed deep concern regarding the proposed tolling of the facility. He suggested that the toll road in Loudoun does not work and is a financial burden to commuters using it. These commuters pay five dollars to travel 13 miles, then get on the toll road and pay more. Now, to get the rest of the way to Washington, DC, they will also have to pay whatever toll is determined for the right time to get to work. Chairman York asked how much we can continue to charge the individuals who have to use their car to get to work. He noted that these costs are getting absurd, and yet we are not requiring the people who ride the rails to pay the costs for construction and operation of the system. Chairman York suggested that the person who has to use their car is paying a lot more than someone who rides the rail. He also expressed concern about the dynamic of the commuter, noting that in Loudoun County the people who want to avoid getting on the Greenway are willing to go around the toll road, sit in traffic and clog the external side roads. He questioned whether VDOT is ready to handle the additional traffic that will flow onto subsidiary roads when people refuse to pay the tolls. He added that he hopes that, if the decision is made to toll, it is affordable. There are people who cannot afford this. Chairman York expressed doubt that people will use the facility once the tolls are in place. He added that the people this will hurt the most are those coming in from the outlying areas to get to work and Loudoun citizens are already paying significant tolls just to get to the beltway. He summarized that he has concerns with this and hopes that the tolls will be affordable and not to the level that we already see to get to the beltway.
- Chairman Bulova noted that the experience in Fairfax County with the I-495 tolling has been that they are not hearing complaints from those using the toll lanes. She added that she had personally heard from some people who were adamantly opposed to the HOT lanes and now that the HOT lanes are in place, commented that they wish there were HOT lanes on I-66. Chairman York

noted that the HOT lanes are an option on I-495, but that there are really no options on the Greenway and the Dulles Toll Road. Chairman Bulova noted that the HOT lanes are working pretty well on I-495 and appear to be working on I-95. She added that the key will be not to price people out of a commuting option. She suggested VDOT keep in mind the corridor being tolled is already an expensive corridor. Chairman Bulova commented that all are especially concerned, both outside and inside the beltway, about properties and businesses abutting the project and the storm water regulations that are triggered by the I-66 project.

- Chair Hynes commented that this could be a very hot topic in Arlington and they are working through it carefully. She expressed appreciation to VDOT for their willingness to speak with the transportation commission and their offers to speak with citizen groups. She commended VDOT for listening and revisiting the effects of the first two sets of changes before looking at whether widening is the right choice in the community. She noted that this has helped in the community as people believe this will continue to be a thoughtful process. Chair Hynes added that the multimodal study was a successful and thoughtful process of what can be done in the corridor. She expressed belief that we are on a path that is manageable. She noted that she is not hearing any push back on tolling in both directions.
- Council Member Rishell commented that she is not a fan of tolling on an existing corridor that tax payer money has already built.
- Mayor Fraser suggested looking into alternatives other than toll revenues, suggesting revenues from electronic billboards. Chairman York stated that there is no space for them in this corridor. Chair Hynes added that inside the beltway they would literally be shining in people's windows and that they barely allow changeable copy signs anywhere in the County.
- Mayor Parrish recognized the challenges that Arlington has with this project and added that all recognize the need to do something to fix this corridor. He expressed appreciation to VDOT for working to find solutions. He agreed that it is hard to toll any area where the taxes have already been paid to build roadways. He noted that Manassas was left out in one of the presentation slides and asked that VDOT let Manassas know when the Prince William County opportunity to speak will be held.

III. Minutes of the January 22, 2015 Meeting

- Chairman York moved approval of the January 22, 2015 minutes; seconded by Chairman Bulova. Motion carried with eight (8) yeas and two (2) abstentions [with Council Member Lovain and Council Member Rishell abstaining as they were not at the January 22 meeting].

Presentation

V. Review of the FY2014 Annual Report

Ms. Backmon, Executive Director

- Ms. Backmon presented the 2014 Annual Report to the Authority.
- Mr. Garczynski asked that members of the CTB get copies. Ms. Backmon responded affirmatively.
- Ms. Backmon confirmed that the Annual Report will be delivered to the General Assembly.
- Chairman Nohe stated that the Annual Report is awesome. Consensus was that the Annual Report is great.
- Ms. Backmon thanked the jurisdictional and agency staffs that supported this effort, particularly Tom Wampler and Dan Malouff.
- Chairman Nohe asked that the Annual Reports be taken to the Town Hall meetings. Ms. Backmon responded affirmatively.
- Chair Hynes commented that Ms. Backmon had just presented the NVTARoad Show to the Arlington Board and it was well received.

Consent Agenda

- VI. Project Agreement for City of Falls Church–Regional Funding 610-14-029-1-06**
- VII. Project Agreement for Town of Leesburg–Regional Funding Project 402-14-028-1-01**
- XIII. Approval of Proposed FY2016 Operating Budget**
- XIV. Approval of Proposed FY2016 30% Revenue Budget**
 - Chairman York moved to approve the consent agenda to include the specific motions in items VI, VII, XIII and XIV; seconded by Chair Hynes. Motion carried unanimously.

Action Items

- VIII. Appointment of Finance Committee Chairman and Vice Chairman and Reappointment of Two Members for Calendar Year 2015** Chairman Nohe
 - Chairman Nohe appointed Chairman York as Chairman and Chairman Bulova as Vice Chairman of the Finance Committee for Calendar Year 2015. He reappointed Chairman Bulova and Council Member Rishell to the Finance Committee for two additional years.
- IX. Appointment of Technical Advisory Committee Chairman and Vice Chairman and Reappointment of Two Members** Chairman Nohe
 - Chairman Nohe appointed Randy Boice as Chairman and Doug Fahl as Vice Chairman of the Technical Advisory Committee for Calendar Year 2015. He

reappointed Agnes Artemel and Pat Turner to the Technical Advisory Committee for three additional years.

X. Appointment of Bylaws Committee

Chairman Nohe

- Chairman Nohe appointed Chair Hynes as the Chairman of the Bylaws Committee.
- Chairman Nohe noted that Chair Hynes will work with Ms. Backmon to develop a plan of work for the Committee and then other members will be appointed. He noted that there are some issues that have been raised by members of some of the standing committees and that these will be addressed in this process. He requested that if there are any other issues that members have, they should send them to Ms. Backmon for consideration by the Committee.

XI. Approval of Public Hearing Date/Release of Draft FY2015-16 Two Year Program

Chairman Nohe, Chair, PIWG

- Ms. Backmon recommended that the draft FY2015-16 Two Year Program Public Hearing be held on March 25, 2015, with an Open House starting at 6pm and presentation starting at 7pm, immediately followed by the Public Hearing. She noted that this is on the draft program recommended by the PIWG, adding that all projects eligible for funding will be presented at the Public Hearing.
- Chairman Nohe noted that we are advertising all of the projects, even those that are not necessarily recommended for approval. He added that the Public Hearing had already been advertised. Ms. Backmon responded that in order to meet the 30-day public hearing notice requirements, we had to send out the advertising on the previous Tuesday.
- Chairman York moved approval of the public hearing date of March 25, 2015, and the release of the draft FY2015-16 Two Year Program for Public Hearing; seconded by Chairman Bulova.
- Mayor Parrish thanked the PIWG and staff for considering additional funding for the Route 28 Corridor Study.
- Ms. Backmon added that free shuttle service will be provided from the Dunn-Loring Metro Station to the Authority office.
- Motion carried unanimously.

XII. Approval of FY2021 CMAQ/RSTP Recommendations

Mr. Holloman, Vice Chair, JACC

- Mr. Holloman stated that the JACC recommends approval of the FY2021 CMAQ/RSTP recommendations, with the caveat that there will be adjustments that should be made based on conversations with VDOT. He noted that an information item will be provided at the next Authority meeting on the adjustments that are made. He asked the Authority to approve the recommendations this evening as VDOT plans to take this recommendation for public comment in March.
- Chairman York moved approval of the attached list of proposed projects for FY2021 CMAQ and RSTP funding for recommendation to the Commonwealth Transportation Board for consideration, with the understanding that adjustments may be made as allocation amounts are revised; seconded by Chairman Bulova. Motion carried unanimously.

XV. Approval of Proposed FY2016 70% Regional Revenue Budget

Mr. Longhi, CFO

- Mr. Longhi explained that the action on this item is to review the existing reserves in the Regional Revenue budget and to determine if the Authority wants to approve the budget as presented, or if it wants to send it back for more perusal.
- Chairman York stated that the Finance Committee had asked to bring this forward to the Authority because there are contingencies proposed in this budget and at the last meeting there was considerable debate about one of the contingencies, Transportation Projects Reserve. Based on the Authority's discussion, this budget will go back to the Finance Committee and policies will be developed in coordination with the member jurisdictions and the Council of Counsels. He added that the intent this evening is to get the advice of the Authority members. Staff will then prepare this item for action at an upcoming NVT A meeting.
- Mr. Longhi explained that the Authority has three existing reserves that are stipulated in the Debt Policy.
 1. Operating Reserve which is 20% of the Operating Budget and is to cover additional expenditures on the Operating Budget.
 2. Debt Service Reserve which is funded through bond proceeds and is to protect the bond holders.
 3. Working Capital Reserve will be approximately \$103.5 million when completely funded and is designed to be in-place in case there is a disruption in revenue from the State or a miss on the revenue estimates. Once the Authority projects really get started, there will be ongoing construction projects and this is intended to protect those projects and allow them to move forward in the event of a revenue disruption.

Chairman York added that this is a six month reserve. Mr. Longhi noted that FY2016 will be the last year we need to make a major contribution to this reserve.

- Mr. Longhi explained the other assumptions in the budget:
 - ✓ All funds that go into the Regional Revenue Fund stay in the Regional Revenue Fund.
 - ✓ Purpose of the funds is to meet debt service obligation and to fund projects.
 - ✓ Do not have a carry-over figure as we are still in the process of the FY2015-16 project approval process.
 - ✓ Revenue projections, as guided by the Finance Committee, are estimated conservatively.
 - ✓ Some money is included for professional services such as bond council and financial advisory services.
 - ✓ TransAction Update is in the budget, but the funding has not been formalized yet.
 - ✓ A new contingency is proposed for approved projects to protect against unanticipated cost overruns. It is projected at \$7.8 million.
 - ✓ The proposed new Transportation Projects Reserve is targeted to allow the Authority to meet project demands that were not originally scheduled. This would be for new projects, which would still have to meet all approval processes and requirements, that the Authority may want to move ahead with out of the normal projects cycle.
- Chairman York noted that all projects have contingency funds, but this contingency is for approved projects for when project expenses go above and beyond what can be anticipated. He suggested it would be good to have a contingency and that the amount is about 3.8% of the entire budget. Chair Hynes clarified that this is the contingency for approved projects, not the Transportation Projects Reserve. Chairman York responded affirmatively.
- Mr. Longhi stated that for both of these new proposed contingencies and/or reserves we would need to develop policies. The budget action is for FY2016 starting in July, so it would be helpful to have the budget set in April, prior to the projects being approved by the Authority.
- Chairman York noted that it would be the intent that if these funds are not used, or are partially used, remaining funds will carryover into the next year.
- Mr. Longhi stated that currently there are \$351.8 million available to fund projects, after projecting \$7.8 million for the contingency and \$12 million for the reserve. He added that this is \$14 million more than the PIWG approved project list total. He noted that the Authority has advertised a larger number of projects for consideration and this action could change the remaining \$14 million balance.
- Chairman Nohe noted that what makes this difficult as we can set an amount tonight in theory, but this number will be based on what money is left after the Authority takes action on the FY2015-16 project list.
- Chair Hynes stated that she is not certain that we need a Transportation Projects Reserve and she does not understand what we are saving this money for. She added that this is portrayed as a way to hold some money back for big

projects. She noted that the policy issues around this reserve are quite significant and deserve conversation before we start setting money aside. Chair Hynes stated that we took \$66 million out of FY2015 Regional Revenues and are taking \$33 million out of FY2016 to build our \$100 million working capital reserve, which we all support. She noted that we will not have to take this money out next year, so if we want to have this reserve, we should have the right robust conversation and think about FY2017 being the first year to do this. She reiterated that she is not sure we need this reserve yet because she is not sure how this will work for both transit and roads.

- Chairman York suggested that whether now, or in future years, it makes sense to put money in a reserve for mega projects that we have not begun discussing yet, that will be regional projects. He raised the question as to whether the Authority wants to start reserving some money for the future. He expressed understanding for the need, based on project demand, to expend all the funds as we get them. Chairman York suggested that there might be compromise. He noted that if the Authority recommends incorporating this reserve, but is concerned about being overloaded with filling other reserves over the next two years, perhaps it could be incorporated in the budget as a category. We could then develop the policies, but would not fund it at this point. Chairman York clarified that this is the issue being raised to get Authority member thoughts.
- Mr. Garczynski agreed with Chairman York's point about mega projects, suggesting that projects like I-66 may be deemed a large regional project and will need NVRTA support. He also suggested that the WMATA Momentum project may be addressed as a regional plan that the NVRTA should contribute to. He noted that the mega projects are out there and this is how this reserve might be used in the future. He suggested the two year suspension might be fine. Chair Hynes expressed continued concern that Momentum is the biggest transit ask that is out there, but the NVRTA cannot contribute to it because of the way the legislature wrote the rules. She added that if we don't get the legislation fixed then this reserve can only be used for road projects, therefore we should not start creating this reserve if it can only fund road projects.
- Mr. Garczynski suggested that as we begin addressing Momentum, the legislature is going to have to face the reality that the use of regional revenues may have to be tweaked in this respect.
- Chairman Bulova asked the Counsels if NVRTA money is not able to be used on all of the Momentum funding, or if there are some projects that could be eligible. Chair Hynes responded that traction power may be the only part of the plan that may be eligible, but that the real issue is buying the cars.
- Chairman Bulova stated that this reserve addresses some concerns that the Authority set aside funds for major projects that could present themselves in the future. She suggested this is a rational that the NVRTA build some kind of a set aside, but maybe not right away.
- Chair Hynes stated that the NVRTA is not going to change the rule that every project funded must be in TransAction 2045, therefore, what projects will be identified that we don't anticipate in this plan. She noted that there will also be

carryover money this year. Another strategy, which would be a policy question, is to use the overestimate to fund this reserve rather than to take money off the top. She added that we already have \$14 million not allocated, plus \$12 million, plus the overestimate, plus the \$33 million for another reserve, plus almost \$8 million for contingency. She stated that it sounds like a lot of money the NVTa is deciding not to spend when there are worthy projects.

- Chairman Bulova suggested that the idea of populating this reserve with carryover funds is a good compromise. If there are funds leftover from projects or revenues that are more than anticipated, these could be used to start to create a reserve for unanticipated opportunities. She agreed that by taking the reserve off the top, we are reducing the amount that can be spent on projects.
- Chairman York asked if this \$12 million, if it is not taken off the top and it is in the budget, is it going to be used for transit? Chairman York asked what is keeping it from being used for transit if it is being put into a reserve fund. Mr. Longhi responded that it would be in the project selection process. Chairman York stated that there is not a concern that the reserve fund cannot be used for transit. He asked Chair Hynes to clarify why she has this concern since it boils down to the decision of this body whether it can be used for transit. Chair Hynes responded that her concern is that the reserve has been described as for mega projects and there aren't very many transit mega projects. Chairman York suggested Metro's project is a mega project. He added that he uses the term mega project to refer to very big costs, not type of project. Chair Hynes added that there has been a struggle to get the WMATA project agreement signed because of the rules.
- Chairman York summarized that there are two questions.
 1. Does the Authority want to have this type of reserve fund? If we do, we can figure out how and what policies to move forward.
 2. Do we want to wait for two years to fund, or do we want to just use carryover funds?
- Mr. Longhi stated that ultimately the use of the funds will need to be determined by the policy and the policy will need to be established prior to the funds being used. This is a budget exercise at this point. The policy will form the usages of the funds and the policy will be in compliance with HB 2313.
- Council Member Rishell stated that she cannot support taking the reserve off the top, but she might consider using carryover. She suggested deferring setting up a reserve for a year or so and then come back to revisit it.
- Chairman Nohe suggested that we can create the category called project reserve without putting any money into it. In April, we may have money leftover and will need someplace to put this. So the money does not have to come off the top, it may come off the bottom in April when we adopt the project list. Mr. Longhi responded that it would stay in the Regional Revenue Fund, only to be used for projects.
- Chairman Nohe stated that there are 44 projects on the project list. We have 45 line items to consider, those 44 projects and the question of do we have to

spend all the money. He suggested there is some room for reasonable disagreement as to whether we should leave any money on the bottom line, but leaving something on the bottom line is also an option. Chairman Nohe recommended that as a policy matter, we have the line item with zero dollars now that says “money that is going to be spent someday on transportation projects, be they highway or transit that we don’t spend right now” that is where leftover money goes. This way we understand it is for projects, not for administration.

- Council Member Rishell suggested that the carryover should not automatically be funneled into that line item and that the Authority would have to make a decision about this.
- Chairman York suggested we need to develop the policies first. Council Member Rishell asked for confirmation that the line item will remain zero until there is a policy. Chairman Nohe stated that we are not taking action on anything tonight.
- Chairman Nohe observed that the Virginia Railway Express 3rd track is a mega transit project that we can build today, but it is not one of the recommended projects because of its cost. This is something that we will have to look at over time. He added that we are proposing to fund the study for Route 28 congestion relief, then next year we will have another mega project on our list, that we have no money planned for now.
- Chairman Nohe requested that staff develop a policy proposal based on this conversation. He also suggested a list be developed of the mega projects and the barriers that have prevented the NVTa from funding them already, including any legal barriers to Momentum. He noted that Delegate Albo says there are not any. Chairman Nohe concluded that we may discover that all the barriers are so high that this does not matter in FY2015 and FY2016 because we are not funding anything until FY2019, and we may discover that there is something really important.

Discussion/Information

XVI. 2015 General Assembly Session Update

Ms. Dominguez, Chair, JACC

- Mr. Biesiadny updated the Authority on the 2015 General Assembly Session. He noted that:
 - ✓ All bills introduced that were related to the NVTa were disposed of, with the exception of two. HB 1915 and SB 1314 as introduced said that when establishing funding priorities, congestion relief would be the highest priority. That language was amended and the current language says that reducing congestion in Planning District 8 is the primary objective to the greatest extent practicable. It goes on to list the other performance based criteria that were in the existing code, including improving travel times, reducing delays, connecting regional activity centers, improving safety and air quality, and moving the most people in the most cost effective manner. The bill also requires that each

locality inform the Authority, if it makes any land use or transportation changes to its comprehensive plan that are not consistent with TransAction 2040, or the current plan that the Authority has adopted. This bill did pass the General Assembly and is on its way to the Governor.

- ✓ HB 1887 creates significant changes to the allocation formula, for highways in particular. It eliminates the old 40-30-30 which was 40% primary, 30% secondary and 30% urban. It replaces it with the new formula that has three components:
 1. State of good repair.
 2. Funding major capital projects on a statewide basis that are ranked through HB 2.
 3. District grant program that will provide money to Northern Virginia to be allocated based on the criteria established by HB 2.
- ✓ HB 1887 also provides \$40 million in additional transit funds. It makes some changes to the Revenue Sharing Program that a number of the jurisdictions use. It adds a category for continued funding for projects that already receive Revenue Sharing money. This bill did pass both the House and Senate and is on the way to the Governor for approval.
- ✓ Two budget amendments related to WMATA would have restricted DRPT's ability to allocate funding for either operating or capital, unless Metro was able to secure a clean audit and address some of its financial deficiencies that were identified by the Federal Transit Administration. The ramification of this was that if the State did not provide money, the local governments that support Metro would need to provide more support to Metro or the budget would have to be significantly cut. These amendments have been changed so that they only include reporting and keeping the General Assembly updated on Metro's progress towards achieving both of those goals.

- Chairman Nohe announced that the General Assembly appointed Angela Horan, one of NVTAs Council of Counsels, to the Bench of the 31st Judicial District.

XVII. CMAQ/RSTP Reallocation Request Mr. Holloman, Vice Chair, JACC

- No verbal report.

XVIII. Planning Coordination Advisory Committee Report
Mayor Foreman, Chair, PCAC

- Mayor Foreman noted that PCAC has received outstanding briefs in the last two months from Ms. Sinner and Mr. Jasper, respectively. The Committee is still going through the storming process. The next meeting will be when the Committee starts to discuss its responsibilities as a Committee and where the flow is.

XIX. Technical Advisory Committee Report

Mr. Boice, Chair, TAC

- Mr. Boice briefed the Authority on the TAC comments on the HB 599 process and the NVTa FY2015-16 Two Year Program.
- ✓ Committee understands that the HB 599 process only considers congestion reduction. The NVTa's project selection process considers the HB 599 ratings alongside other criteria. The Committee suggests that communicating this to the public and outside agencies would be good, as it is easy to get the two confused.
- ✓ Suggested that ranking studies with established projects may not provide a true picture for the rankings. The rankings assume improvements envisioned in the studies will actually be done. However, studies are to ascertain what improvements, if any, are to be advanced to a project. Theoretically, some or all of the improvements outlined in a study may be found to be unwarranted, so ranking of a study project higher than an established improvement project that has been vetted, studied and warranted, can possibly skew the application of dollars away from projects that will achieve the goals of NVTa funds. Studies also tend to account for corridor areas where improvement projects are typically pieces of overall improvements identified in past studies, for example in Fairfax County a study is assessing grade separating at grade intersections as well as widening the Parkway over its length. It is likely that these improvements would be separate projects over time. Ranking studies with actual projects appears to be an apple to orange comparison. This is not to diminish the importance of the studies, but the process should be noted that the studies appear to garner points in a way that may or may not be what was intended.

XX. Finance Committee Report

Chairman York, Chair, Finance Committee

- No verbal report.

XXI. Monthly Revenue Report

Mr. Longhi, CFO

- No verbal report.

XXII. Operating Budget Report

Mr. Longhi, CFO

- No verbal report.

XXIII. Project Implementation Working Group

Chairman Nohe, Chair, PIWG

- No report.

XXIV. Executive Director's Report

Ms. Backmon, Executive Director

- No verbal report.

XXV. Chairman's Comments

- Chairman Nohe stated that the Authority has a Public Hearing on March 25, 2015 and the NVTa has a meeting scheduled for March 26, 2015. He asked Ms. Backmon if there is anything on the agenda that needs to be done in March. Ms. Backmon responded not necessarily, that the only anticipated action items are two more Standard Projects Agreements. Chairman Nohe asked if there was any objection to holding a brief business meeting after the Public Hearing to address Consent Agenda items and move presentations to the next month. There was consensus to do this. Chairman York requested that staff email Authority member staff about the meeting change to March 25, 2015.

Closed Session

XXVI. Adjournment

- Meeting adjourned at 7:31pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: March 20, 2015

SUBJECT: Regional Funding Project 510-14-030-1-08 (DASH Bus Expansion.)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 510-14-030-1-08.
2. **Suggested motion.** *I move approval of the proposed Standard Project 510-14-030-1-08 (DASH Bus Expansion), in accordance with NVTa's approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
3. **Background.**
 - a. The Authority previously approved this project for funding using FY 2014 70% regional funds on July 24, 2013.
 - b. FY2014 PayGo funding was also approved on July 24, 2013 and is available for the project.
 - c. The attached SPA presented by the City of Alexandria is consistent with the project previously approved by the Authority.
 - d. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTa Project Number 510-14-030-1-08

Coordination: Council of Counsels

IV.ATTACHMENT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

ALEXANDRIA SPA #510-14-030-1-08 DASH Bus Expansion

SPA Documents are available upon request and at the NVTa website:

http://www.thenovaauthority.org/meetings.html.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Noelle Dominguez, Chairman, Jurisdiction and Agency Coordination Committee

SUBJECT: General Assembly Update

DATE: March 20, 2015

- 1. Purpose.** To Update the Authority on General Assembly Actions during the 2015 Session

- 2. Background:** The General Assembly's 2015 session began on January 14, 2015, and adjourned on February 27, 2015. The Governor must act on all legislation by Midnight, March, 29, 2015, and the General Assembly will reconvene on April 15, 2015. An annotated version of NVTA's 2015 Legislative Program showing the activities on each legislative initiative is included as an Attachment. Any modifications from the Update provided at the Authority's February 2015 meeting are highlighted.

Attachment(s): 2015 State Legislative Program, updated to note General Assembly Actions

Northern Virginia Transportation Authority
2015 Legislative Program
Adopted: December 11, 2014
Updated March 20, 2015

STATE

TRANSPORTATION FUNDING

The passage of HB 2313 (2013) was the result of bipartisan cooperation throughout the Commonwealth. Of particular interest to Northern Virginia was the inclusion of a regional package generating approximately \$300 million annually in increased Northern Virginia revenues. This funding is a significant step towards addressing the transportation needs of Northern Virginia.

- Ongoing Coordination with the Commonwealth: The Authority is working diligently to implement the regional components of HB 2313. We must all continue to work together to ensure that we are able to fully utilize the resources provided to implement the necessary improvements to Northern Virginia's transportation infrastructure. This is especially important as VDOT continues work on the evaluation required by HB 599/SB 531 (2012), which directly impacts the Authority and its future action. Due to the large role that VDOT has in this process, with the congestion-related evaluation process as well as project implementation, it is essential that VDOT also has sufficient resources needed to participate in this effort.

Since the passage of HB 2313, the Commonwealth's Budget has included language authorizing the Department of Taxation to retain "sufficient revenues to recover its costs incurred administering these taxes." To date, the Department has retained approximately \$900,000 of the Authority's sales tax proceeds, in amounts that fluctuate significantly each month. While the Authority understands the importance of administering these taxes, it believes that the amount retained should be fairly consistent, and that additional information should be provided on how these costs are attributed.

HB 2 (2014) requires the CTB to develop a statewide prioritization process for state transportation funds, in cooperation with the Authority and other metropolitan planning organizations in the Commonwealth. At the same time that the Commonwealth is working on this process, the Authority and VDOT are working on our own congestion-related evaluation process. Continued discussions and collaboration between us is essential, as projects may need to be evaluated by both to receive the local and regional funding they may need to move forward. Additionally, the two processes should be compatible.

- Allocation of Statewide Revenues: It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required by HB 2313. This is especially important as various formulas for transportation funding are being created and/or modified.

The Commonwealth Transportation Board has the authority to allocate up to \$500 million to priority projects before funds are provided to the construction fund. Due to this provision, the secondary and urban construction programs are not expected to receive new funds until after FY 2020. This is especially concerning as localities have not received

funds for this program since FY 2010. The continued lack of funding to improve these roads will seriously impact our economy and compromise the movement of people and goods to and from Northern Virginia and other parts of the Commonwealth. It is recommended that this set aside be eliminated or modified to, at the very least, ensure equitable distribution of funds to each region.

During the 2013 Session, the General Assembly passed SB 1140, which changed the methodology for distribution of new transit funding. The Authority is concerned about implementation decisions that go beyond the intent of the legislation. In particular, the Authority remains opposed to DRPT's decision to change the allocation of state funds for capital costs from the non-federal cost of a project to the total project cost. As several Northern Virginia transit systems do not receive federal funds, this change increases the local share our localities must pay while reducing the share for those other systems in the Commonwealth that provide far less local funding.

- Transit Capital Funding: In 2018, state transit funding is expected to decline by over 60 percent, when bond funds authorized in 2007 are expected to be depleted. The Commonwealth should work to address the "bond cliff" issue to ensure that transit systems continue to receive the state resources needed to provide critical transit services.
- Marketplace Fairness Act: The Authority supports passage of the federal Marketplace Fairness Act and requests that the Commonwealth work with the Virginia Congressional delegation to ensure its passage, as it will directly impact our region's road capacity and transit needs. Should Congress enact this legislation, HB 2313 provides that the Commonwealth can begin collecting these taxes. Over half of the revenues generated from these sales taxes will be allocated to the Commonwealth's Transportation Trust Fund (construction and transit), with the remainder being provided for local needs and public education. If the Marketplace Fairness Act is not enacted by January 1, 2015, the Commonwealth's gas tax will increase by 1.6% per gallon, but these funds will be primarily toward road maintenance.

A modern, efficient, multimodal transportation system is essential to the Commonwealth, and is intrinsically tied to continued economic development and the ability to compete in a global economy. We must all work together to maintain and build the multimodal infrastructure that Virginia needs to remain an active and dynamic participant in a 21st Century economy. *(Revises previous transportation funding position)*

Various bills related to regional funding have been introduced during the 2015 General Assembly Session. Those bills include:

- ***HB 1470 (LaRock, D) requires that all of the Authority's regional (70%) funds must be allocated to only projects included in the Authority's Long-Range Plan (TransAction 2040) that are included in VDOT's congestion and emergency evacuation evaluation required by HB 599 (2012)***
- ***HB 1525 (Minchew, J) requires the Department of Taxation to provide to the Authority the methodology it uses in calculating, and an itemized accounting of, the amount of revenue it retains in costs incurred for administering the collection of sales tax revenue otherwise due to the NVTA.***
- ***HB 1529 (Berg, M) provides that the enactment of the current general appropriation act that states that "no provision of this act shall result in the expiration of any provision of: (i) Chapter 896 of the Acts of Assembly of 2007 pursuant to the 22nd enactment of that chapter or (ii) Chapter 766 of the Acts of Assembly of 2013 pursuant to the 14th enactment of that chapter" shall expire on June 30, 2015.***

- **HB 1915 (LeMunyon, J)/ SB 1314 (Marsden, D)** requires the Authority to include in its regional transportation plan as its primary objective reducing congestion to the greatest extent possible and in the most rapid and cost-effective manner. Also, each locality embraced by the Authority shall annually inform the Authority if any aspects of its comprehensive plan that are not consistent with the regional transportation plan.
- **HB 2095 (Keam, M)/SB 887 (Petersen)** requires counties to appropriate 30 percent of the revenue from the special tax on commercial and industrial property attributable to property located within any town that constructs and maintains its streets to such town, unless the county and town agree otherwise.
- **HB 2099 (Keam, M)/ SB 932 (Petersen, J)** allows new sidewalk projects to be funded by the Northern Virginia Transportation Authority with both the 70% and 30% funds.
- **HB 2170 (Minchew, J)** transfers the powers and duties of the Northern Virginia Transportation Commission to the Northern Virginia Transportation Authority.
- **SB 921 (Wexton, J)** adds towns to the list of localities whose transportation projects can benefit from revenues from the Authority. The bill also requires that such cities and towns receive funds for street maintenance to be eligible to receive revenues from NVTa.
- **SB 1033 (Wexton, J)** increases the membership of the NVTa by one non-legislative member to represent towns that receive funds for urban highway systems.

A House Finance Subcommittee tabled HB 1525 and failed to report HB 2095, while a House Transportation Subcommittee tabled HB 2099, HB 2170 and SB 921. HB 1529 was left in the House Appropriations Committee. SB 887 and SB 1033 were passed by indefinitely by the Senate Finance Committee. SB 932 failed to report from the Senate Transportation Committee.

HB 1470 was amendment to include a delayed enactment clause and then passed the House (97-0) and Senate (38-0). HB 1915 and SB 1314 were introduced in an identical form, which required the Authority's regional transportation plan to make reducing congestion its primary objective, to give priority to projects that reduce congestion, and to document how such projects will reduce congestion. During the legislative process both were amended in varying ways related to the prioritization and reporting requirements. The bills were both conformed to a new version. The final version of HB 1915 was passed by the House (97-2) and Senate (37-1-1); and the identical version of SB 1314 was agreed to by the House (97-0) and the Senate (38-1).

Bills related to statewide funding and the allocation of transportation funds include:

- As introduced, HB 1887 (Jones, C) made various changes to transportation funding formulas and reporting, including:
 - Replacing the old 40-30-30 roadway funding system with a new formula. Under the old system, funds were given directly to the localities. The legislation proposes changing the old formula to the following:
 - 40 percent of the money will go to the rehabilitation of structurally deficient bridges and deteriorating pavement.
 - 30 percent of funding will go to projects of statewide importance, which will be completed under House Bill 2 (HB2).
 - 30 percent will go to a construction district grant program. Under this third category, localities will be able to compete for funds under a regional version of HB2.

- **Any un-programmed funds in FY 2016-2020 in the Six-Year Improvement Program (SYIP), 50 percent will be allocated for high-priority projects pursuant to HB 2, and 50 percent will be allocated to highway construction district grant programs.**
- **Providing an additional \$40 million annually for transit projects. Funding will be shifted from the Port and Aviation shares of the Transportation Trust Fund and multiple highway funding sources. These provisions will expire if the federal government enacts the Marketplace Fairness Act.**
- **Updates VDOT's asset management practices to require the inclusion of a transparent methodology for the allocation of funds from the Highway Maintenance and Operating Fund to highway systems maintenance and operations programs, including the allocations among the highway construction districts and among the Interstate, primary, and secondary highway systems.**
- **Currently, the Revenue Sharing Program gives first priority to allocations that will accelerate projects in the SYIP or a locality's capital plan, and second priority to pavement resurfacing and bridge rehabilitation projects. HB 1887 modifies this program, by adding a new tier: first priority under the bill would be given to projects that previously received Revenue Sharing funds; second priority would be given to projects that meet transportation needs identified in the Statewide Transportation Plan or that accelerate a project in a locality's capital plan; third priority would be given to projects that address pavement resurfacing and bridge rehabilitation.**
- **Commonwealth Transportation Board - provides that CTB Members can be removed only for cause, rather than at the pleasure of the Governor.**
- **The bill was amended on the House floor to require all new fixed rail projects to go through the HB 2 selection process. In the Senate, the bill was further amended, the biggest modification being a change to the new formula to 45 percent for state of good repair; 27.5 percent for the statewide high-priority projects program; and 27.5 percent for the highway construction district grant programs. HB 1887, with the Senate amendments, was then passed by the Senate (35-4) and by the House (94-1).**
- **HB 1407 (Lingamfelter, L) / SB1274 (Barker) allocates 10 percent of state revenues allocated to state secondary highways for use in reconstructing deteriorated state secondary highway pavements. The bill reduces from 25 to 20 percent the share of such revenues currently allocated to advancing high priority projects statewide and reduces from 15 to 10 percent the share of such revenues currently allocated to projects undertaken pursuant to the Public-Private Transportation Act. HB 1407 was tabled by a House Transportation Subcommittee and SB 1274 was passed by indefinitely by the Senate Transportation Committee.**
- **HB 1410 (Marshall, R) reduces the motor fuels tax on gasoline and gasohol from 5.1 percent to 3.5 percent of the statewide average wholesale price of a gallon of unleaded regular gasoline. HB 1410 was left in the House Appropriations Committee.**
- **HB 1886 (Jones, C) makes changes to the Public-Private Transportation Act, including: establishing the requirements for a finding of public interest and requires such a finding prior to an initiation of procurement. The bill also establishes the Transportation Public-Private Partnership Advisory Committee to determine by a majority vote whether a VDOT or DRPT project meets the finding of public interest and to report such determination to the General Assembly. The bill also requires certification of the finding prior to the execution of a comprehensive agreement and requires the public-private partnership guidelines to incorporate the finding. The bill**

also requires VDOT to establish (i) a process for identifying high-risk projects and (ii) procurement processes and guidelines for such projects to ensure that the public interest is protected. HB 1886 was passed by the House (97-1) and the Senate (40-0).

- *SB 1023 (Stuart, R) includes moneys from the Commonwealth Mass Transit Fund and highway aid to mass transit in the list of funds subject to the HB 2 statewide prioritization process. The bill also requires the Joint Commission on Transportation Accountability to review the prioritization of projects by the Commonwealth Transportation Board and to make necessary recommendations regarding the process to the General Assembly. SB 1023 was stricken at the request of the Patron.*
- *SB 1159 (Edwards, J) requires the Commonwealth Transportation Board to develop a life-cycle cost analysis for all primary highway projects approved by the Board for which the total cost of initial construction exceeds \$500,000. The bill requires the analysis to include the total initial cost of the project and projected future maintenance costs and requires the Board to make project decisions accordingly. SB 1159 was passed by indefinitely by the Senate Transportation Committee.*

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING

Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding: The Commonwealth must work with the Federal Government to ensure that it, too, provides sufficient resources to address transportation needs. The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. As part of the federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008, WMATA received a total \$1.5B federal authorization from FY 2009 to FY 2018 to address urgent capital needs. The region matches these federal funds with \$50M each annually from DC, MD, and VA. The capital funding is used to support areas such as: meeting safety requirements of the NTSB, repairing aging rail track, investing in new rail cars, fixing broken escalators and elevators, rehabilitating decaying rail stations and platforms, modernizing the bus fleet, and improving bus facilities.

Momentum: The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system already nearing capacity. To address this need, Metro developed Momentum, their strategic plan which will guide decisions over the next 10 years and ensure that the system continues to support the region's competitiveness in the future. Within Momentum, Metro proposes a set of capital initiatives called Metro 2025, including: enhancement of rush-hour capacity by upgrading to the use of all eight-car trains, resulting in the ability to move an additional 35,000 customers per hour; expansion of high-volume rail stations to ease congestion; and, completion of the bus Priority Corridor Network that includes a variety of improvements allowing buses to bypass traffic congestion. Continued support of Momentum and Metro 2025 will help keep Metro, Northern Virginia, and the Commonwealth moving forward. *(Revises and Reaffirms Previous WMATA Position)*

Two Budget Amendments were included in the House-passed budget that:

- ***Stipulated that fiscal year 2016 funding would not be provided to WMATA if the annual external financial audit of WMATA results in other than an unqualified opinion until the Director, DRPT determines that any material deficiencies in financial controls identified in the audit have been addressed.***
- ***Limited the distribution of state funds to WMATA if they have not addressed the requirements of the Federal Transit Administration (FTA) report on Metro federal***

grant administration (“Full Scope of Systems Review of the Washington Metropolitan Area Transit Authority”).

Language was not included Senate-passed budget. The Conference Report for the budget, which was adopted by the House (95-5) and the Senate (38-1), includes language requiring that WMATA submit quarterly reports detailing its actions to address and remedy the findings in the FTA Full Scope of System Review and to submit its FY 2014 audit to the Chairmen of the General Assembly Transportation and Money Committees.

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

The Authority opposes any legislation that would require the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there are insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them. Further, the Authority also opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

Additionally, the Authority is opposed to changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Urban Construction Funds are already far below what is needed and localities must already find other ways to fund new construction initiatives and changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. *(Reaffirms previous position)*

EQUAL TAXING AUTHORITY FOR COUNTIES, CITIES AND TOWNS

The Authority supports granting counties the authority cities and towns currently have to enact local excise taxes, including the cigarette tax, admissions tax, and meals tax. Doing so would allow counties to raise additional revenues for transportation projects. *(Reaffirms previous position)*

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

The Authority supports the inclusion of sufficient funding to ensure significant fiscal resources to address the enormous planning and transportation issues associated with the Base Realignment and Closure Commission recommendations. This is particularly critical, because the BRAC relocations have occurred, and Northern Virginia localities are facing significant shortfalls in the capacity of current infrastructure to support the additional military and civilian jobs. *(Reaffirms previous position)*

PEDESTRIAN AND TRANSIT SAFETY

Safe access to transit facilities can be improved through infrastructure improvements and better traffic safety laws. The Authority supports revisions to Virginia’s existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools. This issue is of special importance for pedestrians with physical or sensory disabilities, who are at particular risk of injury when crossing streets. Further, strong safety records depend on strong safety practices and training and the Authority supports training programs for transit systems, pedestrians and bicyclists. *(Revises and reaffirms previous position)*

HB 2159 (Krupicka) requires motorists to stop for pedestrians in crosswalks where the

speed is 35 mph or less and yield to pedestrians in crosswalks where the speed is more than 35 mph. A House Transportation Subcommittee failed to report HB 2159.

MAXIMIZING USE OF EXISTING FACILITIES

High performance, high capacity transit requires smart usage of existing road facilities. Localities in cooperation with the Commonwealth should ensure that urban design standards for transportation system components allow for the efficient movement of vehicles; accommodate safe pedestrian and bicyclist movement; and encourage user-friendly access to transit. More flexibility in the design of transit infrastructure and facilities that enhance safety should be provided. Additionally, localities, with cooperation of the Commonwealth, should identify existing facilities that can be flexed or used by transit vehicles on an as needed or scheduled basis in order to maximize the efficient use of roadways to expand capacity. Examples are:

- The conversion of shoulders for bus use during peak rush hour - with safety practices and improved infrastructure - will improve service and expand capacity on important corridors.
- Express Bus, Commuter Bus, and Bus Rapid Transit as well as Light Rail and Streetcar

(Revises and Reaffirms Previous Position)

LAND USE PLANNING

Land use provisions included in legislation during the 2012 Session changed transportation planning requirements for jurisdictions. Specifically, the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with their current priorities. If they decided this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. Land use and zoning are fundamental local responsibilities and these provisions can override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans. *(Reaffirms previous position)*

COORDINATION DURING REGIONAL STUDIES

It is vital that the Commonwealth involve local and regional officials, at the earliest possible time, in any studies or audits related to funding, planning, operations, organizational structure and processes related to agencies in the Transportation Secretariat. Further, the Authority recommends that the Code of Virginia be amended to specify that transportation studies related to facilities wholly within one VDOT construction district should be managed by that construction district rather than the VDOT Central Office, as regional VDOT staff is better equipped to address the concern of the affected citizens and local governments. *(Revises and reaffirms previous position)*

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Noelle Dominguez, Chairman, Jurisdiction and Agency Coordination Committee

SUBJECT: Additional Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Fund Allocations

DATE: March 20, 2015

- 1. Purpose.** To inform the Authority of Jurisdiction and Agency Coordinating Committee (JACC) approval of additional CMAQ Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Fund Allocations.
- 2. Background:** Following the Authority's approval of the FY 2021 CMAQ and RSTP Recommendations last month, Authority staff was notified that the amount of the total projected funding for CMAQ and RSTP in FY 2016-2021 had increased slightly. Due to the fact that projected funding for many projects were reduced last year, the JACC recommended that the additional FY 2016-2020 CMAQ and RSTP funds should be applied to help offset those previous reductions, to the degree possible. For the projected increase in FY 2021 funds, the JACC recommended these additional funds be applied to support jurisdictional and agency projects that were already recognized as regional priorities. As such, many of the projects recently approved for FY 2021 funds received minor funding increases.

The JACC approved this approach on March 12, 2015.

Attachment(s): Updated CMAQ and RSTP Allocations

Coordination: Jurisdiction and Agency Coordinating Committee

CMAQ/RSTP Allocations for Northern Virginia - FY21

VI.ATTACHMENT

FY 2021 CMAQ/RSTP Proposed Allocations
Winter 2015 Strawman

FY2021 CMAQ Estimate \$ 29,598,216

CMAQ FUNDS

	Overall Ranking	FY 2021	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ 889,423	\$ 889,423
COG/TPB - Commuter Connections Operations Center (UPC 52726)		\$271,423	\$271,423
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC 101293)		\$400,000	\$400,000
VDOT - Clean Air Partners (UPC 52725)		\$218,000	\$218,000
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS		\$ -	\$ 28,708,793

JURISDICTIONAL ALLOCATIONS*

		Requested	Proposed
ALEXANDRIA, CITY		\$ 2,650,000	\$ 2,604,491
Bicycle Sharing Initiative (UPC 100420, 103744) PM 2.5	1 of 2	\$350,000	\$350,000
Community Outreach (UPC T99)	1 of 6	\$600,000	\$600,000
Transportation Demand Management (UPC 82841)	2 of 2	\$600,000	\$600,000
Transitway Enhancements (UPC 79794) (moved from RSTP)	2 of 6	\$500,000	\$454,491
Bus Shelters (UPC 79791) (moved from RSTP)	4 of 6	\$600,000	\$600,000
ARLINGTON COUNTY		\$ 6,750,000	\$ 5,316,773
Commuter Services Program (ACCS),(UPC T100)	1 of 2	\$6,500,000	\$5,066,773
Capital Bikeshare (UPC 99518) PM 2.5	2 of 2	\$250,000	\$250,000
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ -	\$ -
FAIRFAX COUNTY		\$ 9,620,000	\$7,395,320
Countywide Transit Stores (UPC T207)	1 of 8	\$620,000	\$620,000
Implementation of Route 1 Multi-modal Alternatives Analysis	4 of 8	\$9,000,000	\$6,775,320
FALLS CHURCH, CITY		\$ -	\$ -
HERNDON, TOWN		\$ 500,000	\$ 306,823
Herndon Metrorail Intermodal Access Improvements (UPC 104328)	1 of 2	\$300,000	\$306,823
Herndon Trails to Metrorail (UPC 104342)	2 of 2	\$200,000	\$0
LEESBURG, TOWN		\$ -	\$ -
LOUDOUN COUNTY		\$ 35,000	\$ 35,000
Lowes Island Park & Ride Lot Lease (UPC 70679)	1 of 2	\$35,000	\$35,000
MANASSAS, CITY		\$ -	\$ -
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ -	\$ -
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ 350,000	\$ 356,221
Kingsley Rd Southwest Sidewalk, Walk to Metrorail (UPC ?)	1 of 1	\$350,000	\$356,221
Total Jurisdictional		\$ 19,905,000	\$ 16,014,628

AGENCY ALLOCATIONS

		Requested	Proposed
PRTC (Prince William, Manassas, Manassas Park)		\$ 2,600,000	\$ 2,600,000
PRTC Commuter Assistance Program (UPCT1833)	1 of 2	\$350,000	\$350,000
Commuter Bus Replacements (45 ft. Buses), (UPC T158) PM 2.5	2 of 2	\$2,250,000	\$2,250,000
VDOT		\$ 2,800,000	\$ 1,930,000
Multi-modal Travel Information Displays Upgrade and Expansion		\$800,000	\$110,000
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)		\$2,000,000	\$1,820,000
WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 11,931,000	\$ 5,164,165
Virginia Metrobus Replacement (UPC 12878); PM 2.5	1 of 1	\$11,931,000	\$5,164,165
VRE		\$ 20,000,000	\$ 3,000,000
Gainesville to Haymarket Extension (Prince William County)		\$18,000,000	\$1,000,000
Backlick Road Platform Ext (Fairfax County)		\$2,000,000	\$2,000,000
Total Agency		\$ 34,531,000	\$ 12,694,165

TOTAL CMAQ \$ 55,325,423 \$ 29,598,216

CMAQ PM 2.5 Set Aside Requirement	\$ 8,014,165
Total CMAQ PM 2.5 Allocation	\$ 8,014,165
CMAQ PM 2.5 Allocation as a Percentage of Total CMAQ	27.1%

CMAQ/RSTP Allocations for Northern Virginia - FY21

FY 2021 CMAQ/RSTP Proposed Allocations
Winter 2015 Strawman

FY2021 RSTP Estimate \$ 40,437,655

RSTP FUNDS	Overall Ranking	FY 2021	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ -	\$ -
RSTP BALANCE REMAING FOR JURISDICTIONAL ALLOCATIONS			\$ 40,437,655
JURISDICTIONAL ALLOCATIONS*		Requested	Proposed
ALEXANDRIA, CITY		\$ 1,750,000	\$ 1,006,613
Parking Technologies (UPC 102943)	3 of 6	\$500,000	\$406,613
Transportation Master Plan (UPC ?)	5 of 6	\$500,000	\$500,000
New Electronic Payment Program NEPP (UPC ?)	6 of 6	\$750,000	\$100,000
ARLINGTON COUNTY		\$ 700,000	\$ 600,000
Transportation System Management and Communications Plant Upgrade (UPC 101689, 87493)	1 of 1	\$700,000	\$600,000
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ 1,000,000	\$ 711,788
Bridge Deck Rehabilitation	1 of 2	\$500,000	\$511,788
Road Bed Evaluation	2 of 2	\$500,000	\$200,000
FAIRFAX COUNTY		\$ 42,000,000	\$ 18,158,247
Tysons Corner Roadway Improvements (UPC 100478)	2 of 8	\$9,000,000	\$8,000,000
Route 236/Beauregard Street Intersection Improvements (UPC 102894)	8 of 8	\$5,000,000	\$0
Route 7 (Reston Ave to Reston Pkwy), (UPC 99478)	3 of 8	\$9,000,000	\$5,000,000
Reston Roadway Improvements	6 of 8	\$9,000,000	\$2,016,584
Rolling Road (Old Keene Mill to FCP), (UPC 5559)	5 of 8	\$10,000,000	\$3,141,663
FALLS CHURCH, CITY		\$ 500,000	\$ 361,007
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements (UPC 100411)	1 of 1	\$500,000	\$361,007
HERNDON, TOWN		\$ 1,000,000	\$ 415,000
Herndon Parkway/Spring Street Intersection to FCPW (UPC 105521)	1 of 1	\$1,000,000	\$415,000
LEESBURG, TOWN		\$ 1,200,000	\$ 1,203,555
Route 15 Bypass @ Edwards Ferry Rd Interchange (UPC 89890)	1 of 1	\$1,200,000	\$1,203,555
LOUDOUN COUNTY		\$ 10,000,000	\$ 8,526,837
Route 7 and GW Blvd Overpass (UPC 105584)	2 of 2	\$10,000,000	\$8,526,837
MANASSAS, CITY		\$ -	\$ -
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 24,000,000	\$ 9,454,608
University Blvd Improvement (Sudley Manor Dr to Devlin Rd) (UPC 104816)	1 of 1	\$24,000,000	\$9,454,608
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 82,150,000	\$ 40,437,655
TOTAL RSTP		\$ 82,150,000	\$ 40,437,655

CMAQ	FY16		FY17		FY18		FY19		FY20	
	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts
Arlington County										
Commuter Services Program (ACCS),(UPC T100)	\$ 172,534	\$ 60,939	\$ 182,130	\$ 19,995	\$ 172,534	\$ 18,942	\$ 140,828	\$ 15,461	\$ 219,000	\$ 24,043
Fairfax County										
Columbia Pike Streetcar Project (UPC 100471) (Project is Closing)	\$ 414,060		\$ 460,696						\$ 412,343	
RTE 7 - WIDEN TO 6 LANES (Reston Ave to Jarrett Valley) (UPC 52328)		\$ 146,246		\$ 50,578						\$ 45,270
Route 28 Metrorail Station (UPC 102891)			\$ 13,367	\$ 1,468	\$ 400,693	\$ 43,991				
Tysons Metrorail Access Improvements (100469)							\$ 259,983	\$ 28,543		
Loudoun County, Leesburg, Purcellville										
One Loudoun Park & Ride Lot (UPC 104343)							\$ 209,296	\$ 22,978		
Prince William County, Dumfries										
City of Manassas										
City of Manassas Park										
City of Alexandria										
Bicycle Sharing Initiative (UPC 100420, 103744)					\$ 56,937	\$ 6,251	\$ 35,750	\$ 3,925	\$ 20,000	\$ 2,196
DASH Bus Replacement (UPC T11740) 103935	\$ 56,937	\$ 20,110								
City of Fairfax										
City of Falls Church										
Town of Herdon										
Herdon Trails to Metrorail									\$ 4,850	\$ 532
Town of Vienna										
Traffic Signal Reconstruction (UPC 100489)	\$12,662	\$ 4,472			\$26,029	\$ 2,858	\$10,335	\$ 1,135		
Sidewalks to Metrorail (UPC 100428)										
Total Reduced/Increased	\$ 656,193	\$ 231,768	\$ 656,193	\$ 72,041	\$ 656,193	\$ 72,041	\$ 656,193	\$ 72,041	\$ 656,193	\$ 72,041
Difference		\$ 424,425		\$ 584,152		\$ 584,152		\$ 584,152		\$ 584,152

CMAQ 2.5	FY16	FY17	FY18	FY19	FY20
WMATA					
Virginia Metrobus Replacement (UPC 12878)					
Alexandria City					
DASH Bus Replacement (UPC T11740) 103935					
PRTC (Prince William, Manassas, Manassas Park)					
Commuter Bus Replacements (45 ft. Buses), (UPCs T58, PRTC0005)					
Fairfax County					
Columbia Pike Streetcar (UPC 100471)					
Route 28 Metrorail Station (UPC 102891)					
Total Increased	\$0	\$0	\$0	\$0	\$0
Difference	\$ -	\$ -	\$ -	\$ -	\$ -

RSTP	FY16		FY17		FY18		FY19		FY20	
	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts	Previous Reductions	Increased Amounts
Arlington County										
Commuter Services Program (ACCS),(UPC T100)	\$0		\$0		\$0		(\$11,542)	\$ -		
Fairfax County										
Columbia Pike Streetcar Project (UPC 100471) (Project is Closing)	\$ 389,142		\$ 389,579		\$ -		\$ -			
RTE 7 - WIDEN TO 6 LANES (Reston Ave to Jarrett Valley) (UPC 52328)		\$ 139,218		\$ 43,322						
Route 236/Beauregard Street Intersection Improvements (UPC 102894)					\$ 389,579	\$ 43,322	\$ 363,153	\$ 39,100		
Tysons Corner Roadway Improvements									(\$600,000)	\$ (66,721)
Rolling Road (Old Keene Mill to FCP) (UPC 5559)									\$543,000	\$ 60,382
Route 7 (Reston Ave to Reston Pkwy) (UPC 99478)									\$87,000	\$ 9,675
Loudoun County, Leesburg, Purcellville										
Route 772 Transit Bridge (Project is Closed)	\$ 243,338		\$ 212,191							
George Washington Blvd Overpass		\$ 87,056		\$ 23,596				\$ 2,711	\$ 195,492	\$ 21,739
Sycolin Road Widening Phase IV, (UPC 102895)			\$ 31,147	\$ 3,464	\$ 212,191	\$ 23,596			\$ 30,000	\$ 3,336
Route 7 Bicycle Bridge (102935) (Project is Closed)							\$ 24,375			
Prince William County, Dumfries										
Route 28 Road Widening-from Linton Hall Rd to Fitzwater Drive (UPC 92080)	\$ 251,346	\$ 89,921	\$ 251,346	\$ 27,950	\$ -		\$ -			
Route 1 Widening (Featherstone Dr to Mary's Way) (UPC 104303)					\$ 251,346	\$27,950	\$ 254,581	\$28,310	\$ 370,000	\$41,145
City of Manassas										
Liberia Avenue Widening (UPC 102903)							\$ 136,467	\$15,175	\$ 12,000	\$1,334
City of Manassas Park										
Intersection Improvements on Manassas Drive @ Euclid Avenue (UPC 76683)									\$ 3,000	\$334
City of Alexandria										
Transportation Demand Management (UPC 82847 82841)	\$ 61,250	\$ 21,913	\$ 69,601	\$ 7,740	\$ 75,505	\$ 8,396	\$ 83,326	\$ 9,266		
Van Dom-Beauregard Bicycle Facility (UPC 105563)									\$ 189,372	\$ 21,058
City of Fairfax										
Repaving of Various Streets in the City of Fairfax (UPC 104353)							\$ 50,000	\$ 5,560		
Pedestrian Improvements (105573)									\$ 14,000	\$ 1,557
City of Falls Church										
Pedestrian, Bicycle and Traffic Calming Improvements (UPC 100411)	\$ 8,788	\$ 3,144			\$ 8,788	\$ 977	\$ 8,788	\$ 977		
Town of Herdon										
East Elden Street Widening & Improvements (UPC 50100)					\$ 16,455	\$ 1,830	\$ 44,716	\$ 4,972		
Herdon Parkway Intersections (at Van Buren Street, Sterling Rd, & Spring (UPC89889)									\$ 10,000	\$1,112
Town of Vienna										
Total Reduced/Increased	\$953,864	\$341,252	\$953,864	\$106,071	\$953,864	\$106,071	\$953,864	\$106,071	\$953,864	\$106,071
Difference		\$ 612,612		\$ 847,793		\$ 847,793		\$ 847,793		\$ 847,793

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Foreman, Chair, Planning Coordination Advisory Committee (PCAC)

DATE: March 23, 2015

SUBJECT: Report from the Planning Coordination Advisory Committee (PCAC)

1. **Purpose:** To provide a report on the activities of the Northern Virginia Transportation Authority's (NVTa) Planning Coordination Advisory Committee (PCAC) meeting.
2. **Comments:** The PCAC held a meeting on Thursday, March 19, 2015. Action items included the approval of the meeting minutes from November and December, 2014 as well as January and February, 2015. However, the PCAC did not have a quorum and these action items were deferred to the April 16, 2015 meeting.

The following items were presented for the committee's information and discussion:

- a. **NVTa Executive Director's Report.** Ms. Backmon reported the NVTa established a Bylaws Committee and the Chair, Mary Hynes, would like to attend the upcoming April 16, 2015 meeting of the PCAC to discuss roles and responsibilities of the Committee.

Ms. Backmon reminded the Committee that the next Authority meeting will be held March 25, 2015, following the Public Hearing on the NVTa's draft FY2015-16 Two Year Program. Ms. Backmon stated that in addition to the Public Hearing several localities including Arlington, Fairfax and Prince William counties as well as the cities of Alexandria, Fairfax, Manassas, and Manassas Park will hold Town Hall meetings that will focus on jurisdictional projects as well as the entire Two Year Program. She stated the public comment period opened March 11 and will continue until April 12, 2015. More information on the draft Two Year program can be found at the Authority's web site at www.thenovaauthority.org.

Ms. Backmon also stated Deputy Secretary Nick Donohue will be at the Authority's April 23, 2015 meeting to update the NVTa on the status of HB 2.

Noelle Dominguez provided a brief overview of transportation legislation from the 2015 General Assembly session - specifically HB 1470 which will require that all projects (highway and transit) will be evaluated under HB 599 beginning in July, 2016.

- b. **Presentation of the Annual Report.** Ms. Backmon highlighted the Authority's 2014 inaugural Annual Report which was presented to the Authority on February 26, 2015. Vice Chairman Way complemented the Authority for a job well done.
- c. **TransAction Update.** Keith Jasper from the NVTa provided a status review of the TransAction update. This is the first update of TransAction, the NVTa's long range transportation plan, since HB 2313 was passed in 2013. Mr. Jasper reviewed the 11 tasks the TransAction subcommittee has outlined and requested that PCAC review the proposed Statement of Work (SOW) and the full Request for Proposals (RFP) when it is made available. Mr. Jasper reiterated that the PCAC's role in the TransAction update is important and the Authority is looking to them for input on areas such as public participation and surveys.
- d. **Review of Committee Structure and Roles and Responsibilities.** Ms. Backmon reviewed the current Bylaws, PCAC charge, organizational structure and the planning, funding and process chart with the Committee. Ms. Backmon also stated that Bylaws Committee Chair Hynes was eager to meet with the PCAC at their next meeting to further define the committee's roles and responsibilities.

Chairman Foreman expressed concern about the current size of the PCAC and the quorum requirements. He expressed that he had additional concerns regarding Town voting representation on the Authority. He would like the PCAC to conduct their own markup and Bylaws review as well as a review of the NVTa's enabling legislation. There was further discussion regarding the PCAC quorum requirements. A suggestion was made to reduce the PCAC membership in order to achieve quorum requirements. Members of the committee expressed concern with reducing the representation on the PCAC or a legislative approach to address the Town's concerns. However, they also understood the concerns raised by Chairman Foreman. The PCAC members agreed that the issue should be discussed more in depth at the April meeting with Bylaws Committee Chair Hynes.

- e. **Next PCAC Meeting and Draft Agenda.** Chairman Foreman indicated that he wanted to reach out to the Committee members and express the importance of attendance for the April meeting, including action to approve minutes and substantive discussion on the role of the PCAC moving forward. Staff will work with the Chairman to develop the April Agenda and correspondence.

3. The next meeting of the PCAC is scheduled for April 16, 2015 at 6:30 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

TECHNICAL ADVISORY COMMITTEE

MEMORANDUM

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

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: March 20, 2015

SUBJECT: Report from the Technical Advisory Committee

1. **Purpose.** To provide feedback to the Authority from the NVTA Technical Advisory Committee (TAC) on recent activities.
2. **Background.** Our meeting February 18, 2015 was cancelled due to weather conditions. At our meeting on March 18, 2015, we received a briefing from NVTA staff on the statement of work for the upcoming TransAction update.

We will be submitting comments to NVTA staff by March 27, 2015 to assist in the development of the full request for proposals.

3. **Next steps.** Until such time as the contract for the TransAction update has been awarded later this year, I envision the TAC's workload will be very light. At that time, we look forward to being fully engaged in the process to update the region's long range transportation plan.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Monthly Revenue Report

DATE: March 20, 2015

1. **Purpose:** Update of HB 2313 receipts, revenue estimates and distributions.
2. **Background:** The attached reports reflect funding received or in process through February 2015.
3. **Comments:**
 - a. **FY 2015 Revenues (Attachment A)**
 - i. The Authority has received approximately \$155.7 million through the February transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through February show an 11.8% positive variance in Grantors Tax receipts, a 5.62% positive variance in Sales Tax receipts and a 4.41 % negative variance in Transient Occupancy Tax receipts.
 - b. **FY 2015 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, all nine jurisdictions have completed the HB2313 required annual certification process to receive FY2015 30% funds.
 - ii. Of the \$155.7 million received by the Authority for FY2015, approximately \$46.8 million represents 30% local funds.
 - iii. Of the \$46.8 million eligible to be distributed, \$45.5 million has been transferred as of the end of February. The City of Fairfax will receive their initial FY2015 transfer beginning in March 2015.
 - c. **FY2014 to FY2015 Year to date Revenue Comparison (Attachment C).**
 - i. This chart reflects a month to month comparison of revenue by tax type and a year to year comparison of total revenues received through February 2015.
 - ii. While the chart reflects positive growth in the three revenue types the year to year history for the Authority is very limited.
 - iii. No changes to the FY2015 revenue estimates are recommended at this time.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTa Estimates, Through February 2015
- B. FY2015 30% Distribution by Jurisdiction
- C. Month to Month Comparison By Tax Type and YTD Receipts Through February 2015 and 2014

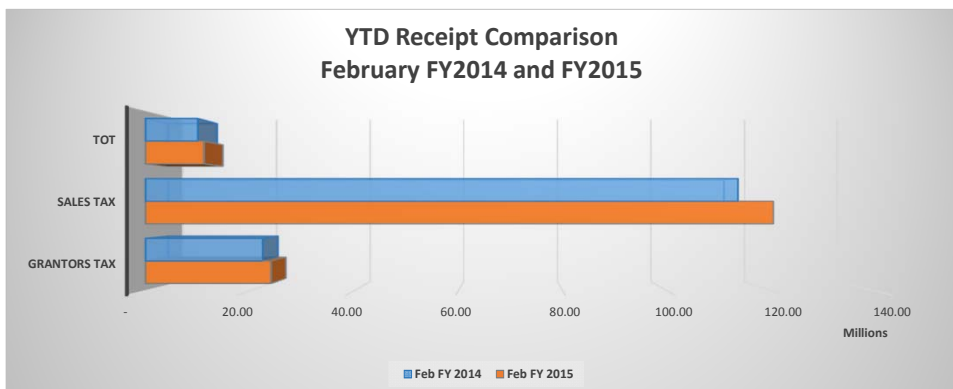
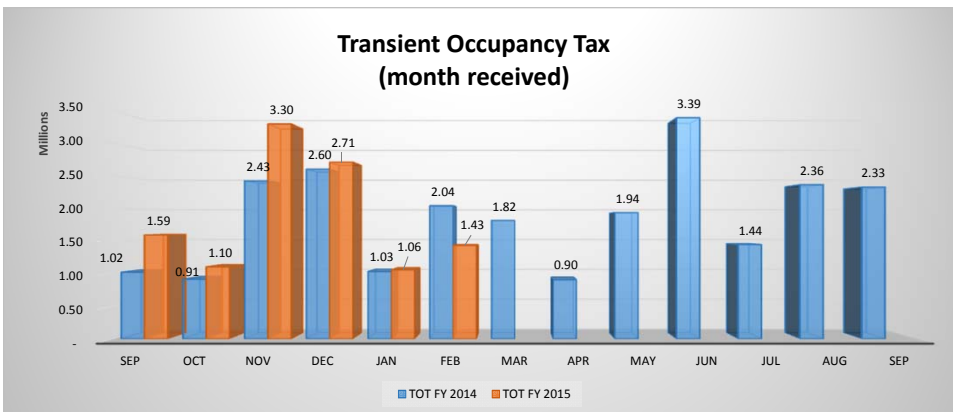
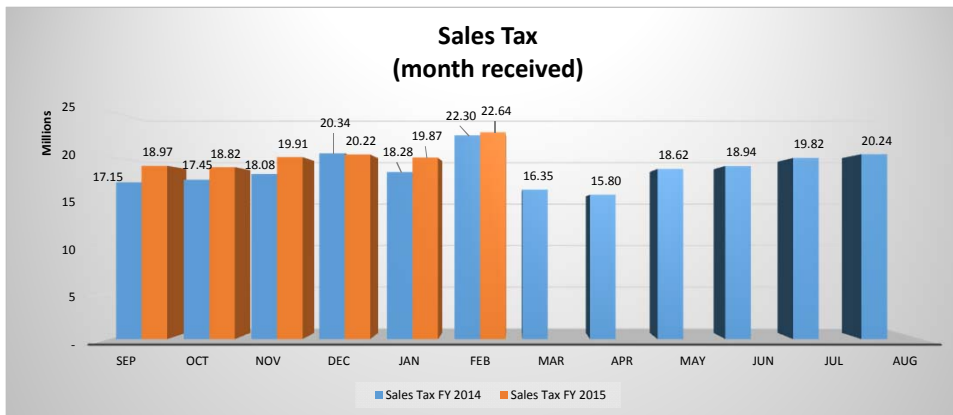
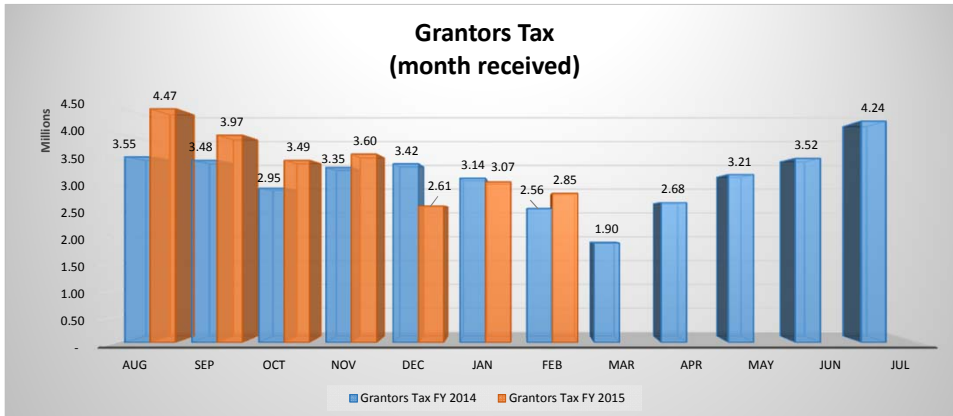
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET
Based on: Revenue Data Through February 2015
FYE June 30, 2015

Grantors Tax		Received		NVTA		Projected Variance
Transaction Months	7	To Date	Annualized	FY 2015 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 2,030,071	\$ 3,480,121	\$ 3,195,000	\$ 285,121	
Arlington County		\$ 2,305,538	\$ 3,952,351	\$ 4,574,287	\$ (621,936)	
City of Fairfax		\$ 169,226	\$ 290,101	\$ 290,799	\$ (698)	
Fairfax County		\$ 10,825,761	\$ 18,558,447	\$ 15,169,980	\$ 3,388,467	
City of Falls Church		\$ 190,177	\$ 326,018	\$ 263,319	\$ 62,699	
Loudoun County		\$ 5,224,985	\$ 8,957,117	\$ 8,466,000	\$ 491,117	
City of Manassas		\$ 166,284	\$ 285,059	\$ 272,917	\$ 12,142	
City of Manassas Park		\$ 103,652	\$ 177,689	\$ 149,692	\$ 27,997	
Prince William County		\$ 3,051,304	\$ 5,230,807	\$ 4,521,672	\$ 709,135	
Total Grantors Tax Revenue		\$ 24,066,997	\$ 41,257,709	\$ 36,903,666	\$ 4,354,043	11.80%
Regional Sales Tax*		Received		FY 2015		Projected Variance
Transaction Months	6	To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria		\$6,999,908	\$ 13,999,817	\$ 14,891,000	\$ (891,183)	
Arlington County		\$12,268,027	\$ 24,536,054	\$ 23,984,390	\$ 551,664	
City of Fairfax		\$3,815,900	\$ 7,631,800	\$ 6,536,626	\$ 1,095,174	
Fairfax County		\$54,345,724	\$ 108,691,449	\$ 100,596,000	\$ 8,095,449	
City of Falls Church		\$1,138,272	\$ 2,276,544	\$ 2,498,666	\$ (222,122)	
Loudoun County		\$20,785,776	\$ 41,571,552	\$ 40,086,000	\$ 1,485,552	
City of Manassas		\$2,428,806	\$ 4,857,613	\$ 4,620,629	\$ 236,984	
City of Manassas Park		\$635,510	\$ 1,271,020	\$ 930,903	\$ 340,117	
Prince William County		\$18,025,492	\$ 36,050,985	\$ 33,928,982	\$ 2,122,003	
Total Sales Tax Revenue*		\$ 120,443,416	\$ 240,886,833	\$ 228,073,196	\$ 12,813,637	5.62%
Transient Occupancy Tax (TOT)		Received		FY 2015		Projected Variance
Transaction Months	4.44	To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria	6.00	\$ 1,587,228	\$ 3,174,456	\$ 3,364,000	\$ (189,544)	
Arlington County	6.00	\$ 4,285,538	\$ 8,571,077	\$ 8,890,830	\$ (319,753)	
City of Fairfax	6.00	\$ 195,069	\$ 130,046	\$ 349,526	\$ (219,480)	
Fairfax County	1.50	\$ 3,023,496	\$ 8,062,657	\$ 8,965,800	\$ (903,143)	
City of Falls Church	6.00	\$ 55,849	\$ 111,698	\$ 143,309	\$ (31,611)	
Loudoun County	2.00	\$ 1,336,886	\$ 2,673,771	\$ 2,020,000	\$ 653,771	
City of Manassas	6.00	\$ 29,048	\$ 58,097	\$ 78,546	\$ (20,449)	
City of Manassas Park		\$ -	\$ -	\$ -	\$ -	
Prince William County	2.00	\$ 680,959	\$ 1,361,917	\$ 1,446,000	\$ (84,083)	
Total TOT Revenue		11,194,074	24,143,719	\$ 25,258,011	(1,114,292)	-4.41%
Total Revenue Received		\$ 155,704,487	\$ 306,288,261	\$ 290,234,873	\$ 16,053,388	5.53%

*The Regional Sales Tax is reported net of the following fees:

August Receipt	\$ -
September Receipt	\$ -
October Receipt	\$ 22,065
November Receipt	\$ 1,035
December Receipt	\$ 22,310
January Receipts	\$ 14,198
	<u>\$ 59,608</u>

- 1 Net of Dept. of Taxation Fees
- 2 County TOT includes any town collections
- 3 Interest earned through 1/31/2015



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: NVTa Operating Budget

DATE: March 20, 2015

1. **Purpose:** To update the Authority on the NVTa Operating Budget for FY2015.
2. **Background:** The NVTa operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2015 operating budget.
3. **Comments:**
 - a. Operating Revenue at over 100% of estimate.
 - b. February represents 66.67% of the fiscal year. Through February, the Authority has utilized 56.84% of its expenditure budget.
 - c. No changes are expected to the Operating Budget.

Attachment: FY2015 Operating Budget through February 28, 2015

Northern Virginia Transportation Authority FY 2015 Operating Budget February 28, 2015			
INCOME:	Approved Budget	Actual Receipts	Variance Budget to Actual
Budget Carryforward	\$ 270,000.00	\$ 294,142.00	\$ 24,142.00
Interest (70% Regional Revenues) *			-
Billed to Member Jurisdictions	1,149,473.00	1,149,473.00	-
Misc. Income		2,929.09	2,929.09
Reimbursement -LOC Cost of Issuance			-
Total Income	1,419,473.00	1,446,544.09	27,071.09
EXPENDITURES:	Approved Budget	Actual Expenditures	Variance Budget to Actual
Personnel Expenditures			
Salaries	\$ 649,290.00	\$ 413,805.31	\$ 235,484.69
Benefits	140,850.00	88,068.32	52,781.68
Taxes	49,600.00	30,358.79	19,241.21
Personnel Subtotal	839,740.00	532,232.42	307,507.58
Professional Service			
Audit/Accounting	27,500.00	27,369.00	131.00
Banking Services	1,000.00	129.57	870.43
Insurance	3,700.00	3,811.00	(111.00)
Payroll Services	2,000.00	722.55	1,277.45
Transaction Update Outreach	46,200.00	-	46,200.00
Public Outreach	23,800.00	20,138.36	3,661.64
Professional Subtotal	104,200.00	52,170.48	52,029.52
Technology/Communication			
Accounting & Financial Reporting System	25,000.00	5,031.25	19,968.75
Hardware Software & Peripherals Purchase	7,000.00	2,824.99	4,175.01
IT Support Services including Hosting	11,794.00	7,371.95	4,422.05
Phone Service	7,060.00	3,154.07	3,905.93
Web Development & Hosting	30,000.00	1,080.00	28,920.00
Subtotal Technology/Communication	80,854.00	19,462.26	61,391.74
Administrative Expenses			
Advertisements	6,000.00	-	6,000.00
Dues & Subscriptions	2,500.00	445.00	2,055.00
Duplication/Printing	15,000.00	10,020.70	4,979.30
Furniture/Fixtures	58,000.00	39,621.53	18,378.47
Meeting Expenses	3,600.00	3,840.85	(240.85)
Mileage/Transportation	7,200.00	1,057.85	6,142.15
Miscellaneous Expense (moving expense)	5,000.00	825.31	4,174.69
Office Lease	50,000.00	5,535.00	44,465.00
Office Supplies	5,200.00	4,874.93	325.07
Postage/Delivery	600.00	140.85	459.15
Professional Development/Training	5,000.00	2,111.32	2,888.68
Subtotal Administrative Expenses	158,100.00	68,473.34	89,626.66
Expenditure Subtotal	1,182,894.00	672,338.50	510,555.50
Operating Reserve (20%)	236,579.00	-	236,579.00
Total Expenditures	1,419,473.00	672,338.50	747,134.50
Budget Balance	\$ -	\$ 774,205.59	\$ 774,205.59
Member Jurisdiction Support			
Jurisdiction	2010 Population	FY 2015 Support Amounts	
City of Alexandria	6.30%	\$ 72,417	
Arlington County	9.40%	\$ 108,050	
City of Fairfax	1.00%	\$ 11,495	
Fairfax County	48.00%	\$ 551,747	
City of Falls Church	0.60%	\$ 6,897	
Loudoun County	14.20%	\$ 163,225	
City of Manassas	1.70%	\$ 19,541	
City of Manassas Park	0.60%	\$ 6,897	
Prince William County	18.20%	\$ 209,204	
		\$ 1,149,472	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: March 20, 2015

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **TransAction Update:** The TransAction Update Subcommittee is working on the Request For Proposal (RFP) and the scope of work for the update to TransAction. The update will be the Authority's first long range transportation plan since the passage of HB 2313. It is anticipated that the Authority will be asked to approve the scope of work and release of the RFP at the April 23rd meeting.
3. **NVTA Road Show:** A Roadshow PowerPoint presentation has been developed to help inform member localities, agencies, stakeholders and citizens on the progress the Authority has made since the enactment of HB 2313 and the steps the Authority is undertaking regarding future planning, programming, implementation and funding.

In addition to presentations made at civil engineering groups, as of this evening, presentations have been given to the following localities:

- Arlington County
 - Prince William County
 - Loudoun County
 - Town of Dumfries
 - City of Manassas (scheduled for April 13th)
4. **Advancing FY2014 Projects:** The Authority has approved 29 Standard Project Agreements (SPAs) for the FY2014 projects. The approval of the SPA this evening brings the Authority one step closer to having SPAs for all of the approved FY2014 projects. The approval of these agreements is a critical step to advancing the FY2014 projects. The attached handout details the status of the projects with approved SPAs.
 5. **General Ledger System:** The installation of the general ledger accounting system has begun. We were able to accelerate the start by a couple of weeks. Implementation is scheduled by the start of FY2016.

- 6. Distribution of Annual Report:** The FY2014 Inaugural Annual Report, which was unveiled to the Authority at the February 26th meeting, has been distributed to the Virginia General Assembly, Commonwealth Transportation Board, Federal Northern Virginia representatives, Secretary and Deputy Secretaries of Transportation, lead staffers for Senate Finance and House Appropriations Committees, NVTa Information and NVTa E-newsletter distribution lists.
- 7. Town Halls on the FY2015-2016 Two Year Program:** Several localities scheduled Town Hall meetings on the FY2015-2016 Two Year Program. Below are the localities who have scheduled Town Halls as of March 16th and the dates/locations of these meetings:
- Prince William, Manassas and Manassas Park-Wednesday, March 18th at 6pm at the Old Manassas Court House.
 - City of Alexandria, (meeting with the Transportation Commission), Wednesday, March 18th at 7pm at Alexandria City Hall.
 - City of Fairfax, City Council meeting. Tuesday, March 24th at 7pm.
 - Arlington County (meeting with the Transportation Commission), Tuesday, March 30th at 7pm at the Arlington County Government Center.
 - Fairfax County, Tuesday, March 31st at the South County Government Center, 8350 Richmond Highway, Alexandria, VA 22309. Open House starts at 6:30pm and the presentation starts at 7pm.
- 8. HB 2:** On Wednesday, March 4th, the NVTa hosted the Northern Virginia stakeholder meeting on the HB 2 process. The State is scheduled to present an update to the NVTa at the April 2015 meeting.
- 9. Signage:** Signage for the new office space has been ordered to include:
- a. NVTa large brushed chrome wall sign for reception area
 - b. NVTa vinyl logo for front glass door
 - c. NVTa logo for front of the podium

Attachment: FY2014 Transportation Projects Advancing as of March 25, 2015.

NVTA Projects Continue to Move Forward in 2015!

29 Regionally Significant Transportation Projects Make Progress in March 2015.



ARLINGTON COUNTY

Blue/Silver Line Mitigation – Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.

- **NVTA Funds:** \$1 million
- **Status:** Buses acquired in March 2014.
- **COMPLETE!** The service was initiated on March 31, 2014.

Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.

- **NVTA Funds:** \$4,335,000
- **Status:** Planning and design underway; construction of the interchange begins in Fiscal Year 2018; construction of the local road that connects to the interchange (Long Bridge Drive) begins in Fiscal Year 2016.
- **Completion:** By 2018 (Long Bridge Drive) and by 2020 (interchange)

Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.

- **NVTA Funds:** \$12 million
- **Status:** Invitation to Bid was released in December 2014, with construction expected to be underway in spring 2015.
- **Completion:** Fiscal Year 2018

Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.

- **NVTA Funds:** \$1.5 million
- **Status:** Construction started in late October 2014.
- **Completion:** Coincides with opening of Arlington's portion of the Metroway dedicated facilities, scheduled for fall 2015.

LOUDOUN COUNTY

Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.

- **NVTA Funds:** \$1 million
- **Status:** In process of acquiring the identified property.
- **Completion:** Acquisition of land anticipated by end of 2015.

LC Transit Buses – New transit buses to introduce Silver Line connecting service.

- **NVTA Funds:** \$880,000
- **Status:** Buses have been ordered.
- **Completion:** Anticipated delivery by May 2016.

Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.

- **NVTA Funds:** \$20 million
- **Status:** Contractor selection in process for Design/Build. Contract award June 2015.
- **Completion:** December 2018

PRINCE WILLIAM COUNTY

Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on west side and a sidewalk on the east side.

- **NVTA Funds:** \$3 million
- **Status:** Design contract was approved by Board of Supervisors on March 3, 2015
- **Completion:** Design December 2016. Construction advertisement December 2018

Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2-lane undivided roadway to a 4-lane divided highway. Project includes relocation and re-alignment of Route 215 (Vint Hill Road) and construction of a multi-use trails on the south side and a sidewalk on the north side.

- **NVTA Funds:** \$28 million
- **Status:** In right-of-way phase. Purchased 34 of the 56 properties. Utility relocation to be completed by spring 2015.
- **Completion:** December 2017

CITY OF ALEXANDRIA

Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.

- **NVTA Funds:** \$2 million
- **Status:** The City expects to make a decision on the Locally Preferred Alternative in spring 2015, with a Record of Decision by spring 2016.
- **Completion:** The station is expected to open by the end of 2018.

Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.

- **NVTA Funds:** \$450,000
- **Status:** An Invitation to Bid is expected by March 2015. Installation is expected to commence in spring 2015.
- **Completion:** Winter 2016/2017

Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.

- **NVTA Funds:** \$660,000
- **Status:** Procurement documents are in development. Design begins in spring 2015.
- **Completion:** Winter 2016/2017

DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.

- **NVTA Funds:** \$1,462,500
- **Status:** Delivery expected to commence in spring 2015.
- **Completion:** Fall 2015

CITY OF FAIRFAX

Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widens 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.

- **NVTA Funds:** \$5 million
- **Status:** Right of Way acquisition. Construction is expected to commence in spring 2016.
- **Completion:** 2017 or 2018, depending on utility relocations

CITY OF FALLS CHURCH

Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.

- **NVTA Funds:** \$200,000
- **Status:** Final engineering review. Easement acquisition and procurement expected to commence during spring 2015.
- **Completion:** Fall 2015

Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed. Project includes design, ROW acquisition and construction.

- **NVTA Funds:** \$700,000
- **Status:** Engineering/initial design begun. Construction expected to commence in summer 2015.
- **Completion:** Summer 2017

Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.

- **NVTA Funds:** \$300,000
- **Status:** Engineering/initial design begun. Construction expected to commence in summer 2016.
- **Completion:** Early 2017

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.

- **NVTA Funds:** \$559,275
- **Status:** Delivery of bus in spring 2014. Approved for payment in August 2014.
- **COMPLETE!**

VIRGINIA RAILWAY EXPRESS (VRE)

Alexandria Station Tunnel – This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.

- **NVTA Funds:** \$1.3 million
- **Status:** Conceptual design update complete. Decision on final concept was due in February. Field survey and borings were completed in February. Ready to begin preliminary engineering.
- **Completion:** May 2017

Gainesville to Haymarket Extension – Corridor study and preliminary development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.

- **NVTA Funds:** \$1.5 million
- **Status:** Contract awarded March 2015.
- **Completion:** Spring 2018

Lorton Station Second Platform – This project 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.

- **NVTA Funds:** \$7.9 million
- **Status:** Update of prior second-platform preliminary engineering PE underway with Fairfax County and DRPT to accommodate new CSXT platform requirements.
- **Completion:** Fall 2016

VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.

- **NVTA Funds:** \$12.4 million
- **Status:** VDOT issued Notice to Proceed in January 2015. Substantial completion expected in winter 2016.
- **Completion:** Summer 2017

Route 28 Widening Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.

- **NVTA Funds:** \$20 million
- **Status:** VDOT issued Notice to Proceed in January 2015. Substantial completion expected in winter 2016.
- **Completion:** Summer 2017

Route 28 Widening McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.

- **NVTA Funds:** \$11.1 million
- **Status:** VDOT issued Notice to Proceed in January 2015. Substantial completion expected in winter 2016.
- **Completion:** Summer 2017

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to study transit options on Route 7.

- **NVTA funds:** \$838,000 (100 percent of study cost)
- **Status:** Study underway. Issued the full Notice to Proceed in November 2014. Finalized Outreach Plan in January. Virtual public kick-off in March 2015.
- **Completion:** Study expected to be complete in March 2016.

TOWN OF HERNDON

Intersection Improvements (Herndon Parkway/Sterling Road) – Funding for street capacity improvements for congestion relief. Project includes ROW acquisition and construction.

- **NVTA funds:** \$500,000
- **Status:** Right of way acquisition for sidewalk improvements.
- **Completion:** Highway improvement became operational in November 2014. Sidewalk improvements are expected during the first half of 2015.

Intersection Improvements (Herndon Parkway/Van Buren Street)—Funding for street capacity improvements for congestion relief.

- **NVTA funds:** \$500,000
- **Status:** Procurement approved and awarded in February 2015.
- **Completion:** Expected in 2018, prior to the opening of Dulles Metrorail Phase II.

Access Improvements (Silver Line Phase II – Herndon Metrorail Station)

- **NVTA funds:** \$1.1 million
- **Status:** Procurement approved and awarded in March 2015. ROW acquisition/street dedication is to begin in early 2016 to be ready for construction in 2017.
- **Completion:** Expected in 2018, prior to the opening of Dulles Metrorail Phase II.

TOWN OF LEESBURG

Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.

- **NVTA funds:** \$1 million
- **Status:** Virginia Department of Transportation conducting survey work.
- **Completion:** Interchange Justification Report expected complete in 2017.

Correspondence Section



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 25, 2015

Ms. Wendy Block Sanford
Transportation Director
City of Fairfax
10455 Armstrong Street
Fairfax, VA 22031

Dear Ms. Block Sanford,

I am responding to your letter dated February 11, 2015 requesting a determination of eligibility for the use of HB 2313 30% revenues for the following projects:

- Construction of curb and gutter (without sidewalk). Pursuant to your letter to the City dated October 27, 2014, sidewalk construction is an eligible project. However, the City would like clarification as to whether construction of curb and gutter without a sidewalk is also eligible to be funded with 30% funding.
- Installation of GPS-based Traffic Preemption System. The City currently uses Infrared (IR) traffic preemption technology for emergency vehicles. The IR system utilizes line of sight technology, which results in some unnecessary traffic signal preemptions. The City would like to install a new GPS-based preemption system that will cause a traffic signal to change only as the emergency vehicle is approaching. The new GPS-based system is expected to result in an approximate 10-15% reduction in unnecessary signal preemptions, which will improve traffic signal synchronization and traffic flow.

The NVTA staff members have reviewed the request and all the information relevant to that request provided by the City and concluded that both projects are consistent with the use of the 30% funds as identified in the legislation.

As stated in the HB2313, 30% funding can be used for the purposes identified below:

1. additional urban or secondary road construction;
2. for other capital improvements that reduce congestion;
3. for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority;
4. or for public transportation purposes.

If you have any additional questions concerning the appropriateness of a specific potential use or expenditure, please let me know and the NVTa will be glad to work through the question with the City.

Best regards,



Monica Backmon
Executive Director

cc: NVTa Council of Counsels
Mayor David Silverthorne
Robert Sisson, City Manager
David Hodgkins, Assistant City Manager/CFO
Brian Lubkeman, City Attorney
Michael Longhi, NVTa, CFO



City of Fairfax

***10455 Armstrong Street
Fairfax, Virginia 22030-3630***

February 11, 2015

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Request for determination about Project Eligibility Utilizing 30% Funding

Dear Ms. Backmon:

The City of Fairfax requests a determination from the NVTa Council of Counsels about eligibility for the following projects that the City is considering funding with 30 percent NVTa funding.

- Construction of curb and gutter (without sidewalk). Pursuant to your letter to the City dated October 27, 2014, sidewalk construction is an eligible project. However, the City would like clarification as to whether construction of curb and gutter without a sidewalk is also eligible to be funded with 30% funding.
- Installation of GPS-based Traffic Preemption System. The City currently uses Infrared (IR) traffic preemption technology for emergency vehicles. The IR system utilizes line of sight technology, which results in some unnecessary traffic signal preemptions. The City would like to install a new GPS-based preemption system that will cause a traffic signal to change only as the emergency vehicle is approaching. The new GPS-based system is expected to result in an approximate 10-15% reduction in unnecessary signal preemptions, which will improve traffic signal synchronization and traffic flow.

The City believes these projects are eligible to be funded with the City's 30 percent funding since they meet the criterion of "public transportation purposes".

Sincerely,

A handwritten signature in black ink that reads "Wendy Block Sanford". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

Wendy Block Sanford
Transportation Director

CC: Robert Sisson, City Manager
David Hodgkins, Assistant City Manager/CFO
Brian Lubkeman, City Attorney
David Summers, Public Works Director

Camela Speer

Subject: FW: Request for Project Eligibility Determination from NVTa Council of Counsels

From: Sanford, Wendy Block [<mailto:Wendy.Sanford@fairfaxva.gov>]

Sent: Wednesday, February 11, 2015 4:18 PM

To: Monica Backmon

Cc: Sanford, Wendy Block; Summers, David

Subject: RE: Request for Project Eligibility Determination from NVTa Council of Counsels

Monica,

Here is some additional information about the determination request for the curb/gutter projects:

The City plans to construct curb and gutter on certain roadways in the City that are experiencing pavement deterioration due to excessive storm water runoff. The runoff can deteriorate the pavement surface and create roadside ditch hazards. The City would construct curb and gutter (and associated storm water management improvements) to provide an edge to the roadway to channel water to downstream curb inlets. This will reduce the need for continued maintenance on these streets and will provide for a more navigable roadway for vehicles.

There are other instances where the City would construct curb and gutter to alleviate a flooding problem that is only affecting private property. The City would not utilize 30% funding for those projects. The 30% funding would be used solely for projects where the lack of curb and gutter is causing deterioration to the pavement surface.

Please let me know if you have any other questions.

Thanks,
Wendy

From: Sanford, Wendy Block

Sent: Wednesday, February 11, 2015 9:32 AM

To: Monica N. Backmon (Monica.Backmon@TheNoVaAuthority.org)

Cc: Sisson, Robert; Hodgkins, David; Lubkeman, Brian; Summers, David; wendy.sanford@fairfaxva.gov

Subject: Request for Project Eligibility Determination from NVTa Council of Counsels

Monica,

Please see the attached letter requesting a determination from the NVTa about eligibility for two projects that the City of Fairfax is considering funding with our 30% NVTa funding.

Please let me know if you have any questions.

Sincerely,

Wendy Block Sanford
Transportation Director
City of Fairfax
10455 Armstrong Street
Fairfax, VA 22030
(703) 385-7889