

REVISED



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

AGENDA

- I. **Call to Order** Chairman Nohe
- II. **Roll Call** Ms. Speer, Clerk
- III. **Minutes of the January 22, 2015 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- IV. **I-66 Inside the Beltway** Deputy District Administrator Rene'e Hamilton
- V. **Review of the FY2014 Annual Report** Ms. Backmon, Executive Director

Consent Agenda

- VI. **Project Agreement for City of Falls Church—Regional Funding 610-14-029-1-06**
Recommended action: Approval of Project Agreement
- VII. **Project Agreement for Town of Leesburg—Regional Funding Project 402-14-028-1-01**
Recommended action: Approval of Project Agreement

Action Items

- VIII. **Appointment of Finance Committee Chairman and Vice Chairman and Reappointment of Two Members for Calendar Year 2015** Chairman Nohe
- IX. **Appointment of Technical Advisory Committee Chairman and Vice Chairman and Reappointment of Two Members**
Chairman Nohe
- X. **Appointment of Bylaws Committee** Chairman Nohe

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

Chairman Nohe, Chair, PIWG

Recommended action: Approval of the Public Hearing Date/Release of FY2015-16 Two Year Program

XII. Approval of FY2021 CMAQ/RSTP Recommendations

Mr. Holloman, Vice Chair, JACC

Recommended action: Approval of the FY2021 CMAQ/RSTP Recommendations

XIII. Approval of Proposed FY2016 Operating Budget

Ms. Backmon, Executive Director

Recommended action: Approval of the Proposed FY2016 Operating Budget

XIV. Approval of Proposed FY2016 30% Revenue Budget

Mr. Longhi, CFO

Recommended action: Approval of the Proposed FY2016 30% Revenue Budget

XV. Approval of Proposed FY2016 70% Regional Revenue Budget

Mr. Longhi, CFO

Recommended action: Approval of the Proposed FY2016 70% Regional Revenue Budget

Discussion/Information

XVI. 2015 General Assembly Session Update

Ms. Dominguez, Chair, JACC

XVII. CMAQ/RSTP Reallocation Request

Mr. Holloman, Vice Chair, JACC

XVIII. Planning Coordination Advisory Committee Report

Mayor Foreman, Chair, PCAC

XIX. Technical Advisory Committee Report

Mr. Boice, Chair, TAC

XX. Finance Committee Report

Chairman York, Chair, Finance Committee

XXI. Monthly Revenue Report

Mr. Longhi, CFO

XXII. Operating Budget Report

Mr. Longhi, CFO

XXIII. Project Implementation Working Group

Chairman Nohe, Chair, PIWG

XXIV. Executive Director's Report

Ms. Backmon, Executive Director

XXV. Chairman's Comments

Closed Session

XXVI. Adjournment

Correspondence Section

- I-66 Improvement Recommendations from Northern Virginia Resident Mark Scheufler
- Virginia Department of Taxation Explanation of Methodology Letter
- Letter to Chair Habeeb regarding SB 921
- Response to Senator Petersen regarding the Town of Vienna

Next Meeting: March 26, 2015 – 6:00 pm
www.TheNovaAuthority.org



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Thursday, January 22, 2015
6:00 pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

MEETING MINUTES

Annual Organizational Meeting

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 6:06pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chair Hynes; Chairman York; Chairman Bulova; Mayor Parrish; Mayor Silverthorne (arrived 6:24pm); Council Member Banks; Council Member Snyder; Mr. Garczynski; Miss Bushue.
- Non-Voting Members: Ms. Cuervo; Ms. Mitchell.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.
- Chairman Nohe mentioned that Council Member Rishell's husband had recently passed away.

III. Minutes of the December 11, 2014 Meeting

- Chairman York moved approval of the December 11, 2014 minutes; seconded by Mayor Parrish. Motion carried with six (6) yeas and three (3) abstentions [with Council Member Snyder, Council Member Banks and Mr. Garczynski abstaining as they were not at the December 11 meeting].

Public Comment

- Douglas Steward, Transportation Chair for the Sierra Club was not present during the public comment period.
- Mark Scheufler, a City of Manassas Park resident, addressed the Authority regarding concerns with the TransAction 2040 Update. He suggested:
 - ✓ TransAction 2040 may not be the best use of resources as it appears to be a duplicate to what COG is doing.

- ✓ TransAction should be a matchup of the jurisdictional comprehensive plans.
- ✓ The Authority should work with the jurisdictions to provide a common template for all the jurisdictions to use.
- ✓ Noted that the Manassas Bypass is the fourth ranked project in HB 599 and is not in TransAction 2040.
- ✓ Plan prevents outside the box thinking for transportation improvements like managed lane projects, innovative intersections or advanced ramp metering.
- ✓ Goal should be to identify the most congested areas in region and find projects to help mitigate the problem.
- ✓ The NVTa work with CTB and COG to leverage funding.
- ✓ Requested audio versions of NVTa meetings be made available.
- Nancy Hiteshue-Smith, Policy Director of the Northern Virginia Transportation Alliance and also speaking for the Northern Virginia Transportation Coalition, suggested that the region lacks regional transportation priorities. She highlighted key points in the Coalition's policy statement:
 - ✓ Recommends funding be based on a set of criteria.
 - ✓ Identifies nine projects believed to be the investments of greatest regional significance for Northern Virginia.
 - ✓ Transportation investments need to be regional in nature and focused on a core set of projects to fix our regional framework.
 - ✓ Added that the Alliance agrees that transit is an important part of our framework and suggested it should be evaluated through HB 599.
- Rob Whitfield, with the Fairfax County Taxpayers Alliance, endorsed much of the Coalition's presentation. He commented:
 - ✓ Goal should be to move the most people in the most cost effective manner.
 - ✓ There are certain projects we cannot afford.
 - ✓ There needs to be financial feasibility for Metro Momentum 2025.
 - ✓ Urged NVTa to establish criteria to evaluate the cost effectiveness of transit projects.
 - ✓ Need to have financial viability as a component of project decision making.
 - ✓ Expressed concern that the individual leading the TransAction 2040 Update lives in the District of Columbia and lives car free. Suggested we need someone who understands that highway system to lead this project.

(Mayor Silverthorne arrived.)

Presentation

IV. HB 599 Rating and Evaluation Study

Deputy District Administrator Rene'e Hamilton

- Ms. Cuervo thanked the Authority and jurisdictions for their support during the HB 599 process. She also thanked Mr. Roden and his team, as well as the VDOT staff.

- Mr. Roden presented the HB 599 Rating and Evaluation Study results. Mr. Roden concluded that the ratings will be published on the VDOT site on January 23, 2015, and that VDOT looks forward to testing a transit project through the study.
- Chair Hynes asked how these ratings fit into the context of the NVTa's work. Ms. Backmon responded that the PIWG has reviewed these results and has taken them into account to develop the draft FY2015-16 Program, adding that the HB 599 score represents 35% of the total project score. Staff is now working with jurisdictions and agencies to finalize the draft recommendation to present to the Authority in February. She noted that the NVTa staff recommendation did not fully program the \$373 million that is available for the Two Year Program. Ms. Backmon added that the Authority will be asked to release the draft program for public comment at the February meeting, with the public hearing proposed for March.
- Mr. Garczynski suggested that staff and VDOT explain in any public releases of the HB 599 ratings that this is only part of the NVTa funding process. Ms. Backmon agreed that this is important, as there are projects in the HB 599 study that the Authority cannot fund because they are not in TransAction 2040. Ms. Backmon agreed to make it clear to the public that the HB 599 study is a tool, but not the tool for funding considerations.
- Chairman Bulova noted that the Fairfax County Parkway rated very high in the HB 599 study, but is a very large project and even if they could get all the money for it, they could not build it. She stated that project readiness needs to be considered when developing funding lists. Ms. Backmon added that some of the projects that were submitted to the HB 599 process were studies and cannot be modelled, therefore there is a need to explain those results as well.
- Council Member Banks asked if the color coded list that was presented to the PIWG would be what was posted to the website. Ms. Backmon responded that the PIWG will make a recommendation to the Authority in February as to the project list that should be released to the public and it will include all projects that were vetted.
- Chair Hynes suggested that it needs to be presented in a clear, visual, contextual way that this is a first step in the process. She also suggested using a flow chart to show the whole process and where we are in the process, possibly with some dates associated. Chair Hynes added that these are new tools being used for the first time and we need to manage expectations.
- Council Member Snyder requested that VDOT include DRPT and NVTC when it begins to look at transit in the HB 599 study. Mr. Roden responded that they will be making recommendations. Ms. Mitchell added that DRPT is working at a staff level to determine what projects should be included in the transit analysis. Council Member Snyder asked for further confirmation that NVTC will be included. Ms. Mitchell responded that NVTC will be included.
- Chairman Nohe suggested that we need to communicate that the scores are not intended to represent a qualitative measure. This is a measure of percentage of total congestion relief. He also suggested that there is a lesson to be learned in this. The Fairfax County Parkway project, as submitted to the study, had

several projects within it and it scored high as all the projects combined will provide a significant amount of congestion relief. Prince William County listed several individual Route 1 projects. He noted that if the Route 1 projects had been packaged together, they would likely have scored better. Chairman Nohe suggested that in the future, the jurisdictions may need to look at how projects are packaged when submitting them to the study. If projects are packaged similarly, we may get a more intuitive and comparable result of similar facilities. He noted that this is the tool to measure the degree of congestion relief, and while the cost effectiveness and project readiness components have been measured, they have not been included in these results.

- Ms. Mitchell reiterated that once this process is completed, we need to have a review of the process and the results to see if the process needs to be tweaked to move forward. She suggested that it would be helpful to get the lessons learned from VDOT and their consult back to the NVTa.
- Chair Hynes asked for verification that these scores are relative to this group of projects, therefore a project that is resubmitted to a future HB 599 study might get a different rating. Mr. Roden responded that that is one approach, but that another approach is to keep a reference project that could be used from year to year. He added that the decision of how to handle this has not been made. Mr. Garczynski noted that the projects are scored from the top ranked project in the study. He added that in modeling you have model validation to make sure the model is correct. Ms. Mitchell replied that she was suggesting process and policy validation, adding that we need to evaluate the process as we move forward to keep improving it and making it more useful.
- Ms. Backmon stated that a review of the HB 599 process is included in the NVTa Work Program to work with VDOT on these processes for highway and test transit projects before the next cycle or call for projects for the HB 599 study.
- Chairman Nohe stated that at its February 13, 2015 meeting, the PIWG will review the draft FY2015-16 project list and will make a formal recommendation to the Authority at its February meeting. Ms. Backmon added that the Authority will be asked to release the draft program at the February meeting for a March public hearing. Chairman Nohe concluded that the Authority will approve the Two Year Program at its April meeting. Ms. Backmon confirmed the schedule.

Action Items

V. Election of Chairman and Vice Chairman for Calendar Year 2015

Nominating Committee

- Mayor Parrish noted that he and Chairman Bulova had met several times over the last month and had discussions with other Authority members regarding the nomination of this year's Chairman and Vice Chairman.

- Mayor Parrish nominated Marty Nohe as Authority Chairman and Mayor Euille as Authority Vice Chairman for Calendar Year 2015; seconded by Chairman Bulova. Motion carried unanimously.
- Chairman Nohe thanked the Authority members for their confidence.
- Mayor Parrish thanked Chairman Nohe for doing an outstanding job and stated that he trusts he will continue to do so.

VI. Appointment of Town's Representative to the NVTa for Calendar Year 2015

Chairman Nohe

- Chairman York moved to accept the Town's nomination of Mayor Fraser of the Town of Purcellville, as the Town's Representative to the NVTa for Calendar Year 2015; seconded by Mayor Parrish. Motion carried unanimously.

VII. Approval of the NVTa Calendar Year 2015 Work Program

Ms. Backmon, Executive Director

- Ms. Backmon presented the draft Work Program for CY2015. She noted that it had been vetted through the JACC, TAC and PCAC. She stated that in developing the work program, staff reviewed accomplishments from 2014 and highlighted major milestones for 2015. Ms. Backmon highlighted key elements of the work plan:
 - ✓ Update of TransAction 2040.
 - ✓ Approval of FY2015-16 Two Year Program.
 - ✓ Briefings on regional studies and initiatives.
 - ✓ Annual report presentation.
- Ms. Backmon noted that the Work Program is subject to be amended, should the Authority choose. She added that the program is a fluid document that may need to be updated based on future decisions and actions.
- Chairman Nohe suggested that a review of the Authority Committee structure be added to the Work Plan after April. Ms. Backmon responded that this is part of the Bylaws revision that is scheduled to be presented to the Authority at the May meeting. She added that this date can be adjusted if the Authority chooses.
- Chair Hynes moved to approve the proposed NVTa Work Program for Calendar Year 2015; seconded by Chairman Bulova. Motion carried unanimously.

VIII. Approval of TransAction 2040 Amendment Recommendation

Ms. Backmon, Executive Director

- Ms. Backmon reviewed the prior request by Loudoun County to amend TransAction 2040 and the rationale behind it. She stated that after researching this option and working with the PIWG, an alternate approach is being recommended. Ms. Backmon briefly reviewed the TransAction process and

timeline, noting that this effort will be more robust than the one taken in the last TransAction process.

- Ms. Backmon stated that the alternate approach is to continue with the TransAction 2040 Update, but in the interim to only do a call for projects for FY2017. This would allow time to review the HB 599 process and for the TransAction 2040 Update to be done before the next call for projects. This call for projects would then be for a full Six Year Program, FY2018-23.
- Chairman York asked if the intent is that after the call for projects for FY2017 there would be not another call for projects until after the TransAction 2040 Update is complete. Ms. Backmon confirmed that this is the intent. She added that Loudoun County is not the only locality that is in this position and that since there is now transportation funding, we don't want to delay the update. Ms. Backmon stated that this approach will allow for a continuous cycle of funding projects, with projects constantly advancing to show good stewardship of the tax payer dollars.
- Chairman York moved approval to update TransAction 2040 as currently planned, without a parallel amendment, and to develop a one year funding program for FY2017; seconded by Mr. Garczynski. Motion carried unanimously.

IX. Approval of CMAQ/RSTP Reallocation Request for Fairfax County

Mr. Holloman, Vice Chair, JACC

- Mr. Holloman stated that the JACC has reviewed the RSTP Reallocation Request from Fairfax County and recommends approval.
- Chairman Bulova moved approval of the reallocation of Regional Surface Transportation Program funds for Fairfax County; seconded by Chair Hynes. Motion carried unanimously.

Discussion/Information

X. 2015 General Assembly Session Update

Ms. Backmon, Executive Director

- Ms. Dominguez updated the Authority on the proposed bills being considered in the General Assembly session that might impact the Authority. She noted that there have been various bills related to regional funding and the NVTI introduced this session.
 - ✓ HB 1470 would require that all of the Authority's 70% funds be allocated only to projects within TransAction 2040, or its updates, that have been evaluated by the HB 599 study. She explained that this bill would require mass transit projects to be evaluated under the VDOT rating and evaluation study required by HB 599. Ms. Mitchell noted that no one is opposed to transit projects running through the HB 599 model. Those involved in the development of the model recognize that there are still some policy

discussions that need to take place. Need to be sure the model and the process are set up to accommodate transit properly. She added that there have been discussions about a one-year delay to work through these issues and the Administration supports this. Chairman Nohe added that some patrons of the bill have interpreted our concern as opposition, but that he has communicated that the NVTa is going to this and we are not opposed to the law saying we should do this. The issue is that we do not want a situation where, because this is a new process for transit, this mandate prevents us for funding anything at all. He added that the NVTa wants to understand the process a little better before committing to a specific timeline. We are committed to doing this, but the commitment as to how to do it needs to be worked out. Ms. Mitchell suggested the “lessons learned” process we are planning will be important. Chairman Nohe added that some of the patrons of the bill have stated they would like to smooth out the wrinkles.

- ✓ HB 1525 requires the Department of Taxation to provide the Authority the methodology it uses in calculating the revenue that it retains. She added that all three Authority General Assembly members are co-patrons of this bill, as well as several other Northern Virginia delegation members. Ms. Backmon stated that there was a conference call with the tax commissioner yesterday and he has agreed to provide the information. Chairman Nohe asked if they may do voluntarily, regardless of the legislation. Ms. Backmon responded affirmatively. Chairman York asked if the state is getting paid twice for these services, once by tax payers and again by the NVTa. Ms. Backmon responded we were told initially there were some startup costs, so this was the justification for fees retained in the initial months being larger. Chairman York asked for clarification that the NVTa is just paying start up fees, but not continuing fees. Ms. Backmon responded that the NVTa is still paying fees and that we are requesting that there be a standard fee so that we can anticipate the amount. Chairman York stated that as a tax payer, he has a problem with state government double dipping and implied that there is something inherently wrong with this. Chairman Nohe noted that this bill gotten some attention.
- ✓ HB 1529 concerns enactment clauses in the general appropriation act. Ms. Dominguez noted that there are concerns about how this may impact the Authority.
- ✓ HB 1915/SB 1314 require the Authority include in its regional transportation plan, as a 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 report to the Authority any aspects of its comprehensive plan that are not consistent with the regional transportation plan. She added that Ms. Backmon has been discussing this bill with its patrons. Chair Hynes asked about the meaning of last sentence. Chairman Nohe replied that Delegate LeMunyon has acknowledged that it is not clear what the last sentence means. Chairman Nohe added that he is meeting with Delegate LeMunyon on Monday to

discuss effective ways to accomplish this, other than the way it is written. Chairman Nohe suggested the intent of the bill is to ensure that the TransAction plan includes a focus on congestion relief and to ensure that changes in local comprehensive plans do not create problems for the Authority within the TransAction plan.

- ✓ HB 2095 requires counties that enact their Commercial & Industrial Property Tax to appropriate 30% of the revenues attributable to property located within the towns that maintain their own roads to that town. Ms. Dominguez noted that there was a companion Senate bill that was passed by in Senate Finance.
- ✓ HB 2099/SB 932 would allow sidewalk projects to be funded by NVTA with both the 70% and 30% funds.
- ✓ HB 2170 would transfer the powers and duties of the Northern Virginia Transportation Commission to the Northern Virginia Transportation Authority. Council Member Snyder stated that he had a constructive meeting with Delegate Minchew. He noted that one concern was to make sure that transit and highway planning work together in the region and that this is a concern we all share. He added that this particular issue was studied ad nauseam a few years ago, with a huge effort of staff, resources and time. Council Member Snyder suggested that the Authority respond to the legitimate public policy concern, but not support another study that will take valuable staff time from what we should be focusing on, projects. Chairman Nohe clarified that Council Member Snyder was suggesting that the Authority communicate to the General Assembly that the NVTA is opposed to the merger. Council Member Snyder suggested non-support. Ms. Backmon stated that the Authority would need to take action on any positions that the Authority would like to express to the General Assembly.
- ✓ Council Member Snyder moved approval that the Authority communicate to the General Assembly a position of non-support for HB 2170; seconded by Chairman Bulova.
- ✓ Chairman Nohe suggested sending the study document that had been previously produced along to the General Assembly.
- ✓ Chairman York stated that he would abstain from the vote due to the Loudoun County Board discussion that resulted in the Board requesting that Delegate Minchew request a study. He noted that the study that was done addressed why the two entities could not be merged. He wants to know what the impact is to the NVTA if NVTC is incorporated into it.
- ✓ Motion carried with seven (7) yeas and three (3) abstentions [Chairman York, Mr. Garczynski and Miss Bushue].
- ✓ Council Member Banks asked how HB 2099 would fit within NVTA, especially in regards to performance measures. Chairman Nohe suggested it would not work. Ms. Dominguez added that there might be sidewalk

projects that qualify for 30% funds, if they provide access to transit or increase capacity. She stated that this could work for 70% funds in a regional perspective, at the discretion of the Authority. Council Member Banks suggested that the Manassas Park City Council would be interested in this. Chairman Nohe responded that even if this were allowed, it is difficult to image a scenario in which the NVTa would fund sidewalks, due to the need to demonstrate that the project relieves congestion. Ms. Dominguez added that there is concern that if certain types of projects start to be called out in the Virginia Code, there to be a case that if a type of project is not called out, it is not eligible. This is a concern about unintended consequences.

- ✓ Chairman York moved approval that the Authority communicate to the General Assembly a position of opposition to HB 2099; seconded by Chair Hynes. Motion carried with seven (7) yeas and three (3) abstentions [Council Member Banks, Mr. Garczynski and Miss Bushue].
- ✓ SB 921 adds towns to the list of localities whose transportation projects can benefit from revenues from the Authority. It is believed that this would apply only to towns with a population over 3500. She added that this raises the question of projects that could run through towns with a lesser population. Additionally, during discussion in the Senate Transportation Committee it was suggested that funds go directly to the towns instead of through the counties. Ms. Dominguez pointed out that there were reasons for the mechanisms to be established as they were. Chairman York asked for clarification that this bill would allow congestion relief money to be used for street maintenance. Ms. Dominguez responded negatively, that this applies to towns that maintain their own roads. Chairman Bulova noted that Fairfax County has a number of towns and has a good relationship and system to work through the NVTa and the funding to be sure the towns are getting their fair share. She stated there is a legal issue that if towns within the county chose to use NVTa money counter to the legislation, then the county would be penalized. The current process gives the counties the control and ability to work with towns on how the funding is used, to ensure it is consistent with the legislation.
- ✓ Ms. Cuervo asked for clarification on HB 2099 and whether this references stand-alone sidewalk projects. It was clarified that this is for stand-alone sidewalk projects.
- ✓ Chairman Nohe stated that the intent of SB 291, not the language, is that the Authority would allocate the 30% funds directly to the five towns eligible to receive them. He noted that this does not seem like an inherently bad thing, but the challenge is that the NVTa has been charged with making sure that all funds are spent on projects for which the legislation was envisioned. He added that the 30% money can be spent on a variety of different projects, but if the money is not spent correctly, NVTa loses the money. Chairman Nohe explained that he is sympathetic

to the towns' concern that the money needs to flow through the county first and understands the desire to have autonomy on this, but the NVTa has to have enough checks and balances to be sure the NVTa does not lose \$300 million in congestion relief funds. Chairman Nohe also noted that even if this is the intent of the bill, it is not actually what the language says. This creates a problem for all three of the counties with towns, as it seems to imply that towns that do not maintain their own roads cannot be beneficiaries of the 70% funds.

- ✓ Chairman Bulova moved approval that the Authority communicate to the General Assembly a position of opposition to both the language and the intent of SB 921; seconded by Chairman York. Motion carried unanimously.
- ✓ Chairman Nohe directed staff to find a way to word this to reflect opposition to the language and the intent of the bill.
- ✓ SB 1033 increases the membership of the Authority by one non-legislative member to represent the towns that receive funding for urban highway systems. Ms. Dominguez noted that the towns currently have one non-voting member and this would add a voting member from the towns as well. Chair Hynes asked for clarification on what a non-legislative member meant. Mr. Garczynski suggested it might mean not a member of the General Assembly.
- ✓ Chairman York moved approval that the Authority communicate to the General Assembly a position of opposition to SB 1033; seconded by Chairman Bulova. Motion carried with eight (8) yeas and two (2) abstentions [Mr. Garczynski and Miss Bushue].
- ✓ HB 1887 is the Governor's omnibus transportation bill that increases transit funding, but also makes changes to the highway allocation formulas.
- ✓ Chairman York moved that the NVTa Chairman be given the authority, on behalf of the Authority, to suggest to the General Assembly bills that may not be good for NVTa and those that will; seconded by Chairman Bulova.
- ✓ Chairman Bulova noted that she knows the Chairman will coordinate with the localities and members of the Authority when needed. She added that this will allow the Chairman to quickly take positions or represent concerns of the Authority. Chairman Nohe imposed the recognition that if there is any question about what the Authority position would be, he will consult with the legislative liaisons. Mr. Garczynski noted that the Governor made a presentation to the CTB on HB 1887 with Delegate Jones, in that sense, this is a bipartisan effort and a focal point of the Administration.

- ✓ Motion carried with eight (8) yeas and two (2) abstentions [Mr. Garczynski and Miss Bushue].

XI. Planning Coordination Advisory Committee Report

Mayor Foreman, Chair, PCAC

- No verbal report.

XII. Technical Advisory Committee Report

Mr. Boice, Chair, TAC

- No verbal report.

XIII. CMAQ/RSTP Reallocation Request

Mr. Holloman, Vice Chair, JACC

- No verbal report.

XIV. Finance Committee Report

Chairman York, Chair, Finance Committee

- No verbal report.

XV. Monthly Revenue Report

Mr. Longhi, CFO

- No verbal report.

XVI. Operating Budget Report

Mr. Longhi, CFO

- No verbal report.

XVII. Financial Working Group Report

Mayor Euille, Chair, FWG

- No report.

XVIII. Project Implementation Working Group Report Chairman Nohe, Chair, PIWG

- No verbal report.

XIX. Executive Director's Report

Ms. Backmon, Executive Director

- Ms. Backmon briefly reviewed the highlights of the Executive Director's report.
 - ✓ An NVTa road show has been produced to give the governing bodies of the member jurisdictions and localities an update on the Authority. This is available at the request of the localities.
 - ✓ Annual report will be presented at the February meeting.
 - ✓ Second quarterly press release from the Authority was sent today.

XX. Chairman's Comments

XXI. Adjournment

- Meeting adjourned at 7:18pm.

DRAFT



Investing in Multimodal Solutions

Northern Virginia Transportation Authority (NVTA)

Renee Hamilton, VDOT, Deputy District Administrator

February 26, 2015

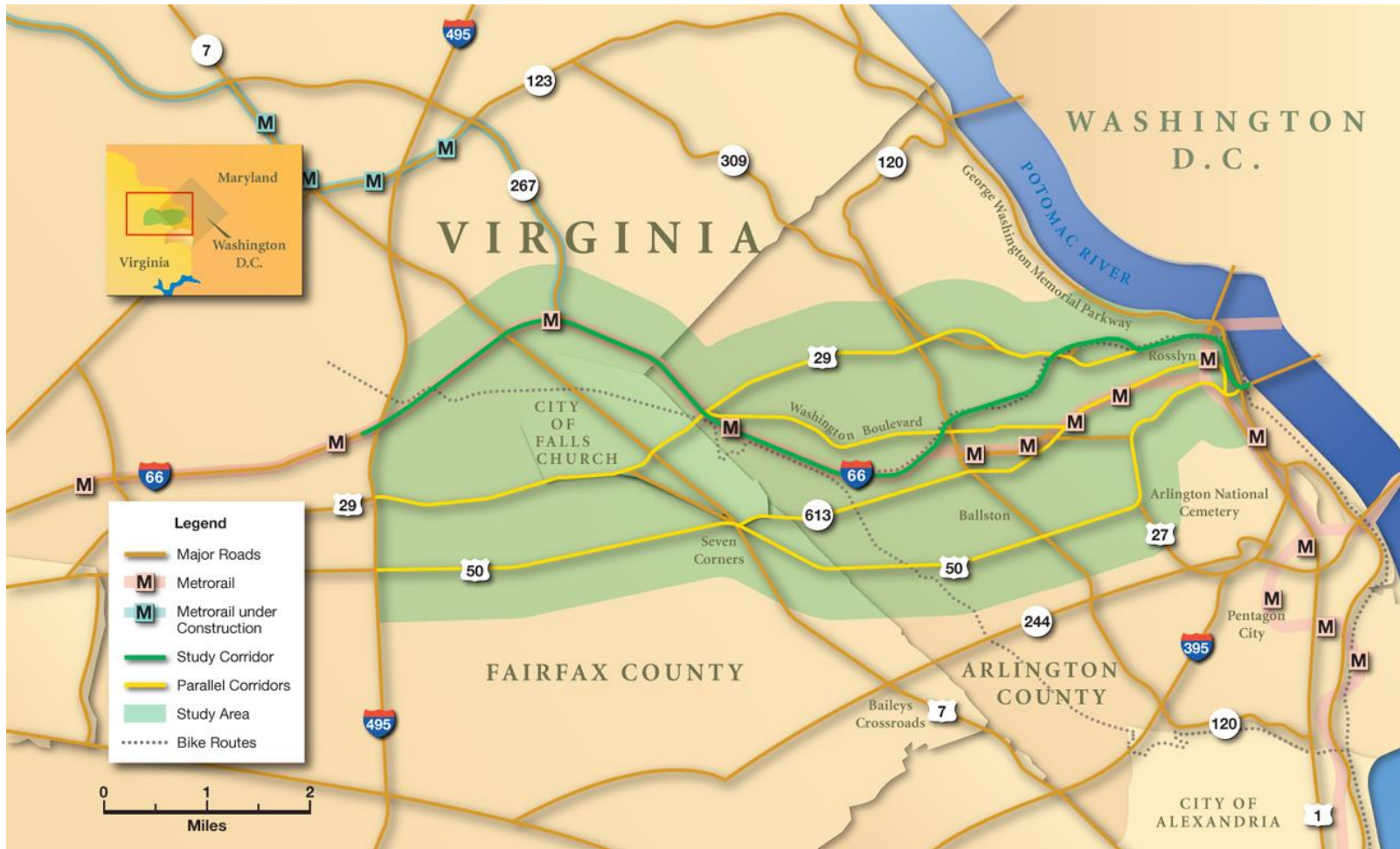
I-66 Multimodal Improvements

- **I-66 Multimodal Study (2012 / 2013)**
- **Tolling element**
- **Multimodal solutions**
- **Future Widening**
- **NEPA documentation**
- **Outreach**
- **Project schedule**



I-66 Multimodal Improvements Beltway to US 29 Rosslyn

Investing in Multimodal Solutions





Investing in Multimodal Solutions

I-66 Multimodal Improvements Beltway to US 29 Rosslyn

I-66 Issues Reported in 2012:

- Eastbound & Westbound roadway congestion
- Congestion at interchanges
- Non-HOV users during HOV restricted period
- Orange / Silver Line Metrorail congestion
- Bus service impacted by roadway congestion
- Challenges to intermodal transfers
- W&OD and Custis Trail bottlenecks
- Limitations / gaps in Bike & Ped accessibility and connectivity





Investing in Multimodal Solutions

Baseline assumptions for 2040 from Multimodal Study

- HOV changes from HOV-2+ to HOV-3+ throughout region
- I-66 westbound SPOT improvements 1, 2, and 3
- Silver Line Phase I and II (to Dulles)
- New and enhanced Priority Bus services on I-66, US 29, and US 50
- Transportation Demand Management (TDM) elements from the I-66 Transit/TDM Study
- Metrorail core capacity improvements





Investing in Multimodal Solutions

I-66 Multimodal Improvements Beltway to US 29 Rosslyn

Corridor activity since 2012:

- **August 2013 Supplemental Report**
 - Refined Package
- **Completed or Active Projects**
 - Active Traffic Management (ATM) underway
 - Spot 1 Widening WB – Completed 2013
 - Spot 2 Widening WB – Under Construction
 - Bus on Shoulder – Under implementation, operational in 2015
- **Outside the Beltway project development**
- **Dec 9 letter from Secretary Layne**
 - Multimodal package of solutions
- **CLRP project submission, Jan 2015**



Investing in Multimodal Solutions

I-66 Multimodal Improvements Beltway to US 29 Rosslyn



The purpose of the I-66 Multimodal Project inside the Beltway is to move more people and enhance connectivity in the corridor by improving transit service, reducing roadway congestion, and increasing travel options.



Investing in Multimodal Solutions

Project Scope

Identify and prioritize improvements from 66 Multimodal Study (2012/2013)

- Quickly implementable corridor improvements
- Tolling
- Transit
- Bicycle / Pedestrian
- Transportation Demand Management
- Integrated Corridor Management
- Future Widening





Investing in Multimodal Solutions

Tolling

- **Dynamic tolling in both directions during peak periods only**
 - HOV-3+ vehicles ride free; Restricted hours to be determined
 - Facility free to all traffic during off-peak periods;
 - Consistent with current policy, heavy trucks are prohibited;
 - All electronic tolling – no toll booths
 - Clean fuel vehicles no longer exempt from restrictions
- **VDOT owns and operates facility**
- **Excess revenue directed toward multimodal elements**



Investing in Multimodal Solutions

Transit

- **Review and validate transit recommendations from**
 - ***DRPT I-66 Transit / TDM Study, 2009***
 - ***I-66 Multimodal Study, 2012/2013***
 - Evaluate proposed enhanced bus service throughout the corridor
 - Local, commuter, and regional bus
 - Consider Metrorail core capacity improvements that would address capacity concerns in the I-66 corridor



Investing in Multimodal Solutions

Bicycle and Pedestrian Facilities

- Review recommendations from Multimodal Study
- Coordinate with local jurisdictions to prioritize bicycle and pedestrian projects that:
 - Accommodate longer distance commute trips along I-66
 - Accommodate access to Metrorail stations and bus stops
 - Increase the utility and attractiveness of bicycling and walking
- Projects may include
 - On-road bicycle facilities
 - New or improved off-road paths
 - Intersection improvements to enhance crossing safety





Investing in Multimodal Solutions

Transportation Demand Management

Identify and prioritize best performing strategies to reduce travel demand, increase mobility options, and market transit services

- **Marketing and outreach programs**
- **Vanpool programs**
- **Financial incentive programs**
- **Other programs**



Investing in Multimodal Solutions

Integrated Corridor Management

- Review current corridor status and consider elements in the Active Traffic Management project (operational in 2015)
- Consider additional ICM recommendations including:
 - Addition of dynamic merge/junction control
 - Speed harmonization
 - Advanced parking management systems for park-and-ride lots
 - Multimodal traveler information including travel time by mode
 - Implementing signal priority for transit vehicles in the corridor



Investing in Multimodal Solutions

Future Widening Study

- **Included in Recommended Package from I-66 Multimodal Study**
- **Evaluate capacity improvements west of Ballston in both directions**
- **Implementation year to be determined based upon travel demand (currently projected to be 2025 or later)**
- **Develop design to fit within existing right-of-way as much as possible and considering innovative approaches where needed**

Environmental Documentation

➤ Environmental documentation to include:

- Tolling Element
- Multimodal improvements that require environmental clearance
- Future widening



Investing in Multimodal Solutions

Outreach

➤ **Project Working Group (PWG)**

- **VDOT, DRPT, Arlington County, Fairfax County, City of Falls Church**

➤ **Inside Stakeholder Technical Advisory Committee (iSTAG)**

- | | | |
|--------------------|-------------------|------------------------|
| • Arlington County | • City of Fairfax | • City of Falls Church |
| • DDOT | • Fairfax County | • FHWA |
| • FTA | • Loudoun County | • MWAA |
| • MWCOG | • NVRPA | • NVTA |
| • NVTC | • PRTC | • Prince William Co. |
| • Town of Vienna | • VRE | • WMATA |
| • MDOT | | |

➤ **Elected Officials briefings**

➤ **Public Outreach**

- **Public Information Meetings, Public Hearing(s), Neighborhood groups**
- **Website under development**



Investing in Multimodal Solutions

Major Project Milestones

Key Milestones	Dates
Submit Multimodal project to CLRP	January 2015
Level 2 Traffic & Revenue Study	Mid 2015
Prioritize Multimodal solutions	2015
Environmental document and hearing	2015
Tolling Design-Build procurement	Late 2015
Tolling Construction	2016
Begin first phases of multimodal solutions	2016-2017
Toll Day One	2017



Investing in Multimodal Solutions

Next Steps

- **Re-validate corridor issues reported in 2012 Final Report**
- **Refine project scope with Project Working Group**
- **Develop and implement early stakeholder and public outreach program**
- **Initiate Traffic and Revenue Study for tolling element**
- **Prioritize multimodal elements based on available excess toll revenue and corridor needs through 2040**



Investing in Multimodal Solutions

Questions / Comments

THANKS!

I-66 Multimodal Improvements Project

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: February 16, 2015

SUBJECT: Regional Funding Project 610-14-029-1-06 (Pedestrian Bridge providing safe access to the East Falls Church Metro Station.)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 610-14-029-1-06.
2. **Suggested motion.** *I move approval of the proposed Standard Project 610-14-029-1-06 (Pedestrian Bridge providing safe access to the East Falls Church Metro Station), in accordance with NVTAs 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 Falls Church 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 NVTAs Project Number 610-14-029-1-06

Coordination: Council of Counsels

**Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and
City of Falls Church, Virginia
(Recipient Entity)**

NVTA Project Number: _____

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 2014, as between the Northern Virginia Transportation Authority ("NVTA") and _____ City of Falls Church, Virginia _____ ("Recipient Entity").

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 48.2 of Title 15.2 of the Code of Virginia, as amended;

WHEREAS, Section 15.2-4830(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 15.2-4838.01 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 15.2- 4838.1;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 15.2-4838.1 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 15.2-4838.1;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTA Fund and/or from NVTA Bond Proceeds, is located within a locality embraced by NVTA's geographical borders, or is located in an adjacent locality, but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTA;

WHEREAS, City of Falls Church, Virginia formally requested that NVTA provide funding to the Project by timely submitting an application for NVTA funding in response to NVTA's call for projects;

WHEREAS, NVTA has reviewed City of Falls Church, Virginia's application for funding and has approved City of Falls Church, Virginia's administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by City of Falls Church, Virginia, NVTA has determined that the Project complies with all requirements of the NVTA Act related to the use of moneys identified in Virginia Code Sections 15.2-4838.1.A,C.1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTA described in Appendix B have been duly authorized and directed by City of Falls Church, Virginia to finance the Project;

WHEREAS, NVTA agrees that City of Falls Church, Virginia will design and/or construct the Project or perform such other specific work for the Project and City of Falls Church, Virginia agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the City of Falls Church, Virginia's administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTA's governing body and City of Falls Church, Virginia's governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

City of Falls Church, Virginia shall:

1. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 15.2-4838.1(A) and C(1).
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVTAFunds specified on Appendix B to pay any Project cost if the NVTAFunds Act does not permit such Project cost to be paid with NVTAFunds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTAFunds will provide funding for such multiple phases (as set forth on Appendix B), NVTAFunds may not provide funding to City of Falls Church, Virginia to advance the Project to the next phase until the current phase is completed. In any circumstance where City of Falls Church, Virginia seeks to advance a Project to the next phase using NVTAFunds, City of Falls Church, Virginia shall submit a written request to NVTAFunds's Executive Director explaining the need for NVTAFunds's funding of an advanced phase. NVTAFunds's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTAFunds's current and projected cash flow position and make a recommendation to NVTAFunds whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit City of Falls Church, Virginia from providing its own funds to

advance a future phase of the Project and from requesting reimbursement from NVTA for having advance funded a future phase of the Project. However, City of Falls Church, Virginia further recognizes that NVTA's reimbursement to City of Falls Church, Virginia for having advance funded a Project phase will be dependent upon NVTA's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTA's Executive Director will periodically update NVTA's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. City of Falls Church, Virginia shall provide all information required by NVTA so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTA requests for payment consistent with Appendix B and the most recently approved NVTA cash flow estimates that include NVTA's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTA and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTA, City of Falls Church, Virginia can expect to receive payment within twenty (20) days upon receipt by NVTA. Approved payments may be made by means of electronic transfer of funds from NVTA to or for the account of City of Falls Church, Virginia.
8. Promptly notify NVTA's Executive Director of any additional project costs resulting from unanticipated circumstances and provide to NVTA detailed estimates of additional costs associated with those circumstances. City of Falls Church, Virginia understands that it will be within NVTA's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTA will do so only in accordance with NVTA's approved Project Selection Process and upon formal action and approval by NVTA. City of Falls Church, Virginia shall timely provide to NVTA a

complete and accurate update to Appendix B, if NVTa approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTa no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTa Resolution No. 14-08 adopted January 23, 2014; to wit that, if applicable to City of Falls Church, Virginia 's Project: a) Prior to any NVTa funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTa member localities; b) any such funds released by NVTa for such project will be in addition to the funds that the NVTa member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTa until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTa.
11. Should City of Falls Church, Virginia be required to provide matching funds in order to proceed or complete the funding necessary for the Project, City of Falls Church, Virginia shall certify to NVTa that all such matching funds have been either authorized and/or appropriated by City of Falls Church, Virginia s governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern City of Falls Church, Virginia and provide copies of any such financial records to NVTa, free of charge, upon request.

13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern City of Falls Church, Virginia; and provide to NVTa copies of all such drawings and plans free of charge, upon request.
14. Reimburse NVTa for all NVTa funds (with interest earned at the rate earned by NVTa) that City of Falls Church, Virginia misapplied or used in contravention of Sections 15.2-4829 *et. seq.* of the Virginia Code ("the NVTa Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTa and its Bond Trustee or require that all City of Falls Church, Virginia 's contractors name NVTa or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of City of Falls Church, Virginia for the Project and present NVTa with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTa that City of Falls Church, Virginia may use NVTa funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTa's in-house legal counsel) in connection with the work performed under this Agreement City of Falls Church, Virginia so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTa, that upon final payment to all contractors for the Project, City of Falls Church, Virginia will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTa be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern City of Falls Church, Virginia.

19. Acknowledge that if the Project is being funded in whole or in part by NVTB Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if City of Falls Church, Virginia expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that City of Falls Church, Virginia agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that City of Falls Church, Virginia is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if City of Falls Church, Virginia is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTB funds and/or NVTB Bond Proceeds that City of Falls Church, Virginia will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTB will not be a party or signatory to that Agreement; nor will NVTB have any obligation to comply with the requirements of that Agreement.
23. Provide a certification to NVTB no later than 90 days after final payment to the contractors that City of Falls Church, Virginia adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTB's Obligations

NVTB shall:

- I. Provide to City of Falls Church, Virginia the funding authorized by NVTB for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in

Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTa.

2. Assign a Program Coordinator for the Project. NVTa's Program Coordinator will be responsible for monitoring the Project on behalf of NVTa so as to ensure compliance with this Agreement and all NVTa's requirements and with overseeing, managing, reviewing, and processing, in consultation with NVTa's Executive Director and its Chief Financial Officer ("CFO") , all payment requisitions submitted by City of Falls Church, Virginia for the Project. NVTa's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTa's assigned Program Coordinator all City of Falls Church, Virginia 's payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTa for the Project. After submission to NVTa, NVTa's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTa's Program Coordinator will then make a recommendation to the NVTa's CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from City of Falls Church, Virginia . If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTa's Program Coordinator will notify City of Falls Church, Virginia in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTa have been corrected. Under no circumstances will NVTa authorize payment for any work performed by or on behalf of City of Falls Church, Virginia that is not in conformity with the requirements of the NVTa Act, Chapter 766, or this Agreement.

4. Route all City of Falls Church, Virginia 's supplemental requests for funding from NVTa under Paragraphs A.5 and A.8 of this Agreement to NVTa's Executive Director. NVTa's Executive Director will initially review those requests and all supporting documentation with NVTa's CFO. After such initial review, NVTa's Executive Director will make a recommendation to NVTa's Finance Committee for its independent consideration and review. NVTa's Finance Committee will thereafter make a recommendation on any such request to NVTa for final determination by NVTa.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTa Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of City of Falls Church, Virginia 's financial records for the Project and on -site inspections.
6. Acknowledge that if, as a result of NVTa's review of any payment requisition or of any NVTa compliance review, NVTa staff determines that City of Falls Church, Virginia has misused or misapplied any NVTa funds in derogation of this Agreement or in contravention of the NVTa Act, Chapter 766 or applicable law, NVTa staff will promptly advise NVTa's Executive Director and will advise City of Falls Church, Virginia 's designated representative in writing. City of Falls Church, Virginia will thereafter have thirty (30) days to respond in writing to NVTa's initial findings. NVTa's staff will review City of Falls Church, Virginia 's response and make a recommendation to NVTa's Finance Committee. NVTa's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTa. Pending final resolution of the matter, NVTa will withhold further funding on the Project. If NVTa makes a final determination that City of Falls Church, Virginia has misused or misapplied funds in contravention of this Agreement, the NVTa Act, Chapter 766, or other applicable law, NVTa will cease further funding for the Project and will seek reimbursement from City of Falls Church, Virginia of all funds previously remitted by NVTa (with interest earned at the rate earned by NVTa) which were misapplied or misused by City of Falls Church, Virginia . Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.

7. Make guidelines available to City of Falls Church, Virginia to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
9. Be the sole determinant of the amount and source of NVTAs funds to be provided and allocated to the Project and the amounts of any NVTAs funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. City of Falls Church, Virginia may terminate this Agreement, for cause, in the event of a material breach by NVTAs of this Agreement. If so terminated, NVTAs shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by City of Falls Church, Virginia to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTAs as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTAs fund created pursuant to Chapter 766 shall not be considered material breaches of this Agreement by NVTAs. Before initiating any proceedings to terminate under this Paragraph, City of Falls Church, Virginia shall give NVTAs sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTAs an opportunity to investigate and cure any such alleged breach.
3. NVTAs may terminate this Agreement, for cause, resulting from City of Falls Church, Virginia's material breach of this Agreement. If so terminated, City of Falls Church, Virginia shall refund to NVTAs all funds NVTAs provided to City of Falls Church, Virginia for the Project (including interest earned at the rate earned by NVTAs). NVTAs will provide City of Falls Church, Virginia with sixty (60) days written notice that NVTAs is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, City of Falls Church, Virginia may

request that NVTa excuse City of Falls Church, Virginia from refunding all funds NVTa provided to City of Falls Church, Virginia for the Project based upon City of Falls Church, Virginia 's substantial completion of the Project or severable portions thereof; and NVTa may, in its sole discretion, excuse City of Falls Church, Virginia from refunding all or a portion of the funds NVTa provided to City of Falls Church, Virginia for the Project. No such request to be excused from refunding will be allowed where City of Falls Church, Virginia has either misused or misapplied NVTa funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, City of Falls Church, Virginia will release or return to NVTa all unexpended NVTa funds with interest earned at the rate earned by NVTa no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTa's Executive Director and City of Falls Church, Virginia 's Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTa and to City of Falls Church, Virginia 's governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTa's Financial Interest in Project Assets

City of Falls Church, Virginia agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTa under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTa shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTa under this

Agreement. In the event that City of Falls Church, Virginia fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, City of Falls Church, Virginia shall refund to NVTa with interest at the rate earned by NVTa the amount attributable to NVTa's proportionate financial interest in the value of said Project Asset. If City of Falls Church, Virginia refuses or fails to refund said monies to NVTa, NVTa may recover its proportionate financial interest from City of Falls Church, Virginia by pursuit of any remedies available to NVTa, including but not limited to NVTa's withholding of commensurate amounts from future distributions of NVTa funds to City of Falls Church, Virginia.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTa pursuant to Chapter 766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTa Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTa Fund are subject to appropriation by the General Assembly and (ii) NVTa's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTa Fund by the General Assembly.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

- 1) to: NVTa, to the attention of its Executive Director;
3060 Williams Drive, Suite 510
Fairfax, VA 22031
- 2) to City of Falls Church, Virginia, to the attention of _____

_____ (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

City of Falls Church, Virginia represents that it is not acting as a partner or agent of NVTVA; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

City of Falls Church, Virginia (Name of Recipient Entity)

By: Walter Smith

Date: 2-10-15

Approved as to form: Carol W. McCoskie
Carol W. McCoskie
City Attorney

Appendix A –Narrative Description of Project

Attach- Approved NVT A Project Description Sheet

NVT A Project Title: Pedestrian Bridge providing safe access to the East Falls Church Metro Station

Recipient Entity: City of Falls Church

Recipient Entity/Project Manager Contact Information: James Mak, jmak@fallschurchva.gov
703.248.5105

NVT A Program Coordinator Contact information:

Project Scope
Only Complete if Different from the Approved NVT A Project Description Sheet

Detailed Scope of Services
Changes to the Project Milestones: Design Start: FY 2015 Design Complete: FY 2016 Construction Start: FY 2016 Construction Complete: FY 2017



Project Description Form — 6D

Basic Project Information

1. **Submitting Agency:**
City of Falls Church
2. **Project Title:** Pedestrian Bridge providing safe access to the East Falls Church Metro Station.
3. **Project Type:**
☐ Roadway ☒ Multimodal ☐ Transit
4. **Project Description/Scope:** This project will expand an existing bridge on Van Buren Street by adding 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.
5. **Route (if applicable)/Corridor:**
Interstate 66 / Route 29 / Route 50 / Corridor 6
6. **Total Project Cost:** \$300,000
7. **Total Funds Required:** \$300,000
8. **Phase/s of Project Covered by Funding:** Design \$45,000,
Construction \$235,000



9. Project Milestones (by phase, include all phases):

- Current Status: Assessment of Current Conditions
- Design Start: FY 2014
- Design Complete: FY 2014
- Construction Start: FY 2014
- Construction Complete: FY 2015

10. In TransAction 2040 plan?

- ☒ Yes ☐ No

Technical Report Page # 4 – 26. This project is part of the City of Falls Church pedestrian, bicycle, and traffic calming improvements.

11. In CLRP, TIP or Air Quality Neutral?

Yes. Air Quality Neutral.

12. Leverages Sources:

- ☐ Local ☐ State ☐ Federal
☐ Other (please explain)

PROJECT ANALYSIS

Tier I ☒ Pass ☐ Fail

Tier II 5 out of 8 points

Tier III Congestion Reduction Relative to Cost:

Plan ☐ CLRP ☒ TA2040 only **Rating** ☒ High ☐ Med ☐ Low

Stated Benefits

1. **What regional benefit/s does this project offer?** The current bridge forces pedestrians to leave the sidewalk and cross the bridge using a parking lane before returning to the sidewalk on the far side of the bridge. This bridge is part of a frequently used pedestrian path to the East Falls Church Metro Station and is important for expanding access to Metro Rail.
2. **How does the project reduce congestion?** As noted in the response to the previous question, this pedestrian-way is an important means of accessing the East Falls Church Metro. Increasing access to Metro will reduce congestion by enabling more travelers to use transit.
3. **How does the project increase capacity?** (*Mass transit projects only*) N/A
4. **How does the project improve auto and pedestrian safety?** The existing bridge lacks segregated facilities for pedestrian and automobile traffic. Currently, pedestrians walking on the Van Buren Street sidewalk to access the Metro Station must step down onto the pavement in order to cross the bridge. Creating segregated facilities for pedestrian and automobile traffic will prevent conflicts, thereby increasing safety.
5. **List internet address/link to any additional information or documentation in support of project benefits.** (*Optional*) N/A
6. **Project Picture/Illustratives** N/A

APPENDIX B-PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

NVTA Project Title: Pedestrian Bridge providing safe access to the East Falls Church Metro Station
 Recipient Entity: City of Falls Church
 Project Contact Information: James Mak (703) 248-5105

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	NVTA PayGo Funds	NVTA Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work					\$ -	\$ -
Engineering	\$ 60,000.00	\$ 60,000.00				
Environmental Work	\$ 20,000.00	\$ 20,000.00				
Right-of-Way Acquisition						
Construction	\$ 195,000.00	\$ 195,000.00				
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other	\$ 25,000.00	\$ 25,000.00				
Total Estimated Cost	\$ 300,000.00	\$ 300,000.00	\$ -	\$ -	\$ -	\$ -

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2015		Total Fiscal Year 2016		Total Fiscal Year 2017		Total Fiscal Year 2018		Total Fiscal Year 2019	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work										
Engineering	60,000.00									
Environmental Work			20,000.00							
Right-of-Way Acquisition										
Construction			195,000.00							
Contract Administration										
Testing Services										
Inspection Services										
Capital Asset Acquisitions										
Other			25,000.00							
Total Estimated Cost	\$ 60,000.00	\$ -	\$ 240,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 15 Mthly Cash Flow		FY 16 Mthly Cash Flow		FY 17 Qtrly Cash Flow		FY 18 Qtrly Cash Flow		FY 19 Qtrly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
July			\$ 5,000.00							
August			\$ 5,000.00							
September			\$ 5,000.00							
October			\$ 5,000.00							
November			\$ 10,000.00							
December			\$ 10,000.00							
January			\$ 200,000.00							
February										
March										
April	\$ 20,000.00									
May	\$ 20,000.00									
June	\$ 20,000.00									
Total per Fiscal Year	\$ 60,000.00	\$ -	\$ 240,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Recipient Entity Official

Signature

City Manager

Title

February 5, 2015

Date

Wyatt Shields

Print name of person signing

Northern Virginia Transportation Authority

Signature

NVTA Executive Director

Title

Date

Print name of person signing

APPENDIX C

FORM OF REQUISITION

NVTA Project Number: _____

NVTA Project Title: _____

Draw Request Number: _____

Date: _____, 20__

Northern Virginia Transportation Authority
3040 Williams Drive
Suite 200
Fairfax, Virginia 22031

Attention _____, Program Coordinator:

This requisition, including required Detailed PayGo and/or Detailed NVTA Bond Proceeds Request Forms, is submitted in connection with the Standard Project Agreement for Funding and Administration dated _____, 20__ (the "Agreement") between the Northern Virginia Transportation Authority ("NVTA") and _____ (the "Recipient Entity"). The Recipient Entity hereby requests \$_____ of NVTA funds, to pay the costs of the Project set forth in the Attached Detailed PayGo and/or Detailed NVTA Bond Proceeds Request forms and in accordance with the Agreement. Also included are copies of each invoice relating to the items for which this requisition is requested.

The undersigned certifies (i) the amounts included within this requisition will be applied solely and exclusively for the payment or the reimbursement of the Recipient Entity's approved costs of the Project, (ii) the Recipient Entity is responsible for payment to vendors/contractors, (iii) the Recipient Entity is not in default with respect to any of its obligations under the Agreement, including without limitation (but only if applicable) the tax covenants set forth in Appendix D to the agreement, (iv) the representations and warranties made by the Recipient Entity in the Agreement are true and correct as of the date of this Requisition and (v) to the knowledge of the Recipient Entity, no condition exists under the Agreement that would allow NVTA to withhold the requested advance.

RECIPIENT ENTITY

By: _____

Name: _____

Title: _____

Recommended For Payment

By: _____

Name: _____

Title: NVTA Program Coordinator

LEGISLATIVE UPDATE

Actions of the City Council for September 8, 2014

The following legislation was considered and acted upon by the City Council of the City of Falls Church. Copies of legislation are available from City Clerk Celeste Heath, cityclerk@fallschurchva.gov or 703-248-5014.

Legislation

- (1) **(TO14-27)** ORDINANCE TO AMEND CHAPTER 35 “STORMWATER,” ARTICLE I “STORMWATER MANAGEMENT” OF THE FALLS CHURCH CITY CODE

- **Motion to adopt (TO14-27) PASSED on roll call vote, unanimously 7-0. (Ord. 1928)**

Consent Calendar

- (1) APPROVAL OF THE FY 2015 AND FY 2016 PERFORMANCE CONTRACT BETWEEN THE FAIRFAX-FALLS CHURCH COMMUNITY SERVICES BOARD AND THE COMMONWEALTH OF VIRGINIA DEPARTMENT OF BEHAVIORAL HEALTH AND DEVELOPMENTAL SERVICES
- (2) AUTHORIZE THE EXPENDITURE OF UP TO \$275,000 ANNUALLY FOR THE PURCHASE OF UNLEADED FUEL PER AN EXISTING CONTRACT WITH JAMES RIVER SOLUTIONS, LLC AND AUTHORIZE THE CITY MANAGER TO ANNUALLY RENEW THE CONTRACT ON BEHALF OF THE CITY, SUBJECT TO THE ANNUAL APPROPRIATION OF FUNDS BY CITY COUNCIL
- (3) AUTHORIZE THE CITY MANAGER TO EXECUTE, ON BEHALF OF THE CITY, PROJECT AGREEMENTS FOR NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTa) FUNDED PROJECT
- (4) **(TR14-35)** RESOLUTION APPOINTING CITY COUNCIL MEMBER KAREN OLIVER TO THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTa) PLANNING COORDINATION ADVISORY COMMITTEE (PCAC) FOR CALENDAR YEAR 2014 **(Res. 2014-27)**

- **MOTION TO APPROVE CONSENT ITEMS PASSED unanimously 7-0.**

Other Business – None.

Approval of Minutes –

(1) March 24, 2014

- Minutes were **APPROVED** unanimously on voice vote as revised.

Adjournment

Upon proper motion and unanimous voice vote, the meeting was ADJOURNED at 8:46 p.m.

Check List

	Legislation	Done
Agendas-Notices-Legislative Updates	Ord. 1928 Res. 2014-27	
Update Code Book	Ord. 1928	

The City of Falls Church is committed to the letter and spirit of the Americans with Disabilities Act. This document will be made available in alternate format upon request.
Call 703 248-5014 (TTY 711).

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: February 18, 2015

SUBJECT: Regional Funding Project 402-14-028-1-01 (Edwards Ferry Road at the Route 15
Leesburg Bypass Grade Separated Interchange)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 402-14-028-1-01.
2. **Suggested motion.** *I move approval of the proposed Standard Project Agreement 402-14-028-1-01 (Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separated Interchange) in accordance with NVTAs 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 FY2014 70% Regional Revenue 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 town of Leesburg 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 NVTAs Project Number 402-14-028-1-01

Coordination: Council of Counsels

**Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and
Town of Leesburg
(Recipient Entity)**

NVTA Project Number: 402-14-028-1-01

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 20__, as between the Northern Virginia Transportation Authority ("NVTA") and _____ Town of Leesburg _____ ("Recipient Entity").

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 48.2 of Title 33.2 of the Code of Virginia, as amended;

WHEREAS, Section 33.2-2500(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 33.2-2509 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 33.2-2510;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 33.2-2510 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 33.2-2510;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTA Fund and/or from NVTA Bond Proceeds, is located within a locality embraced by NVTA's geographical borders, or is located in an adjacent locality, but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTA;

WHEREAS, Town of Leesburg formally requested that NVTA provide funding to the Project by timely submitting an application for NVTA funding in response to NVTA's call for projects;

WHEREAS, NVTA has reviewed Town of Leesburg's application for funding and has approved Town of Leesburg's administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by Town of Leesburg, NVTA has determined that the Project complies with all requirements of the NVTA Act related to the use of moneys identified in Virginia Code Sections 33.2-2510(A)(C)1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTA described in Appendix B have been duly authorized and directed by Town of Leesburg to finance the Project;

WHEREAS, NVTA agrees that Town of Leesburg will design and/or construct the Project or perform such other specific work for the Project and Town of Leesburg agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the Town of Leesburg's administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTA's governing body and Town of Leesburg's governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;.

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

Town of Leesburg shall:

1. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 33.2-2510(A),(C)1.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVTAs funds specified on Appendix B to pay any Project cost if the NVTAs Act does not permit such Project cost to be paid with NVTAs funds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTAs will provide funding for such multiple phases (as set forth on Appendix B), NVTAs may not provide funding to Town of Leesburg to advance the Project to the next phase until the current phase is completed. In any circumstance where Town of Leesburg seeks to advance a Project to the next phase using NVTAs funds, Town of Leesburg shall submit a written request to NVTAs's Executive Director explaining the need for NVTAs's funding of an advanced phase. NVTAs's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTAs's current and projected cash flow position and make a recommendation to NVTAs whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit Town of Leesburg from providing its own funds to

advance a future phase of the Project and from requesting reimbursement from NVTa for having advance funded a future phase of the Project. However, Town of Leesburg further recognizes that NVTa's reimbursement to Town of Leesburg for having advance funded a Project phase will be dependent upon NVTa's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTa's Executive Director will periodically update NVTa's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. Town of Leesburg shall provide all information required by NVTa so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTa requests for payment consistent with Appendix B and the most recently approved NVTa cash flow estimates that include NVTa's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTa and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTa, Town of Leesburg can expect to receive payment within twenty (20) days upon receipt by NVTa. Approved payments may be made by means of electronic transfer of funds from NVTa to or for the account of Town of Leesburg.
8. Promptly notify NVTa's Executive Director of any additional project costs resulting from unanticipated circumstances and provide to NVTa detailed estimates of additional costs associated with those circumstances. Town of Leesburg understands that it will be within NVTa's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTa will do so only in accordance with NVTa's approved Project Selection Process and upon formal action and approval by NVTa. Town of Leesburg shall timely provide to NVTa a

complete and accurate update to Appendix B, if NVTA approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTA no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTA Resolution No. 14-08 adopted January 23, 2014; to wit that, if applicable to Town of Leesburg's Project: a) Prior to any NVTA funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTA member localities; b) any such funds released by NVTA for such project will be in addition to the funds that the NVTA member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTA until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTA.
11. Should Town of Leesburg be required to provide matching funds in order to proceed or complete the funding necessary for the Project, Town of Leesburg shall certify to NVTA that all such matching funds have been either authorized and/or appropriated by Town of Leesburg's governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern Town of Leesburg and provide copies of any such financial records to NVTA, free of charge, upon request.

13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern Town of Leesburg; and provide to NVTa copies of all such drawings and plans free of charge, upon request.
14. Reimburse NVTa for all NVTa funds (with interest earned at the rate earned by NVTa) that Town of Leesburg misapplied or used in contravention of Sections 33.2-2500 *et. seq.* of the Virginia Code ("the NVTa Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTa and its Bond Trustee or require that all Town of Leesburg's contractors name NVTa or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of Town of Leesburg for the Project and present NVTa with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTa that Town of Leesburg may use NVTa funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTa's in-house legal counsel) in connection with the work performed under this Agreement Town of Leesburg so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTa, that upon final payment to all contractors for the Project, Town of Leesburg will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTa be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern Town of Leesburg.

19. Acknowledge that if the Project is being funded in whole or in part by NVTA Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if Town of Leesburg expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that Town of Leesburg agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that Town of Leesburg is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if Town of Leesburg is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTA funds and/or NVTA Bond Proceeds that Town of Leesburg will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTA will not be a party or signatory to that Agreement; nor will NVTA have any obligation to comply with the requirements of that Agreement.
23. Provide a certification to NVTA no later than 90 days after final payment to the contractors that Town of Leesburg adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTA's Obligations

NVTA shall:

- I. Provide to Town of Leesburg the funding authorized by NVTA for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in

Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTa.

2. Assign a Program Coordinator for the Project. NVTa's Program Coordinator will be responsible for monitoring the Project on behalf of NVTa so as to ensure compliance with this Agreement and all NVTa's requirements and with overseeing, managing, reviewing, and processing, in consultation with NVTa's Executive Director and its Chief Financial Officer ("CFO") , all payment requisitions submitted by Town of Leesburg for the Project. NVTa's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTa's assigned Program Coordinator all Town of Leesburg's payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTa for the Project. After submission to NVTa, NVTa's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTa's Program Coordinator will then make a recommendation to the NVTa's CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from Town of Leesburg. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTa's Program Coordinator will notify Town of Leesburg in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTa have been corrected. Under no circumstances will NVTa authorize payment for any work performed by or on behalf of Town of Leesburg that is not in conformity with the requirements of the NVTa Act, Chapter 766, or this Agreement.

4. Route all Town of Leesburg's supplemental requests for funding from NVTa under Paragraphs A.5 and A.8 of this Agreement to NVTa's Executive Director. NVTa's Executive Director will initially review those requests and all supporting documentation with NVTa's CFO. After such initial review, NVTa's Executive Director will make a recommendation to NVTa's Finance Committee for its independent consideration and review. NVTa's Finance Committee will thereafter make a recommendation on any such request to NVTa for final determination by NVTa.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTa Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of Town of Leesburg's financial records for the Project and on -site inspections.
6. Acknowledge that if, as a result of NVTa's review of any payment requisition or of any NVTa compliance review, NVTa staff determines that Town of Leesburg has misused or misapplied any NVTa funds in derogation of this Agreement or in contravention of the NVTa Act, Chapter 766 or applicable law, NVTa staff will promptly advise NVTa's Executive Director and will advise Town of Leesburg's designated representative in writing. Town of Leesburg will thereafter have thirty (30) days to respond in writing to NVTa's initial findings. NVTa's staff will review Town of Leesburg's response and make a recommendation to NVTa's Finance Committee. NVTa's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTa. Pending final resolution of the matter, NVTa will withhold further funding on the Project. If NVTa makes a final determination that Town of Leesburg has misused or misapplied funds in contravention of this Agreement, the NVTa Act, Chapter 766, or other applicable law, NVTa will cease further funding for the Project and will seek reimbursement from Town of Leesburg of all funds previously remitted by NVTa (with interest earned at the rate earned by NVTa) which were misapplied or misused by Town of Leesburg. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.

7. Make guidelines available to Town of Leesburg to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
9. Be the sole determinant of the amount and source of NVTA funds to be provided and allocated to the Project and the amounts of any NVTA funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. Town of Leesburg may terminate this Agreement, for cause, in the event of a material breach by NVTA of this Agreement. If so terminated, NVTA shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by Town of Leesburg to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTA as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTA fund created pursuant to Chapter 766 shall not be considered material breaches of this Agreement by NVTA. Before initiating any proceedings to terminate under this Paragraph, Town of Leesburg shall give NVTA sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTA an opportunity to investigate and cure any such alleged breach.
3. NVTA may terminate this Agreement, for cause, resulting from Town of Leesburg's material breach of this Agreement. If so terminated, Town of Leesburg shall refund to NVTA all funds NVTA provided to Town of Leesburg for the Project (including interest earned at the rate earned by NVTA). NVTA will provide Town of Leesburg with sixty (60) days written notice that NVTA is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, Town of Leesburg may

request that NVTA excuse Town of Leesburg from refunding all funds NVTA provided to Town of Leesburg for the Project based upon Town of Leesburg's substantial completion of the Project or severable portions thereof; and NVTA may, in its sole discretion, excuse Town of Leesburg from refunding all or a portion of the funds NVTA provided to Town of Leesburg for the Project. No such request to be excused from refunding will be allowed where Town of Leesburg has either misused or misapplied NVTA funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, Town of Leesburg will release or return to NVTA all unexpended NVTA funds with interest earned at the rate earned by NVTA no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTA's Executive Director and Town of Leesburg's Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTA and to Town of Leesburg's governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTA's Financial Interest in Project Assets

Town of Leesburg agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTA under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTA shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTA under this

Agreement. In the event that Town of Leesburg fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, Town of Leesburg shall refund to NVTA with interest at the rate earned by NVTA the amount attributable to NVTA's proportionate financial interest in the value of said Project Asset. If Town of Leesburg refuses or fails to refund said monies to NVTA, NVTA may recover its proportionate financial interest from Town of Leesburg by pursuit of any remedies available to NVTA, including but not limited to NVTA's withholding of commensurate amounts from future distributions of NVTA funds to Town of Leesburg.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTA pursuant to Chapter 766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTA Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTA Fund are subject to appropriation by the General Assembly and (ii) NVTA's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTA Fund by the General Assembly.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

- 1) to: NVTA, to the attention of its Executive Director;
3040 Williams Drive, Suite 200
Fairfax, VA 22031
- 2) to Town of Leesburg, to the attention of Town Manager
25 West Market Street
Leesburg, VA 20176 (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

Town of Leesburg represents that it is not acting as a partner or agent of NVTa; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

Town of Leesburg (Name of Recipient Entity)

By:

Date: 01/16/15

Appendix A –Narrative Description of Project

Attach- Approved NVTA Project Description Sheet

NVTA Project Title: RT 15 Bypass at Edwards Ferry Road interchange

Recipient Entity: Town of Leesburg (TOL)

Recipient Entity/Project Manager Contact Information: TOL/Tom Brandon, Deputy Director of Capital Projects 703/737-6067, email tbrandon@leesburgva.gov

NVTA Program Coordinator Contact information:

Project Scope
Only Complete if Different from the Approved NVTA Project Description Sheet

Detailed Scope of Services
Only Complete if Different from the Approved NVTA Project Description Sheet



Project Description Form — 1B

Basic Project Information

1. **Submitting Agency:**
Town of Leesburg
2. **Project Title:** New grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass.
3. **Project Type:**
☒ Roadway ☐ Multimodal ☐ Transit
4. **Project Description/Scope:** The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested. Route 15 serves as a major commuter route, and there are numerous large retail developments in the area that generate significant traffic volumes. Also, currently there is a large volume of pedestrian traffic, which crosses the bypass between the residential areas inside the bypass and the commercial development outside the bypass.
5. **Route (if applicable)/Corridor:**
Route 15 / Corridor 1
6. **Total Project Cost:** \$40,000,000
7. **Total Funds Required:** \$1,000,000 (FY 2014); up to \$39,000,000 in six year plan



8. **Phase/s of Project Covered by Funding:** Design \$5,000,000, Construction \$35,000,000
9. **Project Milestones (by phase, include all phases):**
 - Design Start: January 2014
 - Design Complete: June 2018
 - Construction Start: July 2021
 - Construction Complete: December 2024
10. **In TransAction 2040 plan?**
☒ Yes ☐ No
11. **In CLRP, TIP or Air Quality Neutral?**
Yes. CLRP, Yes TIP, ID# 2671
12. **Leverages Sources:**
☒ Local ☐ State ☐ Federal
☐ Other (please explain)

PROJECT ANALYSIS

Tier I ☒ Pass ☐ Fail

Tier II 6 out of 8 points

Tier III Congestion Reduction Relative to Cost:

Plan ☒ CLRP ☐ TA2040 only **Rating** ☒ High ☐ Med ☐ Low

Stated Benefits

1. **What regional benefit/s does this project offer?** This project enhances regional traffic flow by eliminating an at-grade intersection which experiences significant congestion and vehicle delay. Route 15 is a critical north-south connector through the Town of Leesburg and surroundings areas
2. **How does the project reduce congestion?** The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested. Route 15 serves as a major commuter route, and there are numerous large retail developments in the area that generate significant traffic volumes. Also, currently there is a large volume of pedestrian traffic, which crosses the bypass between the residential areas inside the bypass and the commercial development outside the bypass.
3. **How does the project increase capacity?** (*Mass transit projects only*) N/A.
4. **How does the project improve auto and pedestrian safety?** The project will include infrastructure enhancements that separate pedestrian and vehicle traffic to provide safe connectivity to nearby businesses and residential land uses.
5. **List internet address/link to any additional information or documentation in support of project benefits. (Optional)**
<http://maps.google.com/maps?q=Edwards+Ferry+Road+at+Route+15,+Leesburg,+VA&hl=en&ll=39.112847,-77.537684&spn=0.000033,0.019205&ttl=37.71871,-122.193438&xspn=0.389984,0.614548&t=h&hnear=U.S.+15+%26+Edwards+Ferry+Rd+NE,+Leesburg,+Loudoun,+Virginia+20176&z=16&layer=c&cbll=39.112938,-77.537691&panoid=RNtXNcN21atQiDt1GtRsXA&cbp=12,0,,0,0>
6. **Project Picture/Illustratives**
Intersection of Edwards ferry Road and Route and Route 15 Leesburg ByPass



Source: Google Maps



Source: Google Maps

APPENDIX B-PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

NVTA Project Title: Route 15 ByPass / Edwards Ferry Road Interchange
 Recipient Entity: _____
 Project Contact Information: _____

PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	NVTA PayGo Funds	NVTA Financed Funds	Description Other Sources of Funds	Amount Other Sources of Funds	Recipient Entity Funds
Design Work	\$ 950,000.00	\$ -	\$ -		\$ -	\$ -
Engineering						
Environmental Work	\$ 50,000.00					
Right-of-Way Acquisition						
Construction						
Contract Administration						
Testing Services						
Inspection Services						
Capital Asset Acquisitions						
Other						
Total Estimated Cost	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2015		Total Fiscal Year 2016		Total Fiscal Year 2017		Total Fiscal Year 2018		Total Fiscal Year 2019	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
Design Work			550,000.00		\$ 400,000.00					
Engineering	-									
Environmental Work			50,000.00							
Right-of-Way Acquisition										
Construction										
Contract Administration										
Testing Services										
Inspection Services										
Capital Asset Acquisitions										
Other										
Total Estimated Cost	\$ -	\$ -	\$ 600,000.00	\$ -	\$ 400,000.00	\$ -	\$ -	\$ -	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 15 Mthly Cash Flow		FY 16 Mthly Cash Flow		FY 17 Qtrly Cash Flow		FY 18 Qtrly Cash Flow		FY 19 Qtrly Cash Flow	
	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed	PayGo	Financed
July			\$ 50,000.00		\$ 66,667.00					
August			\$ 50,000.00		\$ 66,667.00					
September			\$ 50,000.00		\$ 66,667.00					
October			\$ 50,000.00		\$ 66,667.00					
November			\$ 50,000.00		\$ 66,667.00					
December			\$ 50,000.00		\$ 66,665.00					
January			\$ 50,000.00							
February			\$ 50,000.00							
March			\$ 50,000.00							
April			\$ 50,000.00							
May			\$ 50,000.00							
June			\$ 50,000.00							
Total per Fiscal Year	\$ -	\$ -	\$ 600,000.00	\$ -	\$ 400,000.00	\$ -	\$ -	\$ -	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Recipient Entity Official

Signature

Title
Town Manager

Date

Print name of person signing

Northern Virginia Transportation Authority

Signature

NVTA Executive Director
Title

Date

Print name of person signing

The Town of
**Leesburg,
Virginia**

PRESENTED: January 13, 2015

RESOLUTION NO. 2015-014

ADOPTED: January 13, 2015

A RESOLUTION: APPROVING THE STANDARD AGREEMENT WITH THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FOR FUNDING OF THE ROUTE 15 BYPASS AT EDWARDS FERRY ROAD INTERCHANGE PROJECT


WHEREAS, the Town of Leesburg was awarded \$1,000,000 from the Northern Virginia Transportation Authority (NVTA) through 70 percent regional funds for the design of the Route 15 Bypass and Edwards Ferry Road Interchange; and

WHEREAS, an administrative agreement between NVTA and the Town is required to receive the \$1,000,000.

THEREFORE, RESOLVED by the Council of the Town of Leesburg in Virginia as follows:

The Town Manager is authorized to execute the attached Standard Project Agreement for the Route 15 Bypass/Edwards Ferry Road Interchange Project in a form acceptable to the Town Attorney.

PASSED this 13th day of January, 2015.


Kristen C. Umstattd, Mayor
Town of Leesburg

ATTEST

Clerk of Council

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY PROJECT IMPLEMENTATION WORKING GROUP

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Chairman Martin E. Nohe, NVTa

DATE: February 20, 2015

SUBJECT: Approval of Public Hearing Date/Release of the Draft FY2015-16 Two Year Program for Public Hearing

-
1. **Purpose.** To seek Northern Virginia Transportation Authority approval to of the public hearing date of March 25th and to release the draft FY2015-16 Two Year Program for Public Hearing.
 2. **Suggested Motion:** *I move approval of the public hearing date of March 25th and the release of the draft FY2015-16 Two Year Program for Public Hearing.*
 3. **Background.** At its meeting on July 24, 2014, the Authority approved a schedule to develop and adopt the FY2015-16 Two Year Program. Consistent with this schedule, the Authority approved project selection criteria at its meeting on October 9, 2014. At its meeting on December 11, 2014, the Authority approved a revised schedule to allow sufficient time for the Virginia Department of Transportation (VDOT) to coordinate with project stakeholders with respect to the HB599 Evaluation and Rating Study. This revised schedule resulted in a one month delay in the planned adoption of the FY2015-16 Two Year Program, from March 2015 to April 2015.

NVTa staff presented its initial recommendations for the draft FY2015-16 Two Year Program to the Project Implementation Working Group (PIWG) at its meeting on January 15, 2015. These recommendations incorporated draft highway project ratings from the HB599 Evaluation and Rating Study, which were released to project stakeholders on January 6, 2015. Project stakeholders were invited to comment on the NVTa staff's initial recommendations, and were requested to provide additional information in response to PIWG comments.

NVTa staff presented an updated version of its initial recommendations to the PIWG at its meeting on February 13, 2015. PIWG members reviewed candidate projects that had not been included in the updated recommendations, some of which were subsequently added to the recommended list of projects to be included in the draft program.

A full description of the project selection process, and a list of projects to be included in the Public Hearing, are included in the attached report. Recommended projects and other candidate projects will be included in the Public Hearing process. These projects are highlighted in green and white respectively in Tables 3 and 4 of the attached report.

- 4. Status.** NVTa staff has coordinated with Technical Advisory Committee, the Planning Coordination Advisory Committee, and the Jurisdiction and Agency Coordinating Committee in January/February 2015 to seek their comments and inputs to the development of the draft FY2015-16 Two Year Program. A summary of comments follows:

Technical Advisory Committee

- a. Note that projects are evaluated as if they are constructed and operational, even if the project is actually a study;
- b. Communicate that NVTa's project selection process includes the HB599 rating together with other selection criteria; and
- c. Consider not allocating all available funds until highway and transit projects are subject to the same selection process.

Planning Coordination Advisory Committee

- a. Communicate why there are different approaches to evaluating highway and transit projects;
- b. Consider the implications of any potential future requests for regional funds associated with recommended projects;
- c. Communicate that NVTa's project selection process includes the HB599 rating together with other selection criteria;
- d. Address any possible misperception among project sponsors that NVTa will continue to fund all recommended projects to completion; and
- e. Prepare graphics for the Public Hearing that communicate the project selection process, particularly with respect to NVTa quantitative scores and HB599 ratings.

Jurisdictional and Agency Coordinating Committee

- a. No formal comments on behalf of the JACC, although individual jurisdictions and agencies may submit comments during the Public Hearing comment period.

- 5. Next Steps.** Subject to approval by the Authority, the Public Hearing will take place on March 25, 2015 (snow date: March 31 or April 1) at NVTa. The Public Hearing will be preceded by an open house at 6:00 pm, and a presentation at 7:00 pm. Fairfax County has offered to provide free shuttle bus service from Dunn Loring Metrorail station. The schedule will be posted to the NVTa website.

Based on comments received at the Public Hearing and during the comment period (March 13 thru April 12), the PIWG will make any needed changes to the draft FY2015-16 Two Year

Program at its next meeting on April 13, 2015. The PIWG make a recommendation for adoption by the Authority at its meeting in April 2015.

6. **Other.** The PIWG discussed a draft policy to address NVTa-funded projects that are not advancing. No action is requested at this time.

PIWG members and NVTa staff will be available at the February 26th NVTa meeting to answer questions.

Coordination: Members, NVTa Project Implementation Working Group

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Project Implementation Working Group

2/23/15 Version

Draft FY2015-16 Two Year Program: Summary of Project Evaluations

I. Background

In December 2013, NVTA issued a call for projects for the HB 599 process as part of the first 2.5 years of its Six Year Program, now referred to as the FY2015-16 Two Year Program. The FY2015-16 Two Year Program will contain the regional projects that will be funded by NVTA's regional (70%) funds.¹ The FY2015-16 Two Year Program does not include projects funded by member jurisdictions using their local (30%) funds from NVTA.

A total of 52 regional projects were nominated for funding consideration:

- 33 highway projects, including two intelligent transportation system (ITS) projects
- 19 mass transit projects
- Includes 6 (out of 15) 'Carryover' projects from FY2014
- Four counties, three cities, four towns, and three transit agencies responded.

II. Funding Requests

NVTA estimates that \$351,879,605 will be available from regional revenues thru FY2016 to fund regional projects, assuming PayGo funding only. The original funding requests thru FY2016 associated with the 52 highway and mass transit projects totaled nearly \$770 million:

- | | |
|-------------------------|----------------------|
| • Highway projects | \$423,452,810 |
| • Mass Transit projects | <u>\$346,166,000</u> |
| • Total | \$769,618,810 |

III. Overall Approach to Project Selection

At its meeting on October 9, 2014, the Authority approved an overall approach (including project selection criteria) to facilitate its decision-making process for

¹ Funding based on FY2015/16 revenue and FY2014 remaining balances

determining which projects will receive NVTa funding in the FY2015-16 Two Year Program. This approach uses three types of screening.

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding.
- Detailed Screening: projects that pass Preliminary Screening are then evaluated in more detail using a combination of quantitative and qualitative criteria in parallel:
 - Quantitative Score: a composite score is calculated for each project, using weighted selection criteria. Eleven selection criteria are used, based on criteria from the TransAction 2040 long range transportation plan; the FY2014 project selection methodology, and (for highway projects only) the legislatively required HB599 (2012) Evaluation and Rating Study.²
 - Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.

The highest quantitative score that can be achieved using this approach is 100.0, for both highway and transit projects. The lowest score that can be achieved varies between highway and transit projects, because of the different approaches used for the congestion reduction criteria. For highway projects, the lowest quantitative score is 21.7. For transit projects, the lowest quantitative score is 33.3.

Appendix A provides full details of the project selection criteria for each type of screening.

IV. HB599 Evaluation and Rating Study

The HB599 process provided a detailed and objective evaluation of highway projects. While NVTa and its member jurisdictions were stakeholders in this process, the study was conducted independently by a consultant team managed by the Virginia Department of Transportation (VDOT).

The final HB599 rating for each highway project was used by NVTa as one criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by NVTa to determine each project's quantitative score. The HB599 rating itself is a composite of seven different measures, encompassing congestion (three measures), transit (two measures), accessibility (one measure), and emergency evacuation (one measure).

The HB599 study, which used the TRANSIMS micro-simulation modeling tool, evaluated the operational impacts of highway projects during typical morning and afternoon peak periods, and for typical workdays. However ratings were based on daily impacts, including peak period impacts.

² See VDOT website: http://www.virginiadot.org/projects/northernvirginia/evaluating_significant_projects.asp

The HB599 study compared transportation system performance (using each of the seven HB599 measures) with and without each project on a digital representation of the expected transportation networks in 2020 and 2040. For consistency with NVTa's evaluation of mass transit projects, only the HB599 project ratings for 2040 were used for NVTa's evaluation of highway projects.

The definition of each project was based on information provided to the VDOT consultant team by the project sponsor. The HB599 ratings were calculated assuming the projects were fully operational in each of the evaluation years – 2020 and 2040 – regardless of the current status of the project (study, design, right of way acquisition, etc.) The HB599 study was not required to take into account factors such as project cost, environmental impacts, or funding availability.

Two adjacent highway projects under consideration by NVTa for the FY2015-16 Two Year Program were grouped together for the HB599 process (Route 28 improvements in Prince William County and the City of Manassas.) For the most part however, the HB599 process considered projects on a standalone basis, rather than packaged together in a way that might generate synergistic benefits. NVTa's approach to project selection also considers projects on a standalone basis.

Theoretically, HB599 ratings could range from a maximum possible 100.0 (greatest congestion relief) to 0.0 or lower (least congestion relief.) In practice, one of the seven performance measures (reduce transit crowding) was not calculated because only highway projects were evaluated. As this performance measure accounted for 11.5 percent of the overall HB599 rating, the effective maximum rating is 88.5.

The composite HB599 rating for each project reflects modeled absolute changes for each criterion, within an agreed 'influence area.' Larger projects had larger influence areas. Consequently, the HB599 process rated projects with new or improved highway segments higher than projects featuring a new or improved highway intersection or interchange. This was especially so for longer distance projects on routes with high demand and severe congestion. This approach also tended to favor broadly defined studies over projects that are at a more advanced phase of development, which tend to be more narrowly defined.

Highway versus Transit Projects

Although most of the selection criteria used to evaluate highway and transit projects are the same, the use of HB599 ratings (for the congestion reduction criterion) for highway projects complicates direct comparisons between the quantitative scores for the two types of projects. This is compounded by the higher emphasis associated with the congestion reduction criterion. Consequently, highway projects are only compared with other highway projects for the FY2015-16 Two Year Program. Similarly, transit projects are only compared with other transit projects.

V. Project Evaluation Activity

During October and November 2014, NVTA staff evaluated each of the 52 highway and mass transit projects using the approach approved by the Authority. As part of this approach, staff reviewed the NVTA project evaluations with the respective sponsoring organizations. In December 2014, NVTA staff observed a series of briefings by VDOT's consultant team with individual project sponsors regarding their respective HB599 highway project evaluations.

On January 6, 2015, VDOT presented the draft detailed ratings from the HB599 Evaluation and Rating Study to project sponsors. NVTA staff incorporated the HB599 ratings into its evaluation of the 52 highway and mass transit projects. The evaluation results were presented to the Project Implementation Working Group (PIWG) at its meeting on January 15, 2015. This included initial NVTA staff recommendations for project selection.

Sponsoring organizations were invited to provide comments to NVTA staff, and specifically requested to provide supplementary information regarding project costs and potential future funding requests to NVTA. The potential future funding request information was solicited, and used, on a non-binding draft basis for planning purposes only.

As a result of this new information, NVTA staff presented an updated version of its initial recommendations for project selection to the PIWG at its meeting on February 13, 2015. PIWG members reviewed candidate projects that had not been included in the updated recommendations, some of which were subsequently added to the recommended list of projects to be included in the draft program.

The updated evaluation results are provided in Table 1 (mass transit projects) and Table 2 (highway projects.) Table 2 also includes the corresponding 2040 HB599 rating for each highway project.

The updated evaluation results are also provided in Table 3 (mass transit projects) and Table 4 (highway projects) with projects ranked from high to low based on NVTA's quantitative scores. Table 4 also includes the corresponding 2040 HB599 rating for each highway project. Tables 3 and 4 include project cost information and potential future funding requests for NVTA regional revenues. '\$0' indicates that the project will require no further funding from NVTA. 'TBD' indicates that there may be a future funding request for NVTA regional revenues but there is too much uncertainty to provide an estimate. 'n/a' indicates the project is ineligible for funding using NVTA regional revenues.

PIWG Recommendation

In Tables 3 and 4, projects highlighted in green represent the PIWG recommendations for project selection. Projects highlighted in white are candidate projects that are still

under consideration but have not been recommended. Projects highlighted in red represent the PIWG recommendations for projects that should not be selected. Mostly these are projects that did not pass preliminary screening, and are therefore ineligible for funding by NVTa.

PIWG recommends that the recommended projects highlighted in green, and the candidate projects highlighted in white, be included in the draft FY2015-16 Two Year Program, and that the draft Two Year Program be released for a Public Hearing on March 25, 2015.

Table 1: Quantitative Scores for Mass Transit Projects

Project	Agency	Project Description	NVTa Score
1	Alexandria	Potomac Yard Metrorail Station	83.3
2	Alexandria	Van Dorn - Beauregard Transitway	88.3
3	City of Fairfax	CUE 35-foot Bus Acquisition	63.3
4	Fairfax	Richmond Highway Transit Center	0.0
5	Fairfax	West Ox Bus Garage	61.7
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	66.7
7	Fairfax	Innovation Center Metrorail Station Construction	76.7
8	Loudoun	Acquisition of 4 Buses	71.7
9	PRTC	Western Bus Maintenance and Storage Facility	80.0
10	WMATA	Bus Infrastructure Improvements ³	53.3
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	83.3
12	Alexandria	Duke Street Transit Signal Priority	68.3
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	0.0
14	VRE	Manassas Park Station Parking Expansion	63.3
15	VRE	Slaters Lane Crossover	61.7
16	VRE	Franconia-Springfield Platform Expansion	68.3
17	VRE	Crystal City Platform Extension Study	43.3
18	VRE	Rippon Station Expansion and Second Platform	68.3
19	Arlington	Ballston Metrorail Station West Entrance	70.0

³ This project was re-scoped by WMATA to eliminate the 20 new buses component, resulting in a significant reduction in its NVTa Score.

Table 2: Quantitative Scores for Highway Projects

Project	Agency	Project Description	NVTA Score	HB599 Rating
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	51.6	9.2
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	32.7	12.5
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	28.3	9.3
4	Fairfax	Braddock Road HOV Widening	39.0	6.8
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	31.1	3.1
6	Fairfax	Frontier Drive Extension & Braided Ramps	39.2	2.6
7	Fairfax	Fairfax County Parkway Improvements (Study)	54.3	88.5
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	49.4	3.0
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	64.0	30.6
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	49.9	4.6
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	45.1	14.6
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	29.2	12.0
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	39.0	1.9
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	51.7	0.2
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	48.8	1.3
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	25.9	2.7
17	City of Fairfax	Kamp Washington Intersection Improvements	52.9	3.5
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System	34.9	4.6
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	53.0	8.6
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	0.0	1.8
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	0.0	0.9
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	0.0	14.5
23	Loudoun	Route 7 / 690 Interchange	0.0	6.4
24	Manassas	Route 234 Grant Avenue Study	0.0	1.5
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	38.3	0.0
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	50.6	1.8
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	45.1	0.3
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	52.1	10.8
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	40.2	0.5
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	34.4	17.3
31 (G)	Manassas	Route 28 Widening South to the City Limits	49.7	8.7
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	55.3	29.3
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	48.0	8.7

Table 3: Quantitative Scores for Mass Transit Projects (Ranked by NVTA Score)

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTA Score
2	Alexandria	Van Dorn - Beaugard Transitway	\$ 2,400,000	\$129,000,000	\$59,740,000	88.3
1	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	\$66,000,000	83.3
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000 ⁴	\$424,811,000	\$35,421,000	83.3
9	PRTC	Western Bus Maintenance and Storage Facility	\$ 16,500,000 ⁵	\$ 38,688,050	\$0	80.0
7	Fairfax	Innovation Center Metrorail Station Construction	\$28,000,000 ⁶	\$ 89,000,000	\$0	76.7
8	Loudoun	Acquisition of 4 Buses	\$ 1,860,000	\$ 1,860,000	\$0	71.7
19	Arlington	Ballston Metrorail Station West Entrance	\$12,000,000 ⁷	\$ 90,000,000	\$45,000,000	70.0
12	Alexandria	Duke Street Transit Signal Priority	\$ 190,000	\$ 250,000	\$0	68.3
16	VRE	Franconia-Springfield Platform Expansion	\$ 13,000,000 ⁸	\$ 13,000,000	\$0	68.3
18	VRE	Rippon Station Expansion and Second Platform	\$10,000,000	\$ 14,633,000	\$0	68.3
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	\$6,000,000 ⁹	\$ 11,000,000	\$0	66.7
3	City of Fairfax	CUE 35-foot Bus Acquisition	\$ 3,000,000	\$ 3,000,000	\$0	63.3
14	VRE	Manassas Park Station Parking Expansion	\$ 500,000 ¹⁰	\$ 19,000,000	\$18,500,000	63.3
5	Fairfax	West Ox Bus Garage	\$20,000,000	\$ 20,000,000	\$0	61.7
15	VRE	Slaters Lane Crossover	\$ 7,000,000	\$ 7,000,000	\$0	61.7
10	WMATA	Bus Infrastructure Improvements	\$10,000,000 ¹¹	\$ 66,400,000	\$14,800,000	53.3
17	VRE	Crystal City Platform Extension Study	\$ 400,000 ¹²	\$ 2,000,000	\$ 1,600,000	43.3
4	Fairfax	Richmond Highway Transit Center	\$24,000,000	\$ 24,000,000	n/a	0.0
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	\$50,000,000	\$ 50,000,000	n/a	0.0

⁴ Original request \$44,416,000

⁵ Original request \$16,000,000

⁶ Original request \$48,000,000

⁷ Original request \$56,000,000

⁸ Original request \$5,000,000

⁹ Original request \$11,000,000

¹⁰ Original request \$19,000,000

¹¹ Original request \$24,800,000

¹² Original request \$2,000,000

Table 4: Quantitative Scores for Highway Projects (Ranked by NVTa Score)

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTa Score	HB599 Rating
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	\$31,000,000	\$ 51,000,000	\$20,000,000	64.0	30.6
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	\$ 2,500,000 ¹³	\$ 2,500,000	TBD	55.3	29.3
7	Fairfax	Fairfax County Parkway Improvements (Study)	\$10,000,000 ¹⁴	\$396,100,000	\$80,000,000	54.3	88.5
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	\$ 2,000,000	\$ 2,000,000	\$0	53.0	8.6
17	City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	\$ 9,800,000	\$0	52.9	3.5
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	\$49,400,000	\$ 52,400,000	TBD	52.1	10.8
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	\$10,000,000	\$ 25,000,000	\$0	51.7	0.2
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	\$10,000,000	\$ 82,500,000	TBD	51.6	9.2
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$13,000,000	\$ 58,000,000	\$44,000,000	50.6	1.8
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	\$13,900,000	\$ 34,400,000	\$0	49.9	4.6
31 (G)	Manassas	Route 28 Widening South to the City Limits	\$ 3,294,000	\$ 12,847,000	\$ 2,410,000	49.7	8.7
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	\$19,500,000	\$ 35,863,000	\$0	49.4	3.0
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	\$ 1,000,000	\$ 6,500,000	\$0	48.8	1.3
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	\$16,700,000	\$ 16,700,000	TBD	48.0	8.7
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	TBD	45.1	14.6
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	\$14,000,000	45.1	0.3
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	\$96,030,000	\$ 96,030,000	TBD	40.2	0.5
6	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 9,000,000 ¹⁵	\$84,500,000	\$75,500,000	39.2	2.6
4	Fairfax	Braddock Road HOV Widening	\$10,000,000	\$63,000,000	TBD	39.0	6.8
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	\$ 4,000,000	39.0	1.9

¹³ Original request \$500,000

¹⁴ Original request \$20,000,000

¹⁵ Original request \$9,450,000

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTA Score	HB599 Rating
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	\$ 2,793,810	\$ 7,500,000	n/a	38.3	0.0
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System (Study)	\$ 500,000	\$16,500,000	TBD	34.9	4.6
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	\$ 5,000,000 ¹⁶	\$47,350,000	\$42,350,000	34.4	17.3
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	\$10,000,000 ¹⁷	\$35,200,000	\$25,200,000	32.7	12.5
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	\$ 4,000,000	\$139,500,000	TBD	31.1	3.1
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	\$13,500,000	\$90,000,000	TBD	29.2	12.0
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	\$ 3,500,000 ¹⁸	\$41,000,000	\$37,500,000	28.3	9.3
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	\$ 6,150,000	\$41,000,000	TBD	25.9	2.7
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	\$ 5,000,000	\$29,250,000	n/a	0.0	1.8
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	\$ 6,000,000	\$39,250,000	n/a	0.0	0.9
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	\$ 9,400,000	\$13,800,000	n/a	0.0	14.5
23	Loudoun	Route 7 / 690 Interchange	\$ 6,000,000	\$36,687,000	n/a	0.0	6.4
24	Manassas	Route 234 Grant Avenue Study	\$ 235,000	\$ 235,000	n/a	0.0	1.5

¹⁶ Original request \$7,100,000

¹⁷ Original request \$27,700,000

¹⁸ Original request \$10,000,000

VI. Discussion of Results

Highway and mass transit projects have each been allocated to one of three groups:

- **Group 1: Projects recommended for funding (see Appendix B)** – includes 16 mass transit and 18 highway projects that passed the preliminary screening and performed best in the detailed screening. The total funding requirement of projects in this group is \$337,939,000, approximately 96.0 percent of the estimated available PayGo funds. This group includes:
 - projects with the highest quantitative scores;
 - ongoing projects that received FY2014 NVTAs regional funds.
- **Group 2: Projects not recommended for funding (see Appendix C)** – includes two mass transit and six highway projects:
 - projects that failed preliminary screening;
 - one project with low congestion relief relative to cost.
- **Group 3: Projects requiring further consideration (see Appendix D)** – includes one mass transit and nine highway projects that passed the preliminary screening, but require further evaluation (both individually and as a group) before a funding recommendation is made. The total funding requirement of projects in this group is \$162,680,000. Some of the projects in this group could be funded using the remaining \$13,940,605 of the estimated available funds, approximately 4.0 percent of the total, taking into account qualitative considerations such as the overall geographic and modal balance of the FY2015-16 Two Year Program.

Average funding per project for the PIWG project selection recommendations for the FY2015-16 Two Year Program is \$9.9 million. For the approved FY2014 projects, average funding per project was \$6.1 million.

As noted above, the PIWG recommendations for project selection leaves approximately \$14 million of the estimated available PayGo funds unallocated. This remaining balance may be used in several ways:

- Address any geographic or modal balance issues;
- Provide a funding source for new funding requests from previously approved projects;¹⁹
- Carry forward unallocated regional revenues into subsequent funding cycles for projects that have yet to be selected. This is particularly important for FY2018, when the update to TransAction 2040 is scheduled to be completed.

The first and second options are discussed in more detail below. The third option will be addressed as part of the Finance Committee's proposed FY2016 regional revenue budget.

¹⁹ This refers to funding requests to continue previously approved projects rather than for unforeseen project costs, which would be managed through a different process.

Geographic and Modal Balance

To facilitate a review of geographic and modal balance, Table 5 summarizes the allocation of funding by jurisdiction and mode associated with the PIWG's project selection recommendations.

The 2015-16 Two Year Program will, when approved by the Authority, include the projects selected for NVTA regional funds. These projects will be funded to the full extent requested by sponsoring organizations. In the event that any of the selected projects are subsequently unable to advance, other Group 3 projects described above will be considered as replacement projects. Any uncommitted FY2015-16 funds will automatically be carried forward to FY2017.

Table 5: Summary of Funding Allocations (PIWG Recommendation)

Sponsor	Mass Transit		Highway		Total	
	Projects	Funding	Projects	Funding	Projects	Funding
Counties						
Arlington	1	\$12,000,000	2	\$12,000,000	3	\$24,000,000
Fairfax	3	\$54,000,000	3	\$28,900,000	6	\$82,900,000
Loudoun	1	\$ 1,860,000	2	\$50,500,000	3	\$52,360,000
Prince William	0		2	\$66,100,000	2	\$66,100,000
Cities						
Alexandria	3	\$ 4,090,000	0		3	\$ 4,090,000
Fairfax	1	\$ 3,000,000	3	\$12,000,000	4	\$15,000,000
Manassas	0		2	\$ 5,794,000	2	\$ 5,794,000
Towns						
Dumfries	0		1	\$ 6,900,000	1	\$ 6,900,000
Herndon	0		1	\$10,400,000	1	\$10,400,000
Leesburg	0		2	\$14,000,000	2	\$14,000,000
Purcellville	0		0		0	n/a
Transit Agencies						
PRTC	1	\$16,500,000	0		1	\$16,500,000
VRE	5	\$30,900,000	0		5	\$30,900,000
WMATA	1	\$ 8,995,000	0		1	\$ 8,995,000
Total						
	16	\$131,345,000	18	\$206,594,000	34	\$337,939,000
Proportion of PIWG Funding Recommendation						
		38.9%		61.1%		100.0%
Proportion of Estimated Available Funding (\$351,879,605)						
		37.3%		58.7%		96.0%

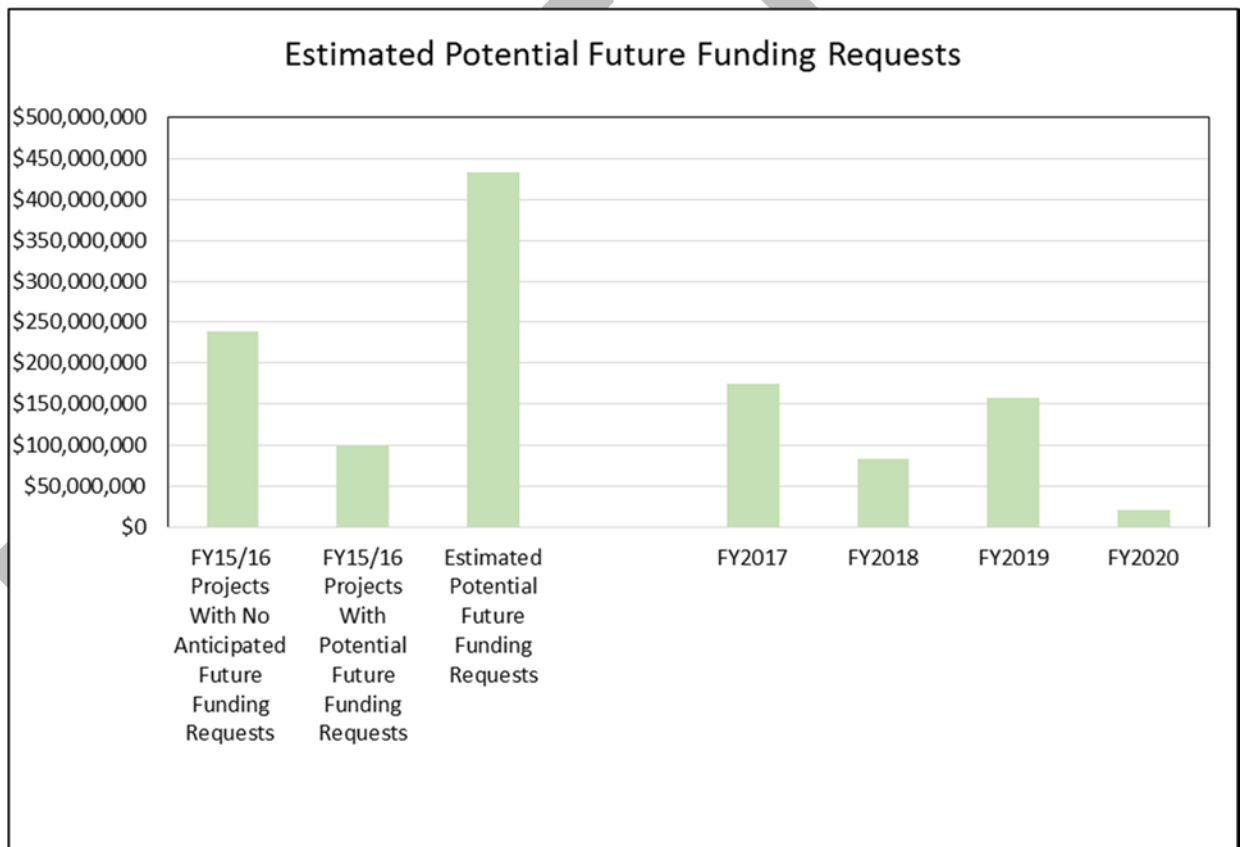
Note: the Cities of Falls Church and Manassas Park, and the Town of Vienna did not submit project funding requests for the FY2015-16 Two Year Program.

Potential Future Funding Requests

Tables 3 and 4 provide an estimated potential future funding request (for NVTa regional revenues) for each project, where available. This information was solicited on a non-binding draft basis for planning purposes only, and provides an early indication of potential upcoming revenue demands. For some projects this information is uncertain or unknown, e.g. projects that are studies.

Given the expectation that NVTa will continue to fund approved projects in future funding programs, this information provides an important programmatic insight for project selection in the FY2015-16 Two Year Program. Figure 1 summarizes the findings for the 34 projects included in Group 1 (aka the 'Green' projects.)

Figure 1: Estimated Potential Future Funding Requests



The first two columns indicate the allocation of FY2015-16 funds for projects without and with a potential future funding request respectively. Combined, these two columns represent approximately \$338 million in funding requirements.

The third column shows an estimated \$433 million potential for future NVTa funding requests for projects associated with the second column. This is in addition to the \$338 million in funding requirements for the FY2015-16 Two Year Program, and only includes

potential future funding requests where this is known. The allocation of potential future NVTA funding requests for transit and highway projects is as follows:

- Approximately \$226 million is associated with six transit projects; and
- Approximately \$207 million is associated with seven highway projects.²⁰

The last four columns in Figure 1 show the fiscal year in which the future funding is most likely to be expended. This indicates that, if the 'Green' projects are included in the FY2015-16 Two Year Program when approved by the Authority, they have the potential to absorb most of the available FY2017 funds on a PayGo basis, as well as a significant proportion of FY2018 and FY2019 funds.

In practice, the allocation of NVTA's regional funds in future years will depend on the availability and demand for funds, and the extent to which candidate projects meet or exceed NVTA's prevailing project selection criteria.

Demands for NVTA's regional funds are expected to become increasingly competitive – especially following the adoption of the update to TransAction 2040. Projects included in the FY2015-16 Two Year Program are not guaranteed to receive future NVTA funding.

VII. Coordination and Next Steps

Inputs have been sought from the TAC, JACC, and the PCAC as follows:

- TAC: January 21
- JACC: February 12
- PCAC: February 19

Comments will be summarized for consideration by the Authority at its meeting on February 26, 2015.

Assuming the Authority approves releasing the draft FY2015-16 Two Year Program, the Public Hearing will be held on Wednesday March 25, 2015 at the NVTA offices. (Snow dates March, 31 and April 1.) It is envisioned that all highway and mass transit projects in Groups 1 and 3 will be featured in the Public Hearing material.

Following the Public Hearing, public inputs will be summarized by NVTA staff, and reviewed by the PIWG at its meeting on April 13, 2015.

²⁰ Five highway projects have potential future funding requests for which the requested amount is unknown (see Table 4)

Appendix A: Project Selection Criteria

Preliminary Screening: Pass/Fail Assessment

Screening Criteria
All projects
Contained in NVTa's regional transportation plan (TransAction 2040), or included in the Transportation Planning Board's 2010 Constrained Long Range Plan
Reduces congestion
Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.
Highway projects only
Rated in the HB599 Project Evaluation and Rating Study.
Mass Transit projects only
Mass Transit project that increases capacity.

Detailed Screening: Quantitative Scores

TransAction 2040 Goal: Provide responsive transportation service to customers			
Topic	Selection Criteria	Rating Scale (unless indicated otherwise, High = 1, Medium = 2/3, Low = 1/3)	Weighting (75 points)
Reduce Roadway Congestion (Highway projects)	Project reduces roadway congestion	HB599 detailed rating will be on a continuous scale of 0 (least congestion relief) to 100 (greatest congestion relief) Rating: HB599 detailed rating ÷ 100	35
Reduce Roadway Congestion (Transit projects)	Project reduces roadway congestion	High: Project will significantly improve traffic flow. Medium: Project will moderately improve traffic flow. Low: Project will have minimal to no effect on traffic flow.	
Project Readiness	Project is in advanced phase of development	High: Project is in the ROW or construction phase. Medium: Project is in the design phase. Low: Project is in the study or planning phase.	15
	Project is able to be readily implemented ²¹	High: Project can be implemented in the near term (<6 years). Medium: Project can be implemented in the short term (6-12 years). Low: Project can be implemented in the long term (>12 years).	10
Urgency	Project addresses existing significant level of service (LOS) deficiencies for all modes of transportation	High: Project addresses existing LOS F condition. Medium: Project addresses existing LOS E condition. Low: Project addresses existing LOS A, B, C, or D condition.	5
Reduce VMT	Project reduces vehicle-miles traveled	High: Project directly reduces VMT (i.e., transit project, park-and-ride lot, new HOV lane(s), new pedestrian and bicycle trail). Medium: Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement, or expansion). Low: Project does not reduce VMT.	5
Safety	Project improves the safety of the transportation system	High: Project designed to specifically improve system safety and/or address an existing safety deficiency. Medium: Project will generally result in a safety improvement. Low: Project will have no discernible positive effect on safety.	5

²¹ Definition of 'implemented' refers to the point in time when the intended transportation functionality of a project is fully available to users, e.g. completion of the construction phase, operation of a new transit service.

TransAction 2040 Goal: Maximize community connectivity by addressing transportation and land use together			
Topic	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	Weighting (10 points)
Activity Center Connections	Project improves connections between multiple Activity Centers	High: Project improves connectivity between three or more activity centers. Medium: Project improves connectivity between two activity centers. Low: Project improves connectivity to one activity center only.	5
Regional Connectivity and modal integration	Project connects jurisdictions and modes	High: Project connects jurisdictions and modes. Medium: Project connects jurisdictions. Low: Project does not connect jurisdictions or modes.	5

TransAction 2040 Goal: Provide an integrated, multimodal transportation system			
Topic	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	Weighting (5 points)
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable/bikeable environment	High: Project adds or extends non-motorized facility to and within activity center. Medium: Project improves existing non-motorized facility to and within activity center. Low: Project does not improve or provide a non-motorized facility to and within activity center.	5

TransAction 2040 Goal: Incorporate the benefits of technology			
Topic	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	Weighting (5 points)
Management and Operations	Project improves the management and operation of existing facilities through technology applications	High: Project improves technological management and operations of an existing transportation facility. Medium: Project improves technological management and operations of an expansion of an existing transportation facility. Low: No improvement to management and operations of a facility.	5

TransAction 2040 Goal: Identify funding and legislative initiatives needed to implement the Plan			
Topic	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	Weighting (5 points)
Cost Sharing	Project leverages private or other outside funding	High: Project leverages private or other outside funding. Medium: Project leverages modest private or other outside funding. Low: Project has no leveraged private or other outside funding.	5

Detailed Screening: Qualitative Considerations

Screening Criteria
Priority given to greatest congestion reduction relative to cost: the Authority is required to give priority to such projects. Benefit/cost analysis included in the TransAction 2040 long range transportation plan will be reviewed.
Continuity of project funding: In general, NVTa funding approval for most project phase(s) infers a commitment to fund the remainder of that phase (or phases), provided that the likely total commitment is reasonably known at the time of original funding approval. Funding decisions will continue to be based on the prevailing project selection criteria, subject to funding availability at the time of request. However, funding continuity decisions will be considered on a case-by-case basis. One exception to this is that NVTa funding approval for studies does not infer a commitment to fund any subsequent project phase, including additional studies. Continuity of funding commitments requires compliance with all terms and conditions associated with approved SPAs, and any requirements imposed by NVTa. Approved FY2014 projects that are now requesting FY2015-16 funds that meet the above requirements will have first call on available FY2015-16 funds.
Cost sharing: while cost sharing is included as a criterion for quantitative scoring, it is also included as a qualitative consideration to take account of any conditions associated with other funds, e.g. federal, state, local, and NVTa local (30%) funds.
Geographic balance: a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.
Modal balance: a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.
Additional supporting information

Appendix B: Group 1 – Projects Recommended for Funding

Project	Agency	FY2015-16 Funding Requested	Notes
Highway Projects (HB599 Identifier)			
Route 244 Columbia Pike Street Improvements (NVTA-1)	Arlington	\$10,000,000	Continuation of approved FY2014 project Previously approved amount – \$12 million
Fairfax County Parkway Improvements (Study) (NVTA-7)	Fairfax	\$20,000,000 -\$10,000,000	Study Potential HB2 impact
Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln (NVTA-8)	Loudoun	\$19,500,000	No further funding requests
Loudoun County Parkway (VA-607) from US-50 to Creighton Road (NVTA-9)	Loudoun	\$31,000,000	
Route 7 Widening – Dulles Toll Road Bridge (NVTA-10)	Fairfax	\$13,900,000	No further funding requests
Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (NVTA-11)	Dumfries	\$6,900,000	Study/scoping phase Potential HB2 impact
Route 15 Bypass at Edwards Ferry Road Interchange (NVTA-13)	Leesburg	\$1,000,000	Study, continuation of approved FY2014 project, affected by HB2 Previously approved amount – \$1 million
Northfax – Improvements at Route 29/50 and Route 123 (NVTA-14)	City of Fairfax	\$10,000,000	Continuation of approved FY2014 project Previously approved amount – \$5 million, no further funding requests
Jermantown / Route 50 Roadway Improvements (NVTA-15)	City of Fairfax	\$1,000,000	No further funding requests
Kamp Washington Intersection Improvements (NVTA-17)	City of Fairfax	\$1,000,000	No further funding requests
Glebe Road Corridor Intelligent Transportation System (ITS) Improvements (NVTA-19)	Arlington	\$2,000,000	No further funding requests
Route 7 (East Market Street)/Battlefield Parkway Interchange (NVTA-26)	Leesburg	\$13,000,000	Potential HB2 impact
East Elden Street Improvements & Widening Project (UPC 50100) (NVTA- 27)	Herndon	\$10,400,000	
Route 1 Widening from Featherstone Road to Marys Way (NVTA-28)	Prince William	\$49,400,000	Continuation of approved FY2014 project Previously approved amount – \$3 million

Project	Agency	FY2015-16 Funding Requested	Notes
VA Route 28 Widening (Prince William County Line to Route 29) (NVT-30)	Fairfax	\$7,100,000 -\$2,100,000	Study
Route 28 Widening South to the City Limits (NVT-31)	Manassas	\$3,294,000	Complementary to adjacent PWC project
Route 28 (Manassas Bypass) Study - Godwin Drive Extension (NVT-32)	Manassas	\$500,000 +\$2,000,000	Study Potential HB2 impact
Route 28 Widening from Route 234 Bypass to Linton Hall Road (NVT-31)	Prince William	\$16,700,000	Complementary to approved FY2014 project and adjacent Manassas project
Subtotal (18 Recommended Projects)		\$206,594,000	
Transit Projects			
Potomac Yard Metrorail Station	Alexandria	\$1,500,000	Continuation of approved FY2014 project Previously approved amount – \$2 million
Van Dorn - Beauregard Transitway	Alexandria	\$2,400,000	
CUE 35-foot Bus Acquisition	City of Fairfax	\$3,000,000	No further funding requests
West Ox Bus Garage	Fairfax	\$20,000,000	No further funding requests
Connector Bus Service Expansion – Capital Purchase 22 Buses	Fairfax	\$6,000,000	No further funding requests
Innovation Center Metrorail Station Construction	Fairfax	\$28,000,000	Corresponding FY2014 approved project has not yet advanced to SPA Previously approved amount – \$41 million, no further funding requests
Acquisition of 4 Buses	Loudoun	\$1,860,000	No further funding requests
Western Bus Maintenance and Storage Facility	PRTC	\$16,000,000 +\$500,000	No further funding requests
8-Car Train Traction Power Upgrades Located in Virginia	WMATA	\$44,416,000 -\$35,421,000	Corresponding FY2014 approved project has not yet advanced to SPA Previously approved amount – \$5 million
Duke Street Transit Signal Priority	Alexandria	\$190,000	Continuation of approved FY2014 project Previously approved amount – \$660,000, no further funding requests
Manassas Park Station Parking Expansion	VRE	\$19,000,000 -\$18,500,000	VRE modified the funding request to include conceptual design only
Slaters Lane Crossover	VRE	\$7,000,000	Continuation of approved FY2014 project (Alexandria Station Tunnel) Previously approved amount – \$1,300,000, no further funding requests
Franconia-Springfield Platform Expansion	VRE	\$5,000,000 +\$8,000,000	No further funding requests

Project	Agency	FY2015-16 Funding Requested	Notes
Crystal City Platform Extension Study	VRE	\$2,000,000 -\$1,600,000	VRE modified the funding request to include conceptual design only
Rippon Station Expansion and Second Platform	VRE	\$10,000,000	No further funding requests
Ballston Metrorail Station West Entrance	Arlington	\$56,000,000 -\$44,000,000	Arlington County modified the funding request to include design only
Subtotal (16 Recommended Projects)		\$131,345,000	
Total (34 Recommended Projects)		\$337,939,000	

Appendix C: Group 2 – Projects Not Recommended for Funding

Project	Agency	FY2015-16 Funding Requested	Notes
Highway Projects (HB599 Identifier)			
Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes (NVTA-20)	Fairfax	\$5,000,000	Project not included in TransAction 2040 or 2010 CLRP
Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd. (NVTA-21)	Fairfax	\$6,000,000	Project not included in TransAction 2040 or 2010 CLRP
Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621) (NVTA-22)	Loudoun	\$9,400,000	Project not included in TransAction 2040 or 2010 CLRP
Route 7 / 690 Interchange (NVTA-23)	Loudoun	\$6,000,000	Project not included in TransAction 2040 or 2010 CLRP
Route 234 Grant Avenue Study (NVTA-24)	Manassas	\$235,000	Project not included in TransAction 2040 or 2010 CLRP
Main Street and Maple Avenue Intersection Improvements (NVTA-25)	Purcellville	\$2,793,810	Per HB599 project generates no congestion relief relative to cost
Subtotal (6 Projects)		\$29,428,810	
Transit Projects			
Richmond Highway Transit Center	Fairfax	\$24,000,000	Project not included in TransAction 2040 or 2010 CLRP
Franconia-Springfield to Woodbridge 3rd Track	VRE	\$50,000,000 -\$8,000,000	Project not included in TransAction 2040 or 2010 CLRP. Part of this project added to Franconia-Springfield Platform Expansion project
Subtotal (2 Projects)		\$66,000,000	
Total (8 Not Recommended Projects)		\$95,428,810	

Appendix D: Group 3 – Projects Requiring Further Consideration

Project	Agency	FY2015-16 Funding Requested	Notes
Highway Projects (HB599 Identifier)			
Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy (NVTA-2)	Fairfax	\$27,700,000 -\$17,700,000	
US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive) (NVTA-3)	Fairfax	\$10,000,000 -\$6,500,000	Study
Braddock Road HOV Widening (NVTA-4)	Fairfax	\$10,000,000	Study
South Van Dorn Street and Franconia Road Interchange (NVTA-5)	Fairfax	\$4,000,000	Study
Frontier Drive Extension & Braided Ramps (NVTA-6)	Fairfax	\$9,450,000 -\$450,000	Enhances highway access to Franconia-Springfield Metrorail/VRE stations
US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) (NVTA-12)	Fairfax	\$13,500,000	Study
Frying Pan Road (VA 28 to Centreville Road) (NVTA-16)	Fairfax	\$6,150,000	Study
Real-Time Adaptive Traffic Control and Data Management System (NVTA-18)	Alexandria	\$500,000	Study
Route 15 Widening (Route 29 to Route 55), including RR Overpass (NVTA-29)	Prince William	\$96,030,000	Study
Subtotal (9 Projects)		\$152,680,000	
Transit Projects			
Bus Infrastructure Improvements	WMATA	\$24,800,000 -\$14,800,000	Corresponding FY2014 approved project has not yet advanced to SPA Previously approved amount – \$7 million Project re-scoped by WMATA, removing new bus component
Subtotal (1 Project)		\$10,000,000	
Total (10 Projects)		\$162,680,000	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Pierre Holloman, Vice-Chairman, Jurisdiction and Agency Coordinating
Committee

SUBJECT: Approval of the Programming of FY 2021 Congestion Mitigation Air Quality
(CMAQ) and Regional Surface Transportation Program (RSTP) Funds

DATE: February 20, 2015

1. **Purpose.** The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding for the FY 2021 CMAQ and RSTP program.
2. **Suggested Motion:** *I move the NVTa approve 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.*
3. **Background.** Based on past practice, the JACC's CMAQ/RSTP team established Wednesday, December 17, 2014, as the submission deadline for FY 2021 CMAQ and RSTP applications. The CMAQ/RSTP team, in coordination with the jurisdictions and agencies who applied during this cycle of funding, developed the attached recommended list of projects and the proposed funding allocations. For FY 2021, the CMAQ/RSTP team received 40 CMAQ and RSTP applications, totaling \$137,475,423.00.

Previously the Authority endorsed the FY 2020 applications in November 2013, but due to reduced allocation numbers provided by the Virginia Department of Transportation (VDOT) in March of 2014, adjustments were made to CMAQ and RSTP projects. VDOT informed the JACC that revised FY 2020 funding levels for CMAQ and RSTP should be used for FY 2021. The funding available for distribution in FY 2021 is estimated to be (subject to change based on final Federal allocations):

CMAQ	\$29,526,175
<u>RSTP</u>	<u>\$40,331,584</u>
Total:	\$69,857,759

At the February 12, 2015 JACC meeting, VDOT indicated they were informed that revised funding estimates dating back to FY2016 are being provided by the VDOT. The new funding estimates would be slightly higher for both CMAQ and RSTP programs. However, VDOT also advised that additional funding revisions are likely. As such, the JACC recommends the draft programming allocation for Authority approval with the caveat that funding adjustments will be necessary. This process is similar to previous years as funding levels are regularly revised.

4. **Next Steps.** Upon Authority approval, the FY2021 CMAQ and RSTP project list and funding recommendations will be submitted to VDOT and the Commonwealth Transportation Board (CTB) for approval. It is anticipated that VDOT will seek public input in late March and the CTB will approve the programming recommendations in June 2015. The Authority will receive an informational item on any revised funding allocations.

NVTA staff and I will be available at the NVTA meeting on February 26, 2016, to answer questions.

Attachment(s): NVTA's Proposed FY 2021 CMAQ and RSTP Program

CMAQ/RSTP Allocations for Northern Virginia - FY21

XIII.ATTACHMENT

FY 2021 CMAQ/RSTP Proposed Allocations
Winter 2015 Strawman

FY2021 CMAQ Estimate \$ 29,526,175

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		\$ -	\$ 28,636,752

JURISDICTIONAL ALLOCATIONS*

		Requested	Proposed
ALEXANDRIA, CITY		\$ 2,650,000	\$ 2,600,000
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	\$450,000
Bus Shelters (UPC 79791) (moved from RSTP)	4 of 6	\$600,000	\$600,000
ARLINGTON COUNTY		\$ 6,750,000	\$ 5,300,000
Commuter Services Program (ACCS),(UPC T100)	1 of 2	\$6,500,000	\$5,050,000
Capital Bikeshare (UPC 99518) PM 2.5	2 of 2	\$250,000	\$250,000
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ -	\$ -
FAIRFAX COUNTY		\$ 9,620,000	\$7,387,587
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	\$6,767,587
FALLS CHURCH, CITY		\$ -	\$ -
HERNDON, TOWN		\$ 500,000	\$ 300,000
Herndon Metrorail Intermodal Access Improvements (UPC 104328)	1 of 2	\$300,000	\$300,000
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	\$ 350,000
Kinsley Rd Southwest Sidewalk, Walk to Metrorail (UPC ?)	1 of 1	\$350,000	\$350,000
Total Jurisdictional		\$ 19,905,000	\$ 15,972,587

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	\$ 1,900,000
Multi-modal Travel Information Displays Upgrade and Expansion		\$800,000	\$100,000
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)		\$2,000,000	\$1,800,000
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	\$ 12,664,165

TOTAL CMAQ \$ 55,325,423 \$ 29,526,175

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 \$ 40,331,584

RSTP FUNDS

	Overall Ranking	FY 2021	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ -	\$ -
RSTP BALANCE REMAING FOR JURISDICTIONAL ALLOCATIONS			\$ 40,331,584
JURISDICTIONAL ALLOCATIONS*		Requested	Proposed
ALEXANDRIA, CITY		\$ 1,750,000	\$ 1,000,000
Parking Technologies (UPC 102943)	3 of 6	\$500,000	\$400,000
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	\$ 700,000
Bridge Deck Rehabilitation	1 of 2	\$500,000	\$500,000
Road Bed Evaluation	2 of 2	\$500,000	\$200,000
FAIRFAX COUNTY		\$ 42,000,000	\$ 18,148,997
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	\$3,132,413
FALLS CHURCH, CITY		\$ 500,000	\$ 350,000
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements (UPC 100411)	1 of 1	\$500,000	\$350,000
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	\$ 1,200,000
Route 15 Bypass @ Edwards Ferry Rd Interchange (UPC 89890)	1 of 1	\$1,200,000	\$1,200,000
LOUDOUN COUNTY		\$ 10,000,000	\$ 8,500,000
Route 7 and GW Blvd Overpass (UPC 105584)	2 of 2	\$10,000,000	\$8,500,000
MANASSAS, CITY		\$ -	\$ -
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 24,000,000	\$ 9,417,587
University Blvd Improvement (Sudley Manor Dr to Devlin Rd) (UPC 104816)	1 of 1	\$24,000,000	\$9,417,587
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 82,150,000	\$ 40,331,584
TOTAL RSTP		\$ 82,150,000	\$ 40,331,584

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Proposed FY2016 Operating Budget

DATE: February 23, 2015

1. **Recommendation:** Approval of FY2016 Operating Budget as recommended by the NVTAFinance Committee.
2. **Suggested motion.** *I move approval of proposed FY2016 Operating Budget as recommended by the NVTAFinance Committee.*
3. **Background:** The NVTAF Operating Budget is paid for by the Authority's member jurisdictions based on population. All unobligated/unexpended funds from FY2015 will be carried forward to the FY2016 budget, thereby reducing the contribution required of the member jurisdictions. The Finance Committee provided guidance to Authority staff on the budget development at the January and February committee meetings.
4. **Assumptions:**
 - a. **FY2015 Year End Performance.** Carryover from FY2015 is expected to be approximately \$386,000. The carryover includes the Debt Policy required 20% operating reserve.
 - b. **FY2015 One Time Items.** One time expenditures related to the set up and equipping of the new office location, such as moving and furnishing, were eliminated in the FY2016 Operating Budget (approximately \$63,000).
 - c. **NVTAF Staffing/Compensation.** No changes are anticipated to staffing levels. The Finance Committee provided guidance that any compensation changes be consistent with the average of annual increases contemplated by NVTAF member jurisdictions' proposed budgets and take into account peer groups in Northern Virginia. The NVTAF uses a pay for performance methodology in annual staff evaluations. For budgeting purposes 3% was used as an estimate for FY2016. However, all compensation changes will be based on actual performance and consistency with the average budgets of member jurisdictions.
 - d. **Completion of Staff Benefit Package.** The Authority is still completing the staff benefit package to include a 457K type deferred compensation plan and disability benefits. If not completed in FY2015 these programs will be established in FY2016.

- e. **Professional Development.** Several staff members have professional certifications requiring annual educational session/courses. Additionally, financing and investment activities require ongoing professional development for staff to stay current with regulatory requirements and professional standards.
- f. **Public Outreach.** The Authority is in the process of examining several public outreach options. Options include the audio streaming of public meetings. Public outreach in the FY2016 draft budget is addressed by a combination of carryover and new funding. Utilization of technical and staff resources of the member jurisdictions to reduce costs is being solicited.

Attachment: Draft FY2016 Operating Budget

Coordination:
Finance Committee

XIII.ATTACHMENT

DRAFT Dated: 2/22/2015														
Northern Virginia Transportation Authority Projected FY 2015 Operating Budget Actual as of 12/31/2014														
					FY 2016 Draft Budget	Carryforward Analysis								
					Proposed Receipts	27,071.09	Revenue Carryforward							
						121,805.10	Expenditure Carryforward:							
INCOME:						236,579.00	Unused FY15 Operating Reserve							
Budget Carryforward	\$ 270,000.00	\$ 294,142.00	\$ 294,142.00	\$ 24,142.00	385,455.19	385,455.19	Gross Carry Forward							
Billed to Member Jurisdictions	1,149,473.00	1,149,473.00	\$ 1,149,473.00	-	1,100,262.26									
Misc. Income		2,929.09	\$ 2,929.09	2,929.09		46,200.00	Unencumbered Transaction Update Outreach							
Reimbursement -LOC Cost of Issuance				-		28,920.00	Unencumbered Web Development & Hosting							
Total Income	1,419,473.00	1,446,544.09	1,446,544.09	27,071.09	1,485,717.44	75,120.00	Total Unencumbered Carryforward							
					Proposed Expenditures									
EXPENDITURES:														
Personnel Expenditures														
Salaries	\$ 649,290.00	\$ 312,772.20	\$ 646,843.78	\$ 2,446.22	678,632.24									
Benefits	140,850.00	56,634.75	\$ 127,071.73	13,778.27	156,167.06									
Taxes	49,600.00	21,775.81	\$ 49,129.03	470.97	53,278.57									
Personnel Subtotal	839,740.00	391,182.76	823,044.53	16,695.47	888,077.87									
Professional Service														
Audit/Accounting	27,500.00	27,369.00	\$ 27,369.00	131.00	27,500.00									
Banking Services	1,000.00	129.57	\$ 129.57	870.43	750.00									
Insurance	3,700.00	3,811.00	\$ 3,811.00	(111.00)	3,900.00									
Payroll Services	2,000.00	451.90	\$ 971.90	1,028.10	1,300.00									
Transaction Update Outreach	46,200.00	-	\$ -	46,200.00	46,200.00									
Public Outreach	23,800.00	10,069.40	\$ 38,800.00	(15,000.00)	46,300.00									
Professional Subtotal	104,200.00	41,830.87	71,081.47	33,118.53	125,950.00									
Technology/Communication														
Accounting & Financial Reporting System	25,000.00	5,031.25	\$ 20,156.25	4,843.75	12,000.00									
Hardware Software & Peripherals Purchase	7,000.00	2,824.99	\$ 3,624.99	3,375.01	4,000.00									
IT Support Services including Hosting	11,794.00	5,753.97	\$ 11,932.94	(138.94)	10,420.00									
Phone Service	7,060.00	2,498.52	\$ 7,438.52	(378.52)	7,680.00									
Web Development & Hosting	30,000.00	1,080.00	\$ 1,080.00	28,920.00	38,920.00									
Subtotal Technology/Communication	80,854.00	17,188.73	44,232.70	36,621.30	73,020.00									
Administrative Expenses														
Advertisements	6,000.00	-	\$ 1,500.00	4,500.00	1,500.00									
Dues & Subscriptions	2,500.00	410.00	\$ 1,910.00	590.00	3,000.00									
Duplication/Printing	15,000.00	3,033.35	\$ 17,007.70	(2,007.70)	17,000.00									
Furniture/Fixtures	58,000.00	39,621.53	\$ 44,621.53	13,378.47	1,500.00									
Regional Meeting Expenses	3,600.00	3,689.74	\$ 5,179.74	(1,579.74)	3,600.00									
Mileage/Transportation	7,200.00	632.62	\$ 2,530.48	4,669.52	7,200.00									
Industry Conferences	-	-	\$ -	-	3,000.00									
Miscellaneous Expense (moving expense)	5,000.00	825.31	\$ 1,275.31	3,724.69	-									
Office Lease	50,000.00	5,535.00	\$ 35,577.96	14,422.04	93,900.00									
Office Supplies	5,200.00	3,205.80	\$ 9,405.80	(4,205.80)	10,000.00									
Postage/Delivery	600.00	95.05	\$ 261.80	338.20	600.00									
Professional Development/Training	5,000.00	1,459.88	\$ 3,459.88	1,540.12	9,750.00									
Subtotal Administrative Expenses	158,100.00	58,508.28	122,730.20	35,369.80	151,050.00									
Expenditure Subtotal	1,182,894.00	508,710.64	1,061,088.90	121,805.10	1,238,097.87									
Operating Reserve (20%)	236,579.00	-		236,579.00	247,619.57									
Total Expenditures	1,419,473.00	508,710.64	1,061,088.90	358,384.10	1,485,717.44									
Budget Balance	\$ -	\$ 937,833.45	\$ 385,455.19	\$ 385,455.19	\$ -									
Member Jurisdiction Support														
Jurisdiction	2010 Population	FY 2015 Support Amounts			FY 2016 Support Amounts									
City of Alexandria	6.30%	\$ 72,416.76			\$ 69,316.52									
Arlington County	9.40%	\$ 108,050.40			\$ 103,424.65									
City of Fairfax	1.00%	\$ 11,494.72			\$ 11,002.62									
Fairfax County	48.00%	\$ 551,746.71			\$ 528,125.88									
City of Falls Church	0.60%	\$ 6,896.83			\$ 6,601.57									
Loudoun County	14.20%	\$ 163,225.07			\$ 156,237.24									
City of Manassas	1.70%	\$ 19,541.03			\$ 18,704.46									
City of Manassas Park	0.60%	\$ 6,896.83			\$ 6,601.57									
Prince William County	18.20%	\$ 209,203.96			\$ 200,247.73									
		\$ 1,149,472.32			\$ 1,100,262.26									

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Proposed FY2016 30% Revenue Budget

DATE: February 21, 2015

1. **Recommendation:** Approval of FY2016 30% Revenue Budget as recommended by the NVTa Finance Committee.
2. **Suggested motion.** *I move approval of the proposed FY2016 30% Revenue Budget as recommended by the NVTa Finance Committee.*
3. **Background:** 30% Revenues are distributed in their entirety to member jurisdictions in accord with HB 2313(2013). Any funds not eligible for distribution to a member jurisdiction are transferred to the Regional Revenue Fund at the end of the fiscal year. The Finance Committee provided guidance to Authority staff on the budget development at the January and February committee meetings.
4. **Assumptions:** The Authority will continue to follow HB 2313(2013) in the distribution of the 30% funds. HB2313 revenues will continue to be estimated conservatively. The FY2016 revenue amounts previously projected will continued to be utilized. The draft budget is presented below in Table 1 and the FY2016 revenue estimates are presented in Table 2.

Table 1

Proposed FY2016 30% Revenue Budget			
	Adopted FY2014	Adopted FY2015	Estimated FY2016
Revenues:			
30% Revenues	\$ 87,444,496.65	\$ 87,070,462.09	\$ 88,677,508.77
Expenditures:			
Distribution to Member Jurisdictions*	\$ 87,444,496.65	\$ 87,070,462.09	\$ 88,677,508.77
Ending Balance:	\$ -	\$ -	\$ -
*Actual distributions will match actual revenue during the fiscal period.			

Table 2

FY2016 Revenue Estimates (Accrual Basis)			
	Adopted FY2014	Adopted FY2015	Estimated FY2016
Sales Tax	\$ 232,456,223.48	\$ 228,073,196.46	\$ 232,756,819.78
Transient Occupancy Tax	\$ 24,348,642.07	\$ 25,258,011.31	\$ 25,632,398.08
Grantors Tax	\$ 34,676,789.94	\$ 36,903,665.85	\$ 37,202,478.04
Total	\$ 291,481,655.49	\$ 290,234,873.62	\$ 295,591,695.90
70%	\$ 204,037,158.85	\$ 203,164,411.53	\$ 206,914,187.13
30%	\$ 87,444,496.65	\$ 87,070,462.09	\$ 88,677,508.77

Coordination:

Finance Committee

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Proposed FY2016 Regional Revenue Budget

DATE: February 21, 2015

1. **Recommendation:** Approval of FY2016 Regional Revenue Budget as recommended by the NVTa Finance Committee.
2. **Suggested motion.** *I move approval of proposed FY2016 Regional Revenue Budget as recommended by the NVTa Finance Committee and with modifications agreed upon at the February 26, 2015 Authority meeting.*
3. **Background:** Regional Revenues (70% funds) are largely programmed through the Authority approval of specific projects on a PayGo basis after all debt service obligations are met for a fiscal period. Any unused funds from one fiscal year are available for use in a future fiscal year. The Finance Committee provided guidance to Authority staff on the budget development at the January and February committee meetings. The Authority currently has established three reserves as required in the adopted Debt Policy.
 - a. **Operating Reserve.** This reserve is set at 20% of the adopted operating budget. This reserve may be used at the discretion of the Executive Director to cover unanticipated increases in the Authority's operating budget. This reserve is contained in the operating budget.
 - b. **Debt Service Reserve.** This reserve was funded through bond proceeds and exists to protect NVTa's bondholders.
 - c. **Working Capital Reserve (WCR).** The WCR must be equal to at least six months of budgeted regional revenue funds (approximately \$103.5 million). The intent of the WCR is to protect approved projects from revenue disruptions. The WCR may be used to manage any mismatches in the actual receipt of revenue and the disbursement of funds for projects. The WCR may also be used for debt service. The WCR enables the Authority to respond to unforeseen circumstances which disrupt revenue.
4. **Assumptions:**
 - a. **FY2015 Year End Performance.** Carryover from FY2015 is not available at this time as the project selection process for FY2015/16 is expected in April 2015.
 - b. **Revenue Projection.** HB2313 revenues will continue to be estimated conservatively. The FY2016 revenue amounts previously projected will continue to be utilized.
 - c. **Professional Services.** Professional services for regional revenues are related to legal and financial advisory services for bond financing. The Authority requires ongoing

consultation and support from Bond Counsel and a Financial Advisor. Where appropriate and possible these costs will be converted to the cost of issuance on future bond financings. Such conversion may not always be possible.

- d. **TransAction Update.** The Authority will be updating TransAction 2040. The current estimate for the update is approximately \$2.5 million. Regional Surface Transportation Program funds were used for the last update. The funding source is still in discussion, the amount is presented for budgeting purposes.
- e. **Contingency for Approved Projects.** This new contingency is targeted to support already approved projects which request additional funds due to unforeseeable circumstances. This contingency is not targeted to providing additional funding to advance a project past previously approved objectives/scope (see Transportation Project Reserve). Establishing this contingency will enable the Authority to support already approved projects that encounter unexpected costs or to respond if an opportunity becomes available to leverage additional funding. When agreeing to a project, the project sponsor acknowledges in the Standard Project Agreement (SPA) that the Authority is not required to authorize additional funding. Further, the SPA states any such requests will require Finance Committee review prior to Authority consideration. A detailed policy statement will be developed with input from member jurisdictions for approval by the Authority.

5. **Transportation Projects Reserve.** The Finance Committee considered options to classify an amount of uncommitted funds to ensure future resource availability to advance regionally significant projects which may be selected by the Authority. This commitment is envisioned as a method to ensure resource availability for projects which have new funding leveraging opportunities or which require multiple years of allocations such that funding requirements would draw a disproportionate amount of revenue in a single year. Regional revenue funds are effectively restricted on an accounting basis through HB2313. Therefore, the policy development surrounding this reserve is critical. A detailed policy statement will be developed with input from member jurisdictions for approval by the Authority. Factors considered by the Finance Committee and requested to be presented to the Authority are:

- a. **Funds not committed to projects.** All uncommitted Regional Revenue Fund resources in any fiscal year can only be used for purposes permitted under HB2313(2013) and all other applicable project approval requirements such as HB599.
- b. **Level of uncommitted funds for FY2015/16.** Based on the draft FY2016 Budget presented in Attachment A, there is \$208,074,727 from FY2015 and \$143,804,878 in FY2016, totaling \$351,879,605 available for project assignment. This amount is net of (after) a suggested initial amount for the Transportation Projects Reserve of \$12,000,000.
- c. **Initial project funding recommendations.** The Project Implementation Working Group (PIWG) initial funding recommendations on the draft FY15/16 Two Year Program, currently total \$337,939,000. PIWG has recommended all project submissions that are coded 'green' or 'white' be considered by the Authority for public hearing. It is anticipated that the Authority ultimately will approve the FY2015/16 Two Year Program at its April 2015 meeting.
- d. **FY2015/16 projected uncommitted funds after PIWG initial recommendations.** For informational purposes, the amount of FY2015/16 revenue remaining after the PIWG

initial recommendations is approximately \$14 million. This amount can change based on NVTa approval of the final two year program.

- 6. Funding Options.** Regional Revenue Funds not committed in any fiscal period will remain in the fund pending future decisions of the Authority. If the Authority decides to temporarily retain funds in a reserve within the Regional Revenue Fund such action can be facilitated through:
 - a. Annual set aside.** This method would take an amount of annual revenue 'off the top' through the annual budget process. Included in the draft FY2016 budget is an allotment approximately equal to 6% of the FY2016 revenue.
 - b. Assignment of remaining balances.** This method would allocate any remaining balance not assigned to projects during a fiscal period to the reserve.
- 7. Policy Development/Utilization of Funds.** A detailed policy statement will be developed with input from member jurisdictions for approval by the Authority. The policy must include the allocation methodology which can be either of the methods noted above or a combination as determined by the Authority. Equally important will be the establishment of the policy parameters for the use of the funds.

Coordination:

Finance Committee
Council of Counsels

Attachments:

A: Draft FY2016 Regional Revenue Fund Budget

XV.ATTACHMENT

Northern Virginia Transportation Authority Proposed FY 2016 70% Regional Revenue Budget			
	Adopted FY2015	Current FY2015 Projections	Proposed FY2016
Revenue 70% Regional Funds			
Sales Tax	\$ 159,651,238.00	\$ 159,651,238.00	\$ 162,929,774.00
TOT	\$ 17,680,608.00	\$ 17,680,608.00	\$ 17,942,679.00
Grantor's Tax	\$ 25,832,566.00	\$ 25,832,566.00	\$ 26,041,735.00
State/Federal Grants	\$ -	\$ -	\$ -
Bond or LOC Proceeds	\$ -	\$ -	\$ -
Reimbursable Expenditures	\$ 300,000.00	\$ -	\$ -
Interest Earned	\$ 52,500.00	\$ 120,000.00	\$ 70,000.00
Revenue Variance (Regional Funds)	\$ -	\$ -	\$ -
Total Revenue with Debt Proceeds	\$ 203,516,912.00	\$ 203,284,412.00	\$ 206,984,188.00
Expenditures			
Debt Service - Principal	\$ 6,000,000.00	\$ 1,485,000.00	\$ 1,504,739.14
Debt Service - Interest		\$ 2,310,000.00	\$ 3,238,550.00
Professional Services - Bond Issuance Costs	\$ 300,000.00	\$ 125,000.00	\$ 300,000.00
Working Capital Reserve (WCR)	* \$ 66,028,434.00	\$ 67,721,472.00	\$ 33,860,736.00
WCR Required Incremental Adjustment	*		\$ 1,909,886.00
TransAction Update			\$ 2,500,000.00
NEW Contingency for Approved Projects (3.8%)	*		\$ 7,865,399.14
NEW Transportation Projects Reserve	*		\$ 12,000,000.00
Total Expenditures	\$ 72,328,434.00	\$ 71,641,472.00	\$ 63,179,310.28
Available Balance For Projects	\$ 131,188,478.00	\$ 131,642,940.00	\$ 143,804,877.72
Projected Project Expenditures (PayGo)	\$ 131,188,478.00	\$ 131,642,940.00	\$ 143,804,877.72
Carry Forward Unassigned Project Funds	\$ 76,431,787.00	\$ 76,431,787.00	
Total Available for Project Assignments*	\$ 207,620,265.00	\$ 208,074,727.00	\$ 143,804,877.72
Cumulative Regional Revenue Reserve Balances			
Working Capital Reserve	\$ 66,028,434.00	\$ 67,721,472.00	\$ 103,492,094.00
Debt Service Reserve (Held by Trustee)	\$ 75,300,000.00	\$ 5,551,150.00	\$ 5,551,150.00
Contingency for Approved Projects		\$ -	\$ 7,865,399.14
Transportation Projects Reserve			\$ 12,000,000.00
Cumulative Reserve Balances	\$ 141,328,434.00	\$ 73,272,622.00	\$ 128,908,643.14

FY2015/16 Total
\$ 351,879,604.72

* Project Approvals will determine exact assignments by fiscal year

*Please note, contingency and reserves are reviewed in detail in the staff report.

Impact on funds available for projects after regional revenue contingency		
Percentage Rate	Contingency Amt.	FY2015/16 Available Funds
3.80%	\$ 7,865,399.14	\$ 351,879,604.72
4.00%	\$ 8,279,367.52	\$ 351,465,636.34
4.50%	\$ 9,314,288.46	\$ 350,430,715.40
5.00%	\$ 10,349,209.40	\$ 349,395,794.46
5.25%	\$ 10,866,669.87	\$ 348,878,333.99
6.00%	\$ 12,419,051.28	\$ 347,325,952.58
7.00%	\$ 14,488,893.16	\$ 345,256,110.70
8.00%	\$ 16,558,735.04	\$ 343,186,268.82
9.00%	\$ 18,628,576.92	\$ 341,116,426.94
10.00%	\$ 20,698,418.80	\$ 339,046,585.06
12.00%	\$ 24,838,102.56	\$ 334,906,901.30
14.00%	\$ 28,977,786.32	\$ 330,767,217.54

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Pierre Holloman, Vice-Chairman, Jurisdiction and Agency Coordinating
Committee

SUBJECT: Approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ)
funds for the City of Alexandria

DATE: February 20, 2015

- 1. Purpose.** To inform the Authority of Jurisdiction and Agency Coordinating Committee (JACC) approval of the City of Alexandria reallocation of Congestion Mitigation and Air Quality (CMAQ) funds.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Jurisdiction and Agency Coordinating Committee (JACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

The City of Alexandria requested the reallocation below:

“Reallocate \$136,533 from UPC #100466 (Bikeshare Stations) to UPC #100420 (Bicycle Sharing Initiative). This reallocation will allow the City of Alexandria to further expand the bikeshare system with equipment for new Bikeshare stations, docks and bicycles.”

The JACC approved this request on February 12, 2015.

Attachment(s): Letter to VDOT NOVA District Administrator Cuervo, transfer request
from the City of Alexandria

Coordination: Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

February 27, 2015

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for the City of Alexandria

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Jurisdiction and Agency Coordinating Committee (JACC). However, since the receiving project is new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On January 9, 2015, the City of Alexandria requested the following CMAQ reallocation:

- \$136,533 from UPC #100466 (Bikeshare Stations) to UPC #100420 (Bicycle Sharing Initiative). This reallocation will allow the City of Alexandria to further expand the bikeshare system with equipment for new Bikeshare stations, docks and bicycles.

NVTA's delegation requires that the JACC notify the NVTA of these requests. The JACC approved these requests on February 12, 2015, and the NVTA was informed on February 26, 2015. The NVTA has not objected to this reallocation. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much. Sincerely

Sincerely,

Pierre Holloman
 NVTA JACC Vice-Chairman

Cc: Martin E. Nohe, Chairman, NVTA

Monica Backmon, Executive Director, NVT
Jan Vaughn, Transportation Planning Section, VDOT
Yon Lambert, Acting Director of T&ES, City of Alexandria



**Department of Transportation & Environmental Services
Transportation Planning Division**

**421 King Street, Suite 300
Alexandria, VA 22314**

Phone: 703.746.4140

Fax: 703.746.3298

www.alexandriava.gov

January 9, 2015

Noelle Dominguez, Chairperson
Jurisdiction and Agency Coordinating Committee (JACC)
Northern Virginia Transportation Authority (NVTa)
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds for the City of Alexandria

Dear Ms. Dominguez,

The City of Alexandria requests the NVTa JACC concurrence to reallocate \$136,533 from UPC #100466 (Bikeshare Stations) to UPC #100420 (Bicycle Sharing Initiative). This reallocation will allow the City of Alexandria to further expand the bikeshare system with equipment for new Bikeshare stations, docks and bicycles.

Thank you for your assistance in this matter. Please feel free to contact Sandra Marks at 703.746.4147 or Hillary Poole at 703.746.4017 on my staff should you have further questions.

Sincerely,

Yon Lambert
Acting Director
Transportation & Environmental Services

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Vice-Mayor Way, Vice-Chair, Planning Coordination Advisory Committee

DATE: February 22, 2015

SUBJECT: Report from the Planning Coordination Advisory Committee

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, February 19, 2015. There were no Action Items for consideration. However, the following items were Information/Discussion Items for the Committee:
 - a. NVTa Executive Director's Report. Ms. Backmon briefed the Committee on the agenda for the upcoming Authority Meeting scheduled for February 26, 2015.
 - There will be a VDOT presentation on I-66 Inside the Beltway.
 - The Authority will review the FY2014 Annual Report. Ms. Backmon reminded the Committee that the Annual Report is required under legislation to demonstrate how NVTa has expended the HB2313 Revenues.
 - The Committee was informed the Annual Report will be presented to PCAC at the next meeting.
 - The Authority is expected to appoint a Bylaws Committee and it has been recommended a member of the PCAC and the TAC be included in this Committee.
 - b. Presentation on draft FY2015-16 Two Year Program. Mr. Jasper reviewed the FY 2015-2016 Two Year Program with the Committee explaining the background, evaluation process and draft recommendations from the Project Implementation Working Group (PIWG) which will be presented to the Authority in February with a request for permission to present the projects for Public Hearing on March 25, 2015.

Mr. Jasper explained that the NVTa approved project selection criteria scoring system was used and the top rated projects were selected for inclusion in the draft program. Mr. Jasper explained that transit was evaluated separately from road projects because road projects were required to include the HB599 detailed rating.

PCAC recommended that NVTA communicate that the project selection process includes the HB599 rating together with other selection criteria.

There was a brief discussion on the evaluation of transit projects compared to road projects. PCAC recommended NVTA clearly communicate the different approaches used to evaluate highway and transit projects.

Ms. Backmon explained that for the next call for projects which will be for the FY 2017 program, transit projects will be included in the HB599 rating and evaluation process and in preparation, the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) are in the process of testing transit projects to ensure a comparable analysis.

There was a discussion about the amount of funding available compared to project requests and the commitment of NVTA to continue funding the draft recommended projects in the future. Mr. Jasper directed the PCAC to figure 1 in the packet, which demonstrated the potential future funding requests for the draft recommended projects.

PCAC recommended NVTA address any possible misconception among project sponsors that NVTA has the resources to continue funding all recommended projects to completion.

PCAC recommended NVTA prepare graphics for the Public Hearing that communicate the project selection process, particularly with respect to NVTA quantitative scores and HB599 ratings.

- c. Presentation on Draft Policy of NVTA Projects Not Advancing. Mr. Jasper explained that based on feedback received, the draft policy for NVTA projects not advancing is being re-written as a set of guidelines to give the Executive Director considerably more subjective judgment than was contemplated in the first draft policy statement. This is essential because there are so many variables with a project that it is important to judge them on a case-by-case basis.
PCAC discussed the need for flexibility when it comes to unforeseen circumstances.
PCAC recommended an overall broad policy with a set of supporting guidelines, emphasizing the need for flexibility permitting the Executive Director latitude to analyze projects on a case by case basis.

Next PCAC Meeting and Draft Agenda. Ms. Backmon confirmed the next PCAC meeting is scheduled for March 19, 2015 at 6:30 PM at the NVTA offices located at 3040 Williams Drive Suite 200, Fairfax VA 22031.

Vice-Chairman Way informed the group of the importance of the next several meetings. In the upcoming meetings, PCAC will be discussing the responsibilities of the Committee and a flow chart of where PCAC's recommendations falls into the decision making process.

3. The next meeting of the PCAC is scheduled for March 19, 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: February 23, 2015

SUBJECT: Report from the Technical Advisory Committee

1. **Purpose.** To provide feedback to the Authority from the NVTa Technical Advisory Committee (TAC) on the HB599 process and NVTa's draft FY2015-16 Two Year Program.
2. **Background.** At our meeting on December 17, 2014 we received a briefing from VDOT staff on the measures of effectiveness that were used in the HB599 Evaluation and Rating Study to evaluate each highway project. At our meeting on January 21, 2015, we received a further briefing from VDOT staff on the results of the HB599 Evaluation and Rating Study, together with a briefing from NVTa staff on NVTa's draft FY2015-16 Two Year Program.

Based on the briefings and associated discussions with VDOT and NVTa staff, I am pleased to submit the following observations and suggestions on behalf of the TAC.

3. **HB599 Process.** We acknowledge that this is the first time the HB599 process has been applied. Consequently, it is important to learn from the experience and address some potential deficiencies as we move forward:
 - For the most part, projects were evaluated independently of each other. However, many projects appear to have overlapping influence areas. Some projects may have synergistic benefits while others may be duplicative. The current process did not address this. Our recommendation is for future cycles to consider the interaction between projects in greater detail, even if they are required to have individual ratings.
 - We note the scale of individual projects varied greatly, from standalone intersections to 20 mile-long corridors. Clearly, this influences the potential scale of congestion reduction, but does not necessarily help to determine the best project. Our recommendation is to consider normalizing these potential effects, perhaps by summarizing the ratings in groups of projects with similar characteristics. An alternative approach may be to add or modify some of the measures on which the project ratings are based.

- We further note that the projects that were rated are in different phases of project development, e.g. studies, design, right-of-way acquisition and construction. However, all projects were evaluated as if they were constructed and fully operational. Comparing project ratings at face value may be misleading, as studies are less well defined than projects at a more advanced phase. Our recommendation is for each project's phase to be clearly noted alongside its rating. In the longer term, you may wish to consider rating studies separate from established projects in the HB599 process.
- As noted above, the scale of individual projects varied greatly. Our recommendation is that consideration be given to grouping projects into their respective NVTa corridors (as defined in TransAction 2040) and that the HB599 process be applied at a corridor (or partial corridor) level.
- We understand that the HB599 process only considers congestion reduction, while NVTa's project selection process considers HB599 ratings alongside other criteria. We do not recommend any changes to this approach, but suggest that communicating these related but different processes be enhanced.
- We also note that individual project ratings are relative to the top performing project. Consequently, if the project mix changes and the top performing project is different, each project rating may change even if the project remains the same. This may confuse any comparisons of project ratings from cycle to cycle.
- Finally, I would like to clarify that, while most measures are calculated based on each project's influence area, the accessibility measure for each project is calculated for the entire region.

4. Draft FY2015-16 Two Year Program. Our comments on the Two Year Program reflect some of our comments on the HB599 process:

- Projects under consideration for funding are in different phases of project development, e.g. studies, design, right-of-way acquisition and construction. However, all projects were evaluated as if they were constructed and fully operational.
- We understand that the HB599 process only considers congestion reduction, while NVTa's project selection process considers HB599 ratings alongside other criteria. We suggest that communicating these related but different processes could be enhanced.
- We note that NVTa plans to include transit projects in the HB599 process for the next funding cycle, subject to a pilot test using the TRANSIMS simulation model on one or more transit projects. Consideration should be given to not allocating all the available funds until highway and transit projects are subject to the same selection process.

5. Next steps. At our next meeting on March 18, 2015 I anticipate we will provide inputs to the scope of work for the TransAction 2040 update.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Scott York, Chair, Finance Committee

DATE: February 23, 2015

SUBJECT: February 20, 2015, Finance Committee Meeting Report

1. **Purpose.** To provide a monthly report of the activities of the NVTa Finance Committee.
2. **Comments.** The Finance Committee last met on February 20, 2015. The next Committee meeting is scheduled for March 20, 2015.
 - a. **FY2015 Audit Planning.** The Finance Committee in its bylaw required role as the Audit Committee, approved the retention of the audit firm PBMares, LLP to undertake the FY2015 and FY2016 financial statement audits of the Authority.
 - b. **Fiscal 2016 Budgets** – At the February meeting, the Finance Committee reviewed draft budgets that were developed based on the guidance provided to Authority staff in January. The Finance Committee provided additional guidance and direction on the budgets. Staff incorporated the Finance Committee direction and prepared the draft budgets for presentation to the Authority at the February meeting.
 - c. **Monthly Revenue Report.** The Committee received and reviewed a report on FY2015 Regional Revenue and Local Distribution Revenues. There are no changes to the revenue estimates at this time.
 - d. **Operating Budget Report.** The Committee received and reviewed a report of operational expenditures. There are no changes to the operating budget at this time.

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: February 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 January 2015.
3. **Comments:**
 - a. **FY 2015 Revenues (Attachment A)**
 - i. The Authority has received approximately \$128.8 million through the January transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through January show a 14.96% positive variance in Grantors Tax receipts, a 2.91% positive variance in Sales Tax receipts and a 2.06 % positive variance in Transient Occupancy Tax receipts.
 - b. **FY 2015 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, eight jurisdictions have completed the HB2313 required annual certification process to receive FY2015 30% funds. Postponements of transfers have been discussed with jurisdictional staff where appropriate.
 - ii. Of the \$128.8 million received by the Authority for FY2015, approximately \$38.6 million represents 30% local funds.
 - iii. Of the \$38.6 million eligible to be distributed, \$32.2 million has been transferred, Prince William County will receive their initial FY2015 transfer in February. The City of Fairfax's balance is on hold pending certification.
 - 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 January.
 - 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 January 2015
- B. FY2015 30% Distribution by Jurisdiction
- C. Month to Month Comparison By Tax Type and YTD Receipts Through January 2015 and 2014

Coordination:

Finance Committee

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

Grantors Tax		Received		NVTA		Projected Variance
Transaction Months	6	To Date	Annualized	FY 2015 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 1,856,777	\$ 3,713,555	\$ 3,195,000	\$ 518,555	
Arlington County		\$ 2,089,350	\$ 4,178,699	\$ 4,574,287	\$ (395,588)	
City of Fairfax		\$ 155,210	\$ 310,420	\$ 290,799	\$ 19,621	
Fairfax County		\$ 9,371,136	\$ 18,742,272	\$ 15,169,980	\$ 3,572,292	
City of Falls Church		\$ 146,513	\$ 293,025	\$ 263,319	\$ 29,706	
Loudoun County		\$ 4,597,084	\$ 9,194,169	\$ 8,466,000	\$ 728,169	
City of Manassas		\$ 150,779	\$ 301,558	\$ 272,917	\$ 28,641	
City of Manassas Park		\$ 93,635	\$ 187,270	\$ 149,692	\$ 37,578	
Prince William County		\$ 2,752,050	\$ 5,504,099	\$ 4,521,672	\$ 982,427	
Total Grantors Tax Revenue		\$ 21,212,534	\$ 42,425,068	\$ 36,903,666	\$ 5,521,402	14.96%
Regional Sales Tax*		Received		FY 2015		Projected Variance
Transaction Months	5	To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria		\$5,663,483	\$ 13,592,360	\$ 14,891,000	\$ (1,298,640)	
Arlington County		\$10,005,077	\$ 24,012,184	\$ 23,984,390	\$ 27,794	
City of Fairfax		\$3,088,999	\$ 7,413,597	\$ 6,536,626	\$ 876,971	
Fairfax County		\$43,999,324	\$ 105,598,378	\$ 100,596,000	\$ 5,002,378	
City of Falls Church		\$941,491	\$ 2,259,579	\$ 2,498,666	\$ (239,087)	
Loudoun County		\$16,854,308	\$ 40,450,340	\$ 40,086,000	\$ 364,340	
City of Manassas		\$2,021,233	\$ 4,850,959	\$ 4,620,629	\$ 230,330	
City of Manassas Park		\$527,949	\$ 1,267,078	\$ 930,903	\$ 336,175	
Prince William County		\$14,697,736	\$ 35,274,567	\$ 33,928,982	\$ 1,345,585	
Total Sales Tax Revenue*		\$ 97,799,601	\$ 234,719,042	\$ 228,073,196	\$ 6,645,846	2.91%
Transient Occupancy Tax (TOT)		Received		FY 2015		Projected Variance
Transaction Months	3.62	To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria	5.00	\$ 1,292,912	\$ 3,102,990	\$ 3,364,000	\$ (261,010)	
Arlington County	5.00	\$ 3,817,361	\$ 9,161,666	\$ 8,890,830	\$ 270,836	
City of Fairfax	5.00	\$ 195,069	\$ 156,056	\$ 349,526	\$ (193,470)	
Fairfax County	1.33	\$ 2,842,474	\$ 8,548,794	\$ 8,965,800	\$ (417,006)	
City of Falls Church	5.00	\$ 55,849	\$ 134,037	\$ 143,309	\$ (9,272)	
Loudoun County	1.33	\$ 1,030,322	\$ 3,098,713	\$ 2,020,000	\$ 1,078,713	
City of Manassas	5.00	\$ 25,253	\$ 60,607	\$ 78,546	\$ (17,939)	
City of Manassas Park		\$ -	\$ -	\$ -	\$ -	
Prince William County	1.33	\$ 503,493	\$ 1,514,265	\$ 1,446,000	\$ 68,265	
Total TOT Revenue		9,762,734	25,777,129	\$ 25,258,011	519,118	2.06%
Total Revenue Received		\$ 128,774,869	\$ 302,921,238	\$ 290,234,873	\$ 12,686,365	4.37%
		\$ 128,774,869				

*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>

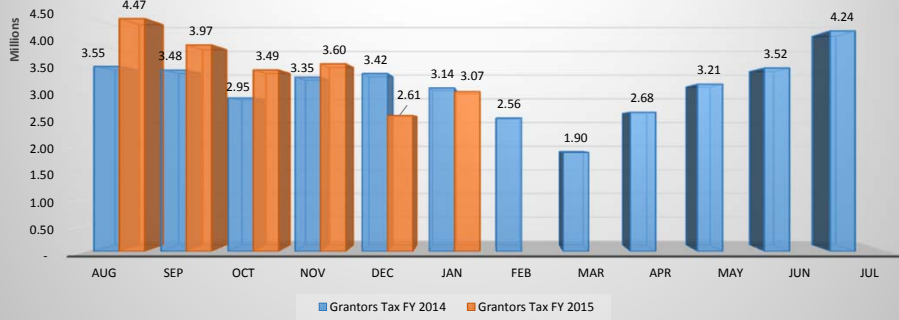
XXI.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY 2015 30% DISTRIBUTION BY JURISDICTION

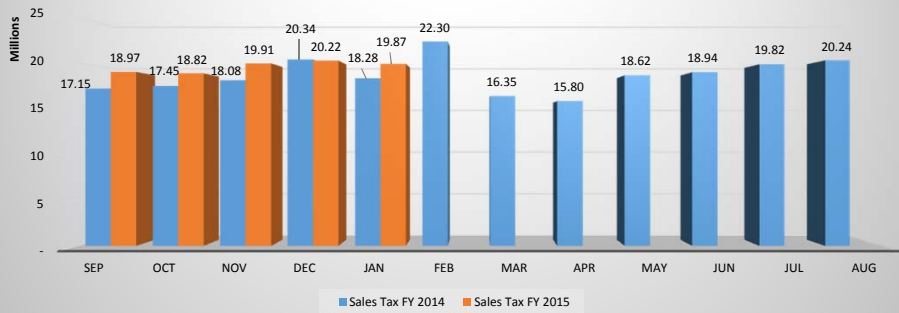
Based on: Receipts through January 2015

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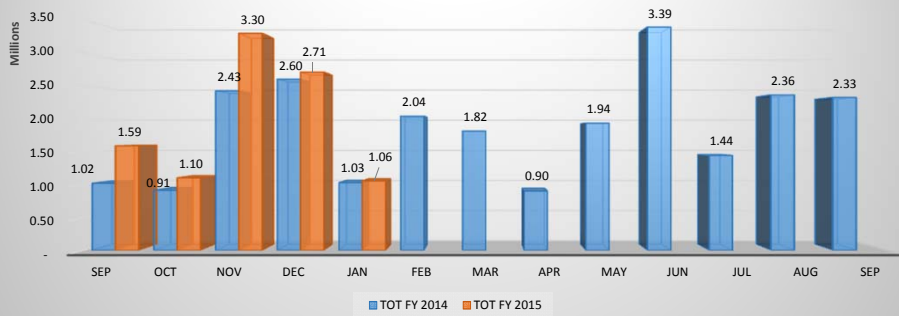
Grantors Tax (month received)



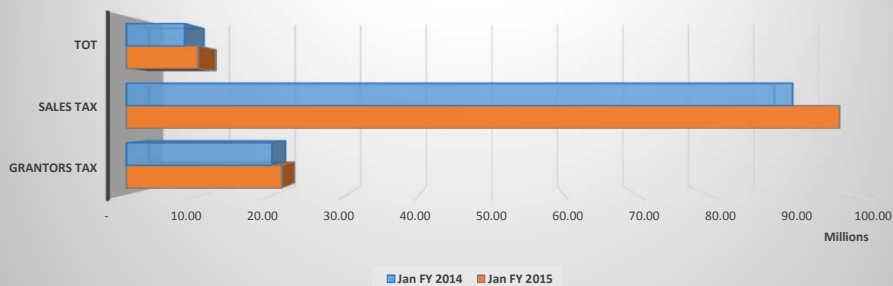
Sales Tax (month received)



Transient Occupancy Tax (month received)



YTD Receipt Comparison January FY2014 and FY2015



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: NVTa Operating Budget

DATE: February 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. January represents 58.33% of the fiscal year. Through January, the Authority has utilized 50.15% of its expenditure budget.
 - c. No changes are expected to the Operating Budget.

Attachment: FY2015 Operating Budget through January 31, 2015

Coordination:
Finance Committee

XXII.ATTACHMENT

Northern Virginia Transportation Authority FY 2015 Operating Budget January 31, 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	\$ 363,106.08	\$ 286,183.92
Benefits	140,850.00	69,480.83	71,369.17
Taxes	49,600.00	26,468.36	23,131.64
Personnel Subtotal	839,740.00	459,055.27	380,684.73
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	652.17	1,347.83
Transaction Update Outreach	46,200.00	-	46,200.00
Public Outreach	23,800.00	16,476.92	7,323.08
Professional Subtotal	104,200.00	48,438.66	55,761.34
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	6,562.96	5,231.04
Phone Service	7,060.00	2,820.18	4,239.82
Web Development & Hosting	30,000.00	1,080.00	28,920.00
Subtotal Technology/Communication	80,854.00	18,319.38	62,534.62
Administrative Expenses			
Advertisements	6,000.00	-	6,000.00
Dues & Subscriptions	2,500.00	410.00	2,090.00
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	898.25	6,301.75
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	4,173.10	1,026.90
Postage/Delivery	600.00	135.80	464.20
Professional Development/Training	5,000.00	1,911.32	3,088.68
Subtotal Administrative Expenses	158,100.00	67,371.86	90,728.14
Expenditure Subtotal	1,182,894.00	593,185.17	589,708.83
Operating Reserve (20%)	236,579.00	-	236,579.00
Total Expenditures	1,419,473.00	593,185.17	826,287.83
Budget Balance	\$ -	\$ 853,358.92	\$ 853,358.92
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: February 23, 2015

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **FY2015/16 Two Year Program Public Hearing:** Per NVTA action this evening, there will be a public hearing on the draft FY2015/16 Two Year Program on Wednesday, March 25th. The meeting will be located at the NVTA office. Shuttle bus service will be provided from the Dunn-Loring Metro Station. A schedule regarding the service times is posted on the NVTA website.
3. **NVTA Road Show:** A Roadshow PowerPoint presentation has been developed to help educate 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 and implementation. The ED is currently scheduled to present to two member localities.
4. **Advancing FY2014 Projects:** The Authority has approved 28 Standard Project Agreements (SPA) for the FY14 projects. The approval of the two SPAs this evening brings the Authority one step closer to having SPAs for all of the approved FY2014 projects. The approval of these agreements is the first step to advancing the approved FY2014 projects. The attached handout details the status of the projects with approved SPAs.
5. **NVTA FY15/16 Communication Plan:** As identified in the NVTA FY2015/16 Communication Plan adopted at the October 9th Authority meeting, in addition to other outreach efforts as identified in the Plan, NVTA staff has developed an electronic newsletter designed to increase our grassroots communication. The newsletter will note all major accomplishments and milestones of the Authority. Thanks to Chairman York for highlighting the activities of the Authority in his Loudoun County e-newsletter. As a direct result, we have received an additional 15 requests from citizens to be added to the NVTA eblast list.

6. **HB 2:** On February 26th, 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 March 2015 meeting.

Attachment: FY2014 Transportation Projects Advancing as of February 26, 2015.

XXIV.ATTACHMENT

NVTA Projects Continue to Move Forward in 2015!

28 Regionally Significant Transportation Projects Are On Track as of February 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:** Construction contract going to Board of Supervisors for approval next month.
- **Completion:** Design December 2016. Construction December 2019.

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 20 of the 43 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

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 winter 2014/15.
- **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 due in February. Field survey and borings will be complete 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:** RFP responses due February 18, 2015. Estimate contract award 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. Preparing for 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, award expected 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, award expected 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 2017.

Correspondence Section

Camela Speer

From: Mark Scheufler <scheufler@gmail.com>
Sent: Monday, February 02, 2015 9:20 AM
To: Transform66@VDOT.Virginia.gov
Cc: chairman@fairfaxcounty.gov; cstewart@pwcgov.org;
DelJLeMunyon@house.virginia.gov; DelDBulova@house.virginia.gov;
DelDMarshall@house.virginia.gov; DelTHugo@house.virginia.gov;
sully@fairfaxcounty.gov; springfield@fairfaxcounty.gov; braddock@fairfaxcounty.gov;
Gainesville District; jlawson@pwcgov.org; Marty Nohe; The Authority; Monica Backmon;
Helen Cuervo; Renee.Hamilton@VDOT.Virginia.gov; Susan.Shaw@VDOT.Virginia.gov;
district34@senate.virginia.gov; district39@senate.virginia.gov;
transportation@pwcgov.org; Tom Biesiadny; Mayor@ci.manassas.va.us
Subject: I-66 Corridor Improvement Recommendations (Outside the Beltway)
Attachments: I-66_Improvement_Recommendations_020215.pdf

Please consider the following comments regarding the I-66 Corridor Improvements Project (Outside the Beltway) - More detail with maps in attached document

- Recommend the Express Lanes concept only be implemented in Fairfax County
- Recommend converting existing I-66 interchanges at VA243(Nutley), VA123(Chain Bridge), US29-Centreville (Lee Hwy) and VA234 (Sudley Rd) to diverging diamond interchanges
- Recommend the use of auxiliary lanes between all enter/exit points in Fairfax County
- Recommend converting the HOV Lane to a General Purpose Lane in Prince William County
- Recommend the use of a lane-use management system for the shoulder lane (similar to I-495 near George Washington Parkway) for I-66 in Prince William County
- Recommend the use of advanced ramp metering for access to I-66 Eastbound in Prince William during peak AM rush
- Recommend reserving ROW for Metrorail Orange Line extension to Fair Oaks Mall only
- Recommend feasibility study and/or design/PE be completed for Metrorail Orange Line extension to Fair Oaks Mall with a highway BRT station underneath
- Recommendations for I-66 in Centreville, VA (West of Route 28)
 1. Bus Rapid Transit Station with Bike/Ped Connection (Underpass) between Trinity Parkway and Awbrey Patent Dr
 2. Route 29/I-66 Interchange Conversion to Diverging Diamond Interchange with Ramp Metering (I-66W)
 3. Parking Garage at Stone Rd/US29 (1200 Spaces) – Potential PPP
 4. Stone Road Overpass over I-66 from Route 29 to Route 28 w/I-66 Express and General Purpose Access Points
 5. VA28 Bypass (Godwin Rd Extension) – Toll Road (novarapidtransit.org)
- Recommend an express lanes access point at West Ox for easy access to the Fairfax County Parkway
- Do not recommend an express lanes access point at the I-66/Route 28 interchange (high cost)

Please see attachment for more details.

Thank you for considering these options,

Mark Scheufler

Northern Virginia Resident

novarapidtransit.org

571-229-7551

I-66 Corridor Improvements - Outside the Beltway – Route 15 to I-495 Recommendations

Comments: (Further Details in the subsequent pages)

- Recommend the Express Lanes concept only be implemented in Fairfax County
- Recommend converting existing I-66 interchanges at VA243(Nutley), VA123(Chain Bridge), US29-Centerville (Lee Hwy) and VA234 (Sudley Rd) to diverging diamond interchanges
- Recommend the use of auxiliary lanes between all enter/exit points in Fairfax County
- Recommend converting the HOV Lane to a General Purpose Lane in Prince William County
- Recommend the use of a lane-use management system for the shoulder lane (similar to I-495 near George Washington Parkway) for I-66 in Prince William County
- Recommend the use of advanced ramp metering for access to I-66 Eastbound in Prince William during peak AM rush
- Recommend reserving ROW for Metrorail Orange Line extension to Fair Oaks Mall only
- Recommend feasibility study and/or design/PE be completed for Metrorail Orange Line extension to Fair Oaks Mall with a highway BRT station underneath
- Recommendations for I-66 in Centreville, VA (West of Route 28)
 1. Bus Rapid Transit Station with Bike/Ped Connection (Underpass) between Trinity Parkway and Awbrey Patent Dr
 2. Route 29/I-66 Interchange Conversion to Diverging Diamond Interchange with Ramp Metering (I-66W)
 3. Parking Garage at Stone Rd/US29 (1200 Spaces) – Potential PPP
 4. Stone Road Overpass over I-66 from Route 29 to Route 28 w/I-66 Express and General Purpose Access Points
 5. VA28 Bypass (Godwin Rd Extension) – Toll Road (novarapidtransit.org)
- Recommend an express lanes access point at West Ox for easy access to the Fairfax County Parkway
- Do not recommend an express lanes access point at the I-66/Route 28 interchange

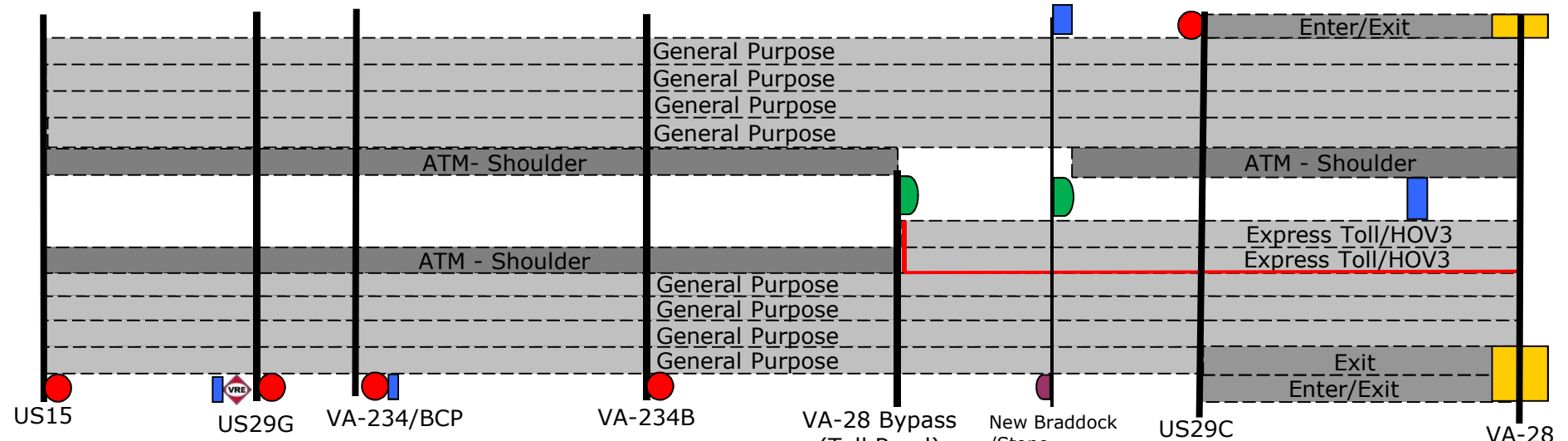
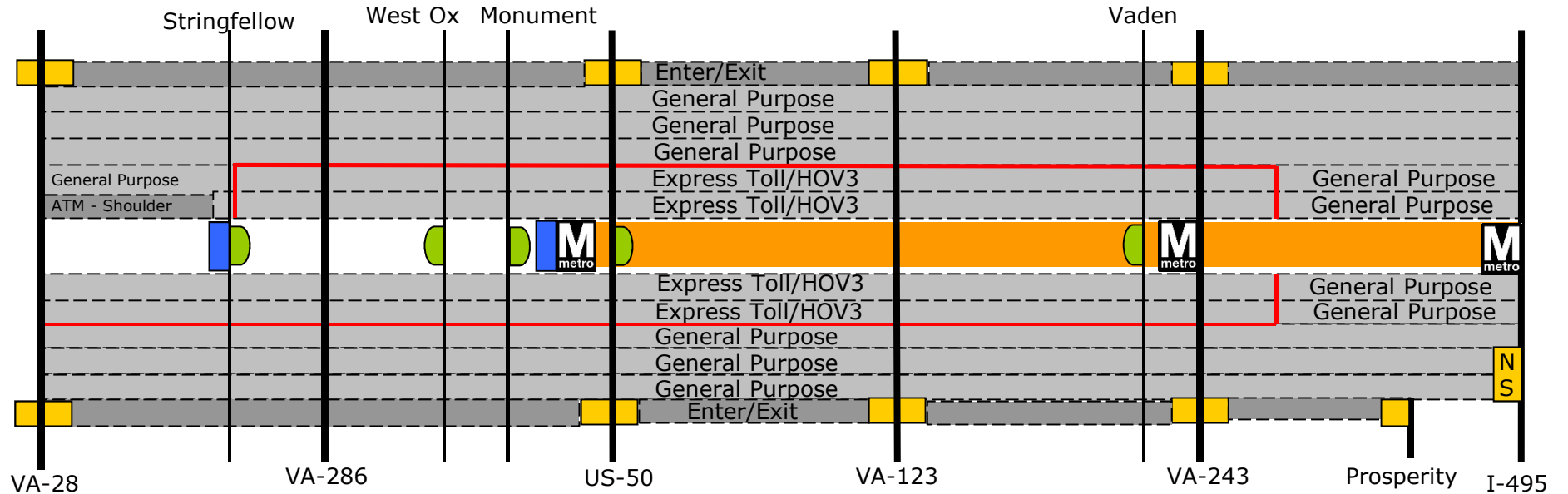


Mark Scheufler | Citizen | Northern Virginia
scheufler@gmail.com
571-229-7551 | www.novarapidtransit.org

2/2/15

2/2/15

I-66 Recommended Improvements



Exit Only at New Braddock Rd./Stone Rd from I-66 E

Bus Rapid Transit Station and/or Park n Ride

Ramp Metering



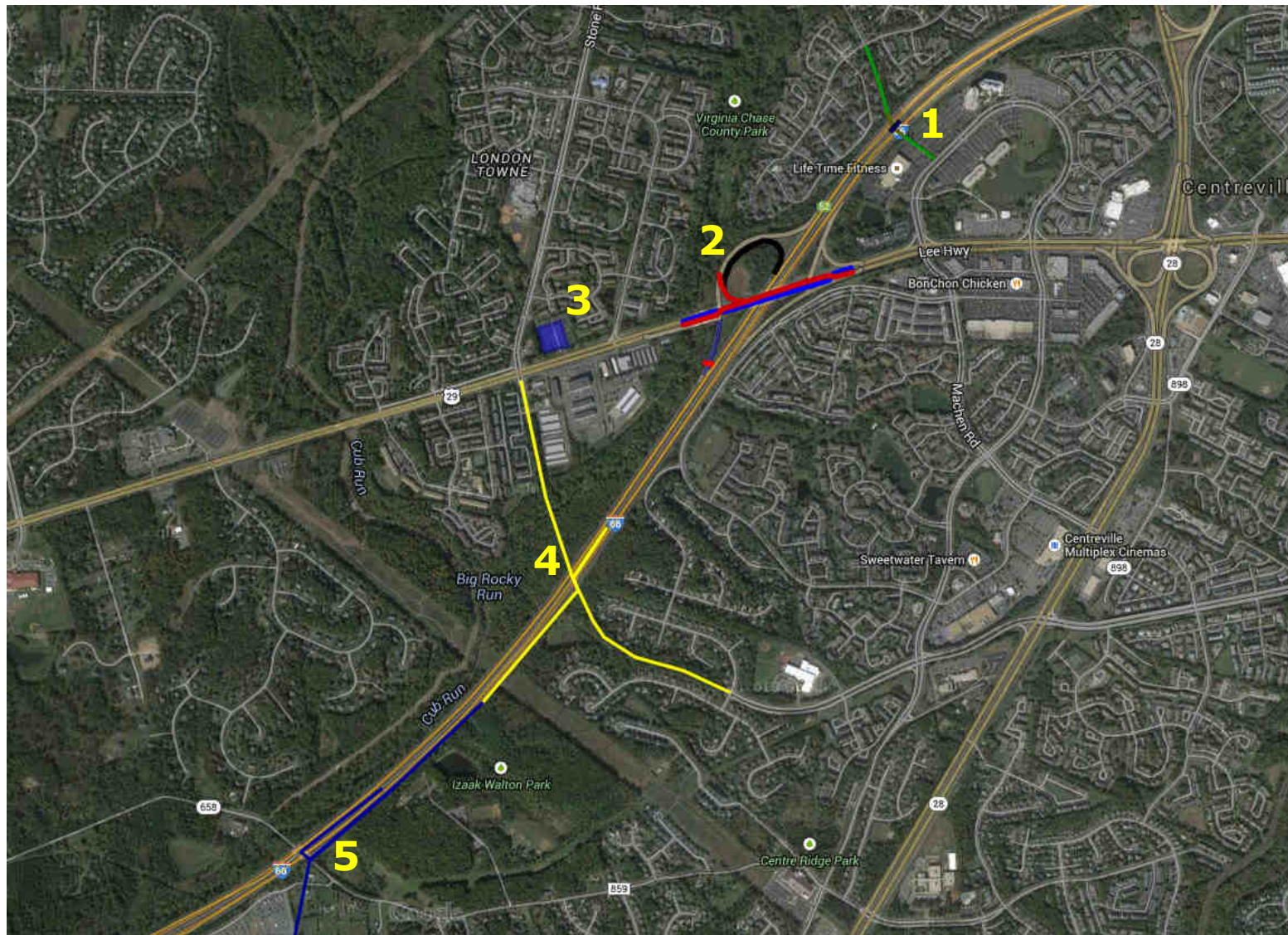
MetroRail – Dunn Loring– Vienna – Fairfax Corner(NEW)



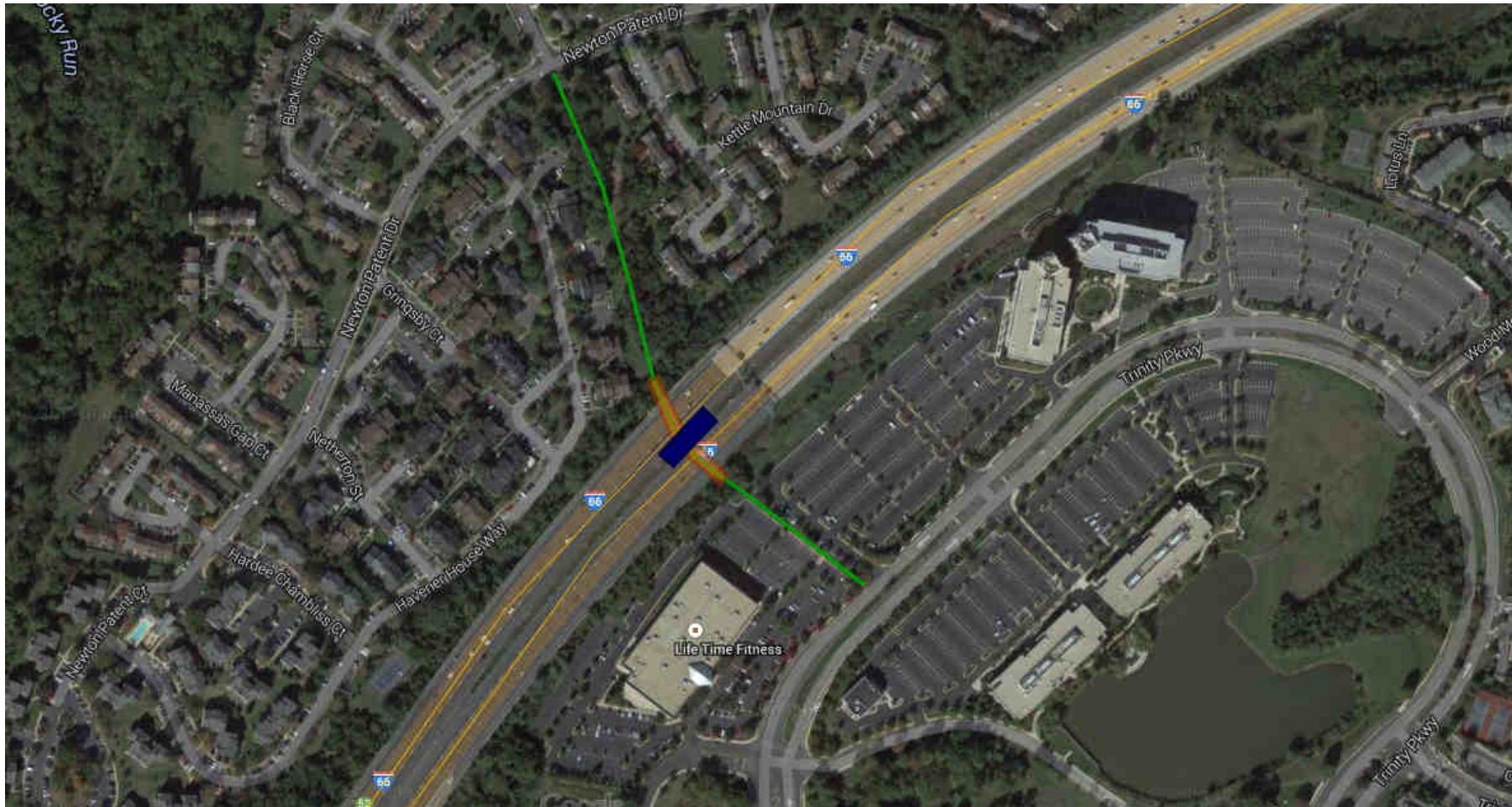
Virginia Railway Express – Gainesville (NEW)

I-66 Recommendations – Centreville, VA (West of Route 28)

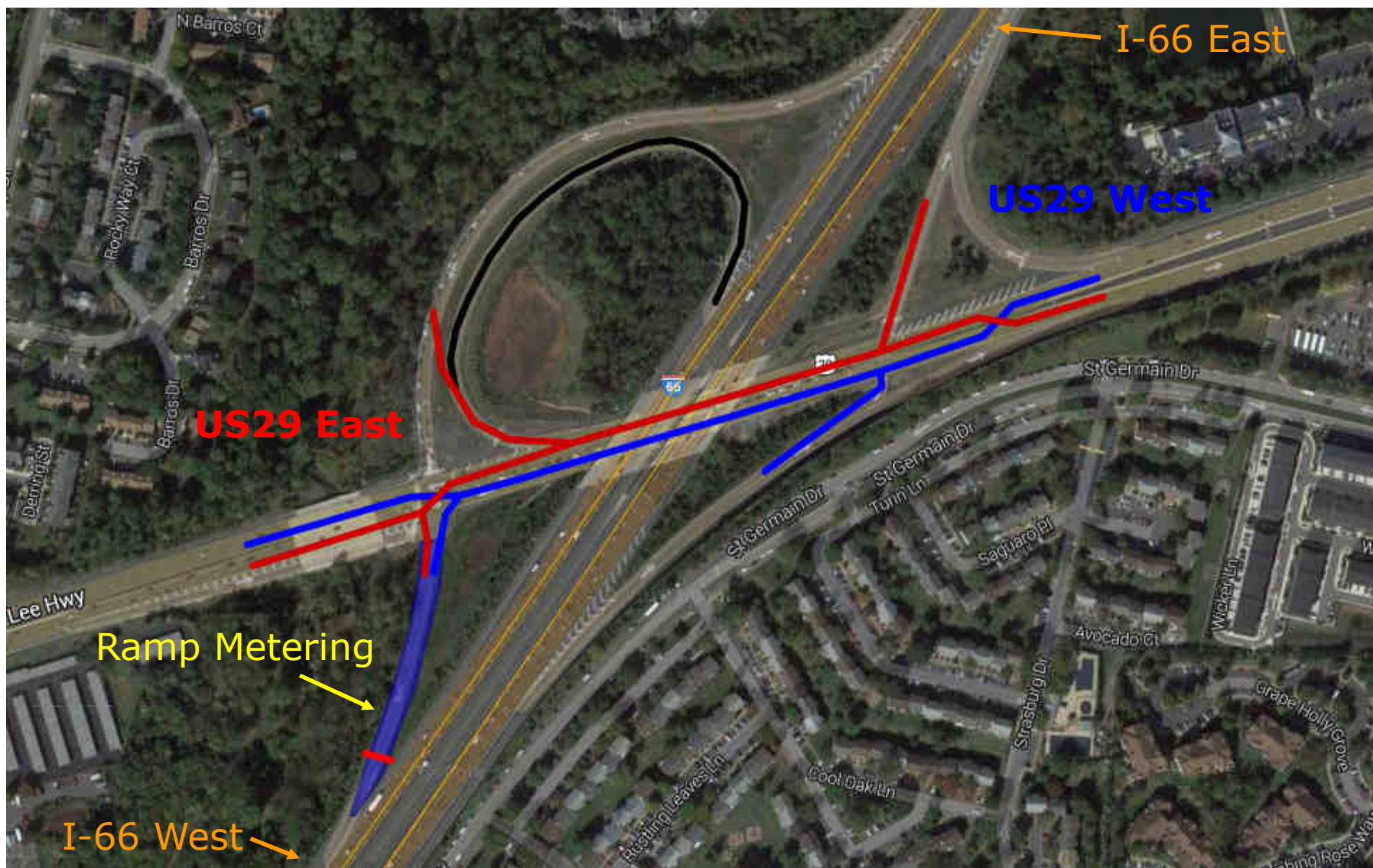
1. Bus Rapid Transit Station with Bike/Ped Connection (Underpass) between Trinity Parkway and Awbrey Patent Dr
2. Route 29/I-66 Interchange Conversion to Diverging Diamond Interchange with Ramp Metering (I-66W)
3. Parking Garage at Stone Rd/US29 (1200 Spaces) – Potential PPP
4. Stone Road Overpass over I-66 from Route 29 to Route 28 w/I-66 Express and General Purpose Access Points
5. VA28 Bypass (Godwin Rd Extension) – Toll Road (novarapidtransit.org)



Bus Rapid Transit Station with Bike/Ped Connection (Underpass) between Trinity Parkway and Awbrey Patent Dr

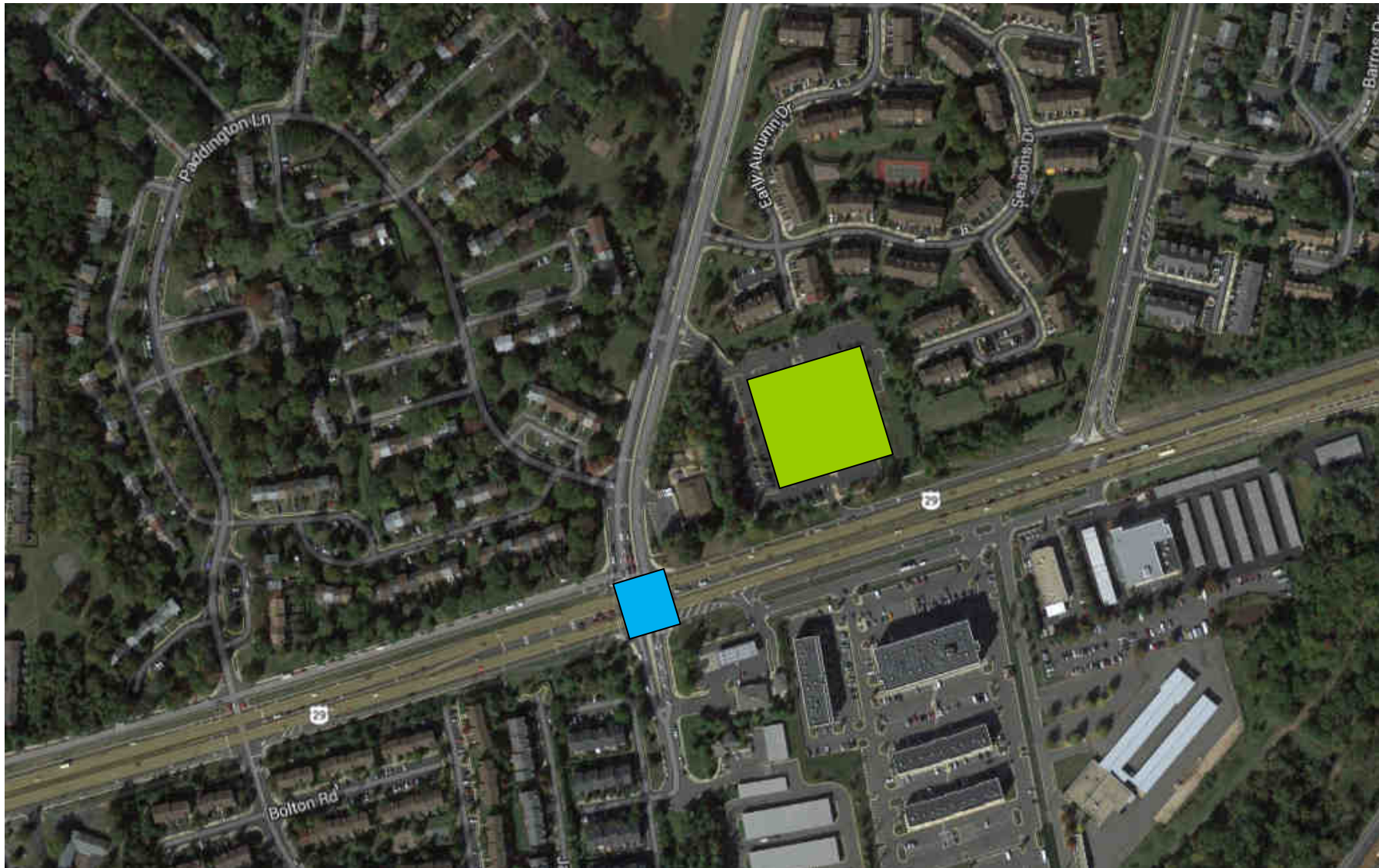


US29/I-66 Interchange Conversion to Diverging Diamond Interchange with Ramp Metering



Parking Garage at Stone Rd/US29 (1200+ Spaces)

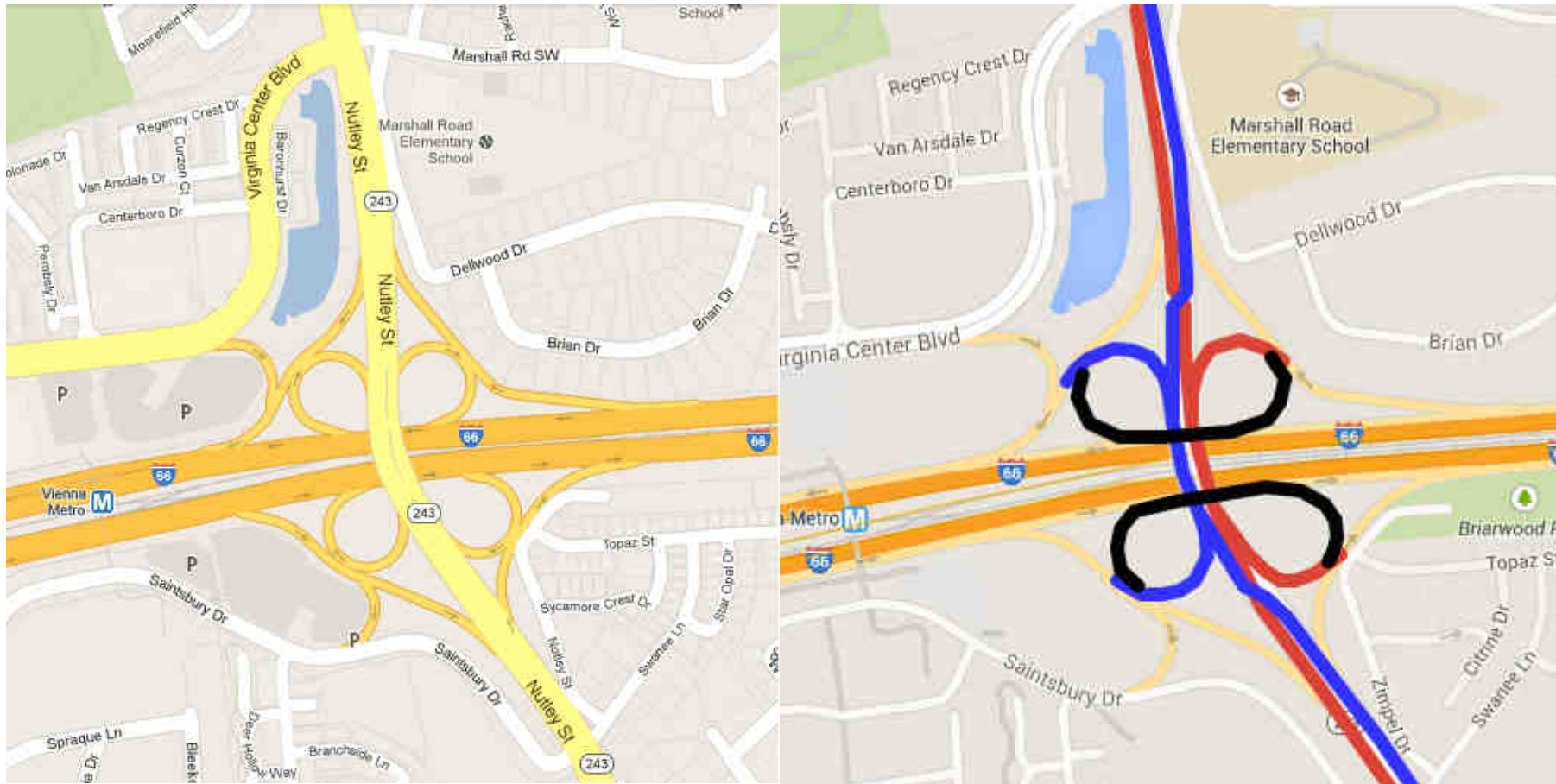
- Potential Public-Private Partnership (PPP) with Daycare/Preschool, Car share, Professional Services, etc
- Improved Bike/Ped Connections to Garage
- Improvements the Stone Rd/US29 - Continuous Flow Intersection (CFI) Recommended



Stone Road Overpass over I-66 from Route 29 to Route 28 with I-66 Express and General Purpose Access



I-66 Recommended Improvements – Nutley St. interchange



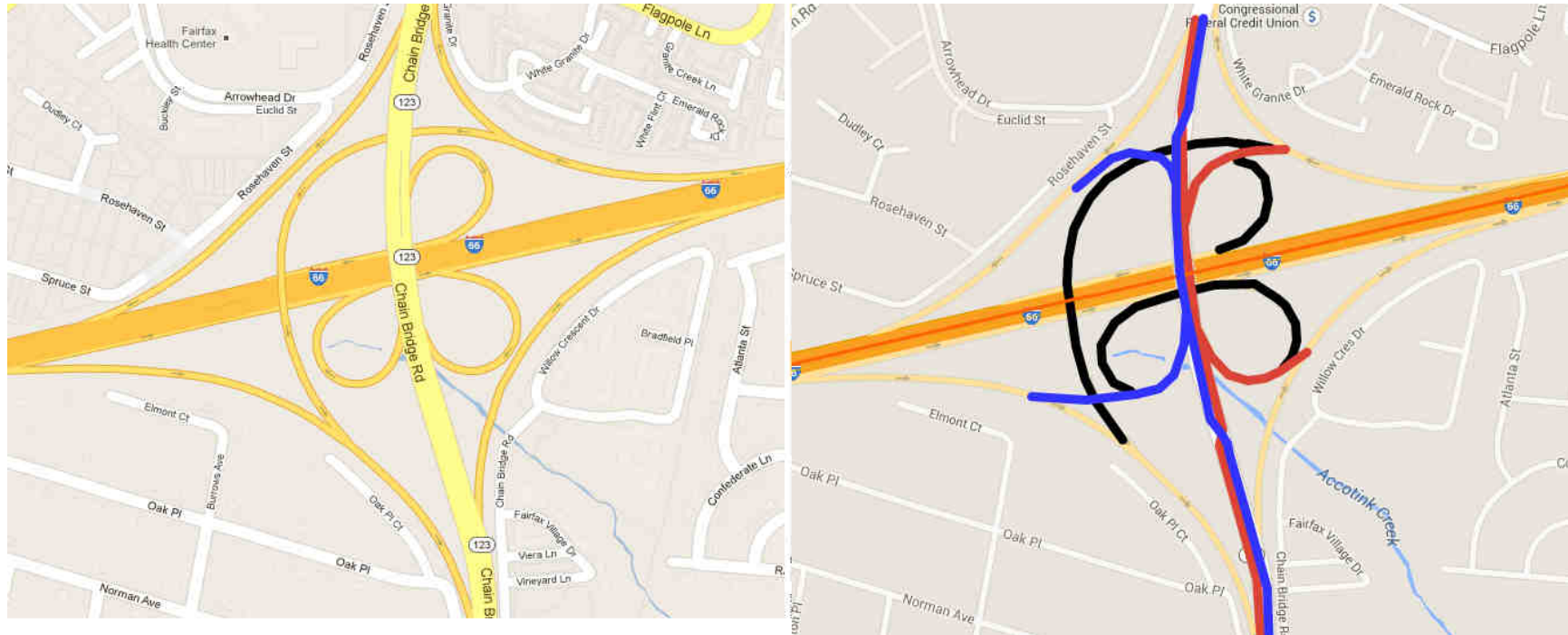
VA243 Interchange

Current Configuration (left) | Recommended Diverging Diamond Interchange Configuration (right)

Black = remove ramps, Blue= V243N, Red = VA243S

(Google Maps)

I-66 Recommended Improvements – VA123 interchange



VA123 Interchange

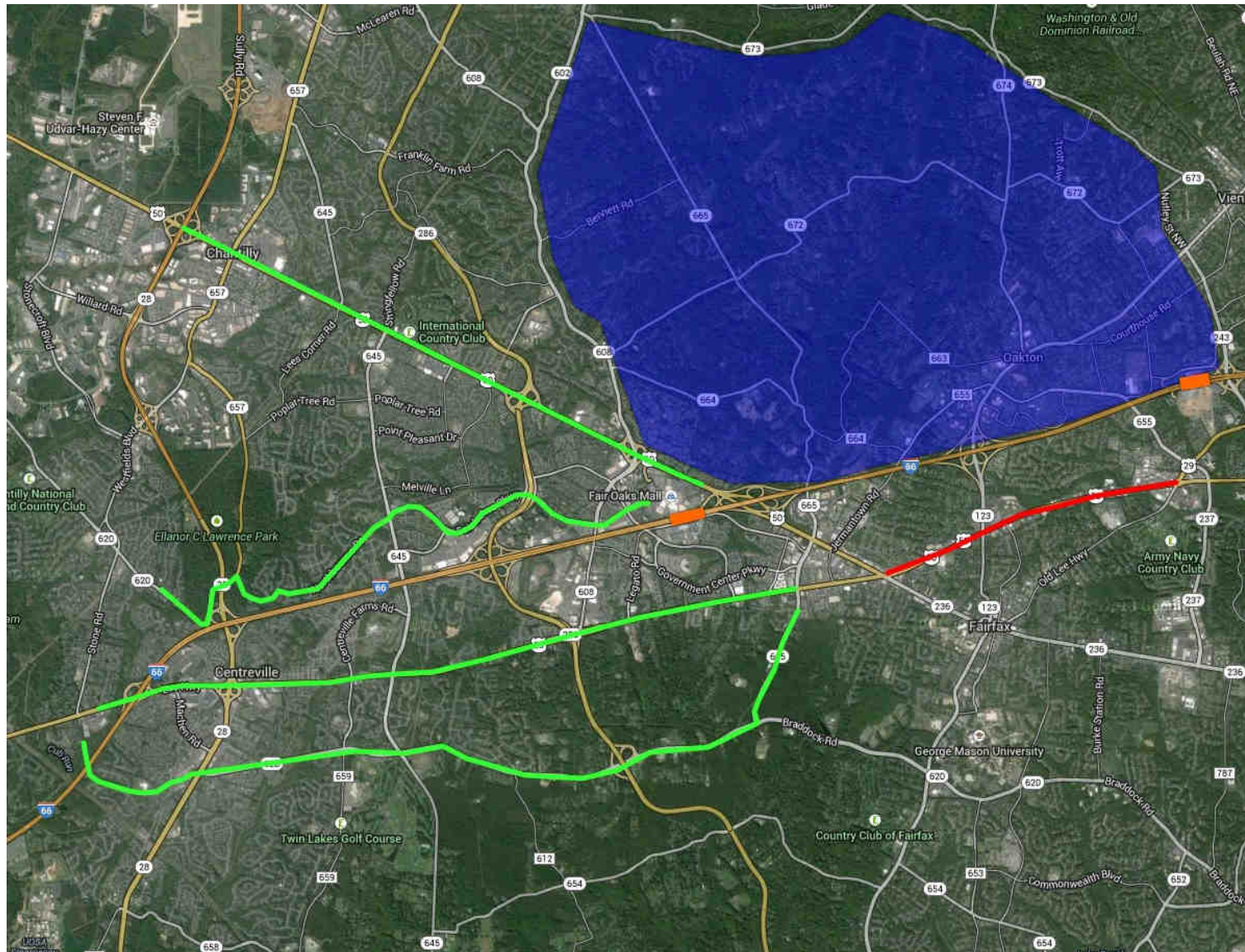
Current Configuration (left) | Recommended Diverging Diamond Interchange Configuration (right)
Black = remove ramps, Blue= V123 N, Red = VA123 S
(Google Maps)

I-66 Recommended Improvements – 234 Business



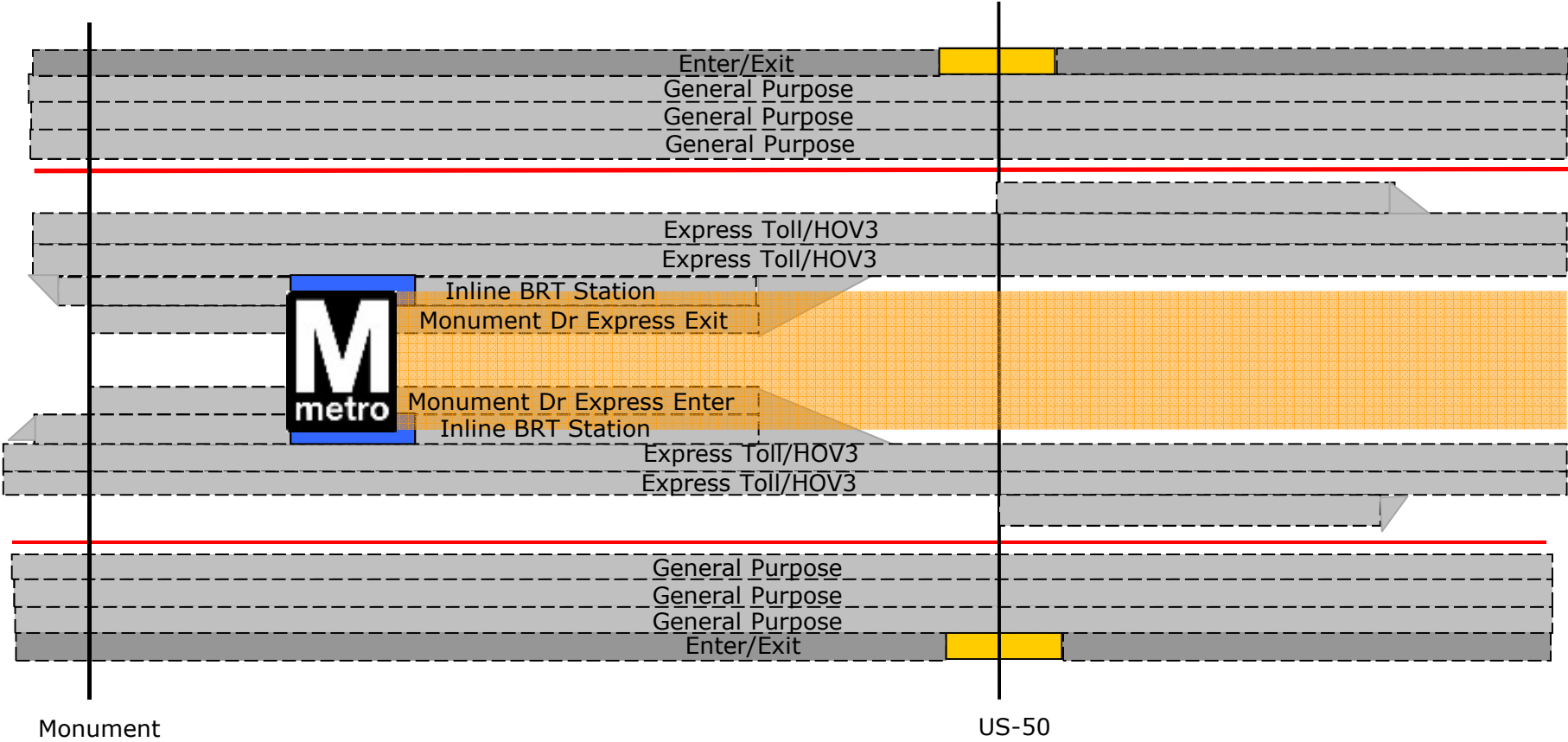
234 Business Interchange – **Diverging Diamond Interchange**

Justification for Metrorail Extension to Fair Oaks Poor Road Configuration between Route 50 and Vienna Metrorail Station



Note: A new pocket track “east” of East Falls Church Metro Station is needed to turn back Silver Line trains and allow for increases in Blue and Orange Line service (Main purpose of Silver Line to connect Loudoun County/Dulles Corridor to Tysons (Not DC/Arlington))

I-66 Recommended Improvements – Route 50 interchange



M metro MetroRail - Fairfax Corner(NEW)

Bus Rapid Transit Transfer Station

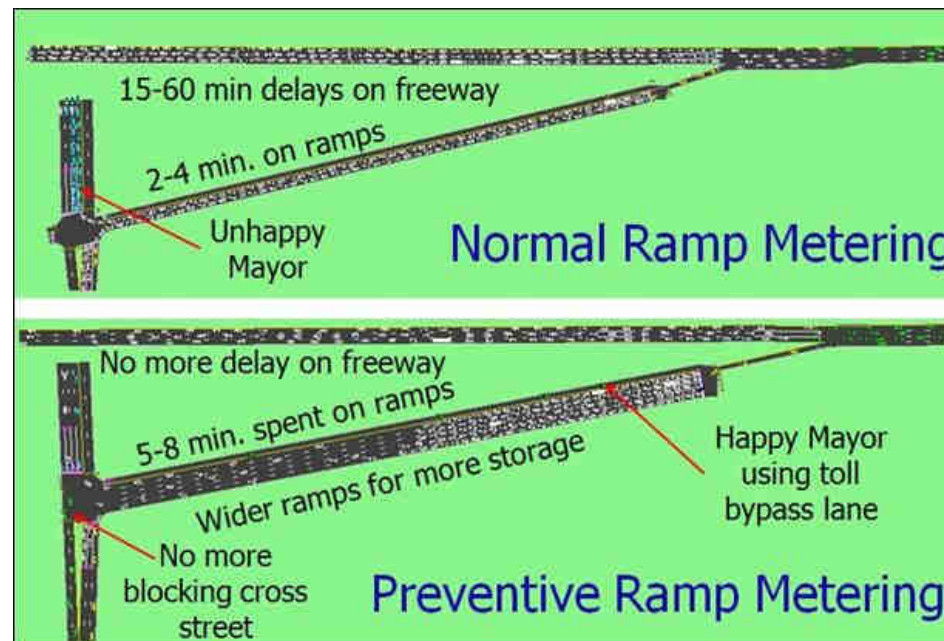
Ramp Metering

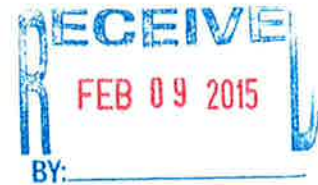
A way to prevent congestion failure is to slow the rate of entry onto freeways to one-on for every one-off. Without ramp metering, for every vehicle getting off the freeway, there may be three trying to squeeze on, even though only one would fit. That causes gridlock, and it actually reduces freeway capacity by about 30%. Most cities have ramp metering to slow the rate of entry and modulate flow, but most systems still inadvertently allow too many on. In practice, metering delays system failure does not prevent it.

To ensure that freeways operate at maximum capacity, it would be necessary for ramp meters to slow the flow even more than most do now. Computer systems can easily figure out the right amount but there's a political problem: Slower meters may cause stacking on cross streets, which causes the mayor to call the Department of Transportation to insist on speeding up the meters. Thus, we experience huge delays on the freeway because we're unwilling to tolerate cross-street congestion and moderate delays on ramps.

What's the solution? One is to add three, four, or even five lanes to the ramp. This way the cross streets won't suffer, nor will the main freeway because enough cars can "park" on the ramp and await their turn. Drivers then "pay" by waiting 5 to 8 minutes on the ramp but they would avoid 15-minute to one hour delays on the main freeway.

For those unwilling to wait, could add a lane where you can pay a buck or two and avoid the long line. Put up a digital sign ahead of the ramp warning how long the wait is. Then people could choose to pay with either time or money, and short trips will stay off the freeway. It would take a huge educational campaign so that people understand they're gaining a lot more time than they're losing by waiting at ramp meters. (*Michael Brown, Metro Analytics, www.metroanalytics.com*)





COMMONWEALTH of VIRGINIA

Department of Taxation

February 5, 2015

Mr. Michael Longhi
Chief Financial Officer
Northern Virginia Transportation Authority
3400 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Mr. Longhi:

As requested during our phone conversation on January 21, 2015, the Department of Taxation is submitting a summary of the HB 2313 cost as of December 2014, and what we anticipate for FY16 and FY17. Given the complexity of the build-out, the implementation of the provisions of HB 2313 was completed in three phases.

The first phase was from March 2013 to November 2013. This included costs associated with changes to the sales tax forms, creation of a new tax form schedule to identify the locality, updates to our internal taxpayer accounting and revenue accounting systems. Also, the creation of a new distribution process, updates to the website, updates to our refund and offsets processing, updates to our internal interfaces, and postage. The total cost charged for this phase was \$615,201.

The second phase and third phases were from December 2013 to June 2014, and July 2014 to December 2014, respectively. These phases included updates to our audit programs, reports, and system enhancements/support needed from Phase 1. The total cost of these two phases was \$259,039 and \$59,387. Finally, as noted in our call, we expect ongoing costs to be minimal. When additional costs are anticipated, we will inform you and provide you with a description of the subsequent costs.

Please let me know if you have any questions regarding this report. I can be reached at (804) 786-2004 or Reggie.Williams@tax.virginia.gov.

Sincerely,

Reggie Williams
Fiscal Director

Cc: Ms. Joy Yeh, Chief Administrative Officer



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 18, 2015

Delegate Gregory Habeeb
General Assembly Building, Room 713
Capitol Square
Richmond, Virginia 23219

Re: The Authority's Opposition to SB 921 - Use of revenues by Northern Virginia Transportation Authority

Dear Delegate Habeeb:

As Chairman of the Northern Virginia Transportation Authority (the Authority), I am writing to note our opposition to SB 921, which pertains to the use regional revenues entrusted to the Authority through HB 2313. As you know, HB 2313 (2013) was landmark legislation to help improve our transportation network statewide. As it relates to Northern Virginia, the Northern Virginia Transportation Authority is charged with receiving and administering new tax revenues HB 2313 raised in our region in order to address our unique needs, ranging from road congestion relief to transit improvements. Seventy percent of those regional funds are directed towards regional priorities, while thirty percent goes to our member counties and cities based on the percentage of revenues raised in those jurisdictions.

The Authority's member localities are charged by HB 2313 with ensuring that the towns in our region will benefit from the 30% portion of the revenues proportionally based on the amount of those revenues attributable to the towns. This legal requirement was operationalized through carefully negotiated Memorandums of Agreement (MOAs) between the Authority, our member counties, and the towns. Those agreements have barely been in effect for a year. Therefore, one concern with SB 921 is that it appears to override those existing MOAs, which contain necessary details about how projects are determined to be eligible, funded and implemented.

An even larger concern with SB 921, however, are the impacts of what may occur if the local "kill switch" provisions of HB 2313 were triggered. This local kill switch set out in the 14th enactment clause of HB 2313, provides that if any of the local (30%) funds are not spent as required by the law in any county or city, then such locality shall forfeit its share of that revenue the following year. Since the legislature did not contemplate towns as being direct recipients of these funds when it passed HB 2313, the law does not speak to how this local kill switch provision may be impacted by a town's misappropriation of its share of these funds. In other words, if a town misappropriates its share of these funds will the county, along with other towns located within that county, be penalized the following year? Neither SB 921 nor HB 2313 speaks to this concern.

Delegate Gregory Habeeb
February 18, 2015
Page 2

Finally, the Authority feels strongly that SB 921 is premature, given that a) projects have only begun to be funded with HB 2313 revenues and b) a great deal of time and effort went into the development of the MOAs that we feel adequately protect the interests of the towns in our region.

For these reasons, at its meeting on January 22, 2015, the Authority voted to formally oppose SB 921, and I would respectfully urge you and the other subcommittee members to let HB 2313 be implemented and projects constructed before deciding to change the delicate balance of interests that went into the passage of that important legislation.

Thank you for your time and consideration of this matter and please do not hesitate to call me if you have any question or if I can be of assistance. You can reach me at (703) 792-4620 or Executive Director Monica Backmon at (703) 642-4652.

Sincerely,

A handwritten signature in black ink, appearing to read "Martin E. Nohe". The signature is stylized with a large "M" and "N".

Martin E. Nohe,
Chairman

Cc: Delegate Tom Rust
Members, Northern Virginia Transportation Authority



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 18, 2015

Hon. J. Chapman Petersen, Senator
34th Senatorial District
P.O. Box 1066
Fairfax, VA 22038

Dear Senator Petersen:

In response to your February 3, 2015 letter requesting information related to the Northern Virginia Transportation Authority (NVTA) and the Town of Vienna, I have provided the requested information below. Your questions and the Authority responses follow.

Q1) The amount of revenue that is collected from businesses located in the Town under the "Commercial and Industrial" property tax.

Fairfax County is the jurisdiction responsible for the assessment and collection of this tax. The NVTA does not maintain this information and will ask Fairfax County to respond to this particular question. We have noted that County Executive, Edward Long was copied on your original request and we have shared your letter with Fairfax County staff with whom we are in regular contact.

Q2) The amount of funding authorized under "HB 2313" that has been set aside by NVTA for projects within the Town and the location where those funds are being held.

The Authority has completed one cycle of project funding which utilized FY2014 revenues. The FY2014 approved project list does not include projects in the Town of Vienna because the Town of Vienna did not submit any projects for funding consideration.

The project selection process utilizing FY2015/16 revenues is currently underway. The FY2015/16 Two Year Program is anticipated to be approved by the Authority in April 2015. The Town of Vienna has not submitted projects for funding consideration for the FY2015/16 Two Year Program.

Funding through the 30% Local Distribution Revenue Funds for FY2014, was approximately \$415,000 for Vienna. As required in HB 2313 and subsequent agreements developed by the NVTA along with the counties, cities and towns, Fairfax County has custody of those funds and will have the most up to date 30% revenue amounts for

FY2015. It should be noted that per the provisions of HB 2313, 30% revenues can be used for the following purposes:

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

Q3) The list of eligible projects within the Town which can receive funding and when those funds will be available.

A current list of eligible Town projects that can be considered for funding can be found in TransAction 2040, the Authority's long range transportation plan. The Town of Vienna's next opportunity to submit projects for consideration will be for FY2017. In addition, the Authority is in the preliminary stages of updating TransAction 2040. As part of that plan update, the Town can submit new projects for future funding consideration, provided that the projects meet the screening criteria (including the HB 599 process).

With the passage of HB 2313 in 2013, the Authority engaged in an extensive outreach and engagement process with counties, cities, towns, transit agencies and the Virginia Department of Transportation as we worked together to establish the required processes for project selection using 70% Regional Revenues -- and in the case of towns -- the processes to receive 30% Local Distribution Revenues through the counties. These processes were developed to ensure compliance with HB 2313 and other legislative requirements such as HB 599.

Thank you for reaching out and please let me know if you or representatives from the Town of Vienna would like to meet and discuss these issues further.

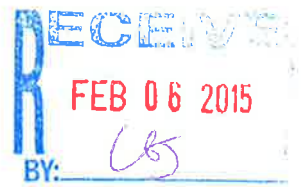
Sincerely,



Monica Backmon
Executive Director

CC: Martin E. Nohe, Chairman NVT
Sharon Bulova, Chairman – Fairfax County
Edward Long, County Executive
NVT Council of Counsels
Steve Briglia, Town Attorney
Mayor and Town Council of Vienna

SENATE OF VIRGINIA



J. CHAPMAN PETERSEN

34TH SENATORIAL DISTRICT
ALL OF THE CITY OF FAIRFAX;
AND PART OF FAIRFAX COUNTY
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COMMITTEE ASSIGNMENTS:
AGRICULTURE, CONSERVATION AND
NATURAL RESOURCES
COURTS OF JUSTICE
GENERAL LAWS AND TECHNOLOGY
PRIVILEGES AND ELECTIONS

February 3, 2015

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Director:

This year, I have filed legislation in the Virginia General Assembly which would specify the amount of transportation funding owed to the Town of Vienna, which is a local government that owns its own streets, which are among the most heavily traveled in Virginia.

Based upon my discussions with your staff and County staff regarding this legislation, I would like to request information regarding the following issues concerning Northern Virginia Transportation Authority ("NVTa") and the Town of Vienna ("the Town"):

1. The amount of revenue that is collected from businesses located in the Town under the "Commercial and Industrial" property tax.
2. The amount of funding authorized under "HB 2313" that has been set aside for by NVTa for projects within the Town and the location where those funds are being held.
3. The list of eligible projects within the Town which can receive funding and when those funds will be available.

In the spirit of full cooperation, I have copied Steve Briglia, Town Attorney for the Town of Vienna, and Edward L. Long, County Executive for Fairfax County, on this requesting letter.

I hope this request can be fulfilled expeditiously. Thank you for your kind attention.

Sincerely,

Senator J. Chapman Petersen

CC: Edward Long, County Executive
Steve Briglia, Town Attorney
Mayor and Town Council of Vienna