



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, December 10, 2015

6:00 pm

3040 Williams Drive, Suite 200

Fairfax, Virginia 22030

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the November 12, 2015 Meeting**
*Recommended action: Approval [with abstentions
from those who were not present]*

Presentations

- IV. Recognition of Outgoing NVTa Members** Chairman Nohe
- V. TransAction Update** Mr. Jasper, Program Coordinator

Action Items

- VI. Project Agreement for Fairfax County – Regional Funding Project 059-10601 (Innovation Center Metrorail Station)**
Recommended action: Approval of Project Agreement
- VII. Adoption of Vision and Goals for TransAction Update**
Mr. Jasper, Program Coordinator
and Mr. Malouff, Chair, TransAction Subcommittee
Recommended Action: Adoption of Vision and Goals
- VIII. Approval of Projects to be Evaluated for Consideration in the FY2017 Program** Chairman Nohe, Chair, PIWG
Recommended action: Approval of the Projects
- IX. Adoption of Policy Number 17 – FY2017 Program First Drawdown Commitment** Chairman York, Chair, Finance Committee
Recommended action: Adoption of Policy 17 -FY2017 Program First Drawdown

- X. **Adoption of Resolution 16-04 for the I-66 Outside the Beltway Project**
Chairman Nohe
Recommended action: Adoption of the Resolution 16-04

- XI. **Approval of the Executive Director's Contract Amendment**
Mayor Parrish, Chair, Personnel Committee
Recommended action: Approval of the Executive Director's Contract Amendment

Discussion/Information

- XII. **Review of Draft Amendments to the Bylaws**
Chair Hynes, Chair, Bylaws Committee
- XIII. **Finance Committee Report** Chairman York, Chair, Finance Committee
- XIV. **Monthly Revenue Report** Mr. Longhi, CFO
- XV. **Operating Budget Report** Mr. Longhi, CFO
- XVI. **Executive Director's Report** Ms. Backmon, Executive Director
- XVII. **Chairman's Comments**

Closed Session

- XVIII. **Adjournment**

Correspondence

- Falls Church 30% Funding Determination Letter

Next Meeting: January 14, 2016– 7:00 pm

Northern Virginia Transportation Authority
3040 Williams Drive (Suite 200)
Fairfax, VA 22031
www.TheNovaAuthority.org



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The Authority for Transportation in Northern Virginia

Thursday, November 12, 2015

6:00 pm

**3040 Williams Drive, Suite 200
Fairfax, Virginia 22030**

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 6:09pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova (arrived 6:14pm); Chairman York; Chair Hynes; Mayor Euille (departed 7:02pm); Vice Mayor Way; Mayor Silverthorne; Council Member Rishell; Council Member Oliver; Senator Ebbin; Delegate Minchew (arrived 6:15pm); Miss Bushue.
- Non-Voting Members: Mayor Fraser; Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Peggy Teal (Assistance Finance Officer); Camela Speer (Clerk); various jurisdictional staff.
- As a quorum was not present, Chairman Nohe suggested starting with the information items until a quorum was achieved.

Discussion/Information

XXVI. Review of Draft Amendments to the Bylaws

Chair Hynes, Chair, Bylaws Committee

- Chair Hynes stated that the Bylaws Committee reviewed the Bylaws and is now presenting the recommended and updated Bylaws for the required 30-day read, with adoption scheduled for the January Authority meeting. Chair Hynes noted that there are several small changes that include updating the code for consistency with recodification and removal of items that should be in a procedures document instead of the Bylaws. She highlighted the following significant proposed changes:
 - ✓ Creation of a new standing committee, the Governance and Personnel Committee.
 - ✓ Migration of the Project Implementation Working Group (PIWG) to the Planning and Programming Committee.

- Chair Hynes noted that with the proposed changes each of the NVTAs committees would have five members, the same appointment process, and the same voting and quorum requirements.
- ✓ In working with the Planning Coordination Advisory Committee (PCAC) on a number of issues related to quorum and voting resulted in the following recommended changes:
 - Quorum would consist of five committee members. Chair Hynes added that many jurisdictions do not send a member to PCAC, although all have seats on the Committee. She noted that this is an attempt to allow the Committee to conduct business and to be able to send recommendations to the Authority.
 - All recommendations from the PCAC to the Authority will be accompanied by a roll call vote, so that it is known which jurisdictions voted. All items that will result in recommendations to the Authority should go to the PCAC twice to give all jurisdictions an opportunity to participate. This makes it possible for the PCAC to have discussions and do work, but also guarantees that when recommendations come to the Authority, they are with the benefit of the full PCAC participating.
 - Chair Hynes added that the PCAC has not met to discuss the recommendations, so the Authority 30-day reading period will give the PCAC an opportunity to review and provide feedback.
- ✓ The Authority's enabling legislation calls for the chief elected officers to be the Authority members, and provides for that elected officer to designate another elected officer from their Board or Council to serve. However, there is no provision for a second designee, in the case that the first designee cannot attend a meeting. A permissive statement has been proposed to allow for a secondary designee to be appointed by the chief elected officer.

(Chairman Bulova arrived.)

- Council Member Rishell noted there was an added statement in the meeting agenda section regarding alternatives to staff recommendations that were proposed by Authority members. She asked for clarification as to whether the statement was only if a member wanted to propose an alternate to the staff recommendation for an item, or if they wanted to make an addition. Chair Hynes responded that this applies to alternatives proposed to staff recommendations and that these would need to be made three days prior to the meeting to give staff time to review. She suggested it would be a courtesy to do this for additions as well.

(Delegate Minchew arrived.)

- Council Member Rishell questioned the reasoning behind the committee membership recommendation being five Authority members. Chair Hynes stated that this is based on the Finance Committee membership. She added

that the practice is that anyone who wants to attend any committee meeting may do so, but for purposes of a quorum, five is a manageable number for committee meetings. Council Member Rishell asked for clarification as to whether those who were attending meetings, but not members of the committee, could vote. Chair Hynes responded that those that are not members do not vote and do not count towards the quorum, but may attend and may speak. Chairman Nohe added that five is a good number to get members to agree to serve on the committee and large enough to allow for balance.

- Vice-Mayor Way advised that the proposed recommendation that all items for PCAC recommendation come to the PCAC twice may cause delays in the review process, as the PCAC only meets quarterly. Chair Hynes responded that there is a presumption that if there are items of substance for the PCAC, the committee might meet more often.
- Council Member Oliver suggested an alternative to addressing the PCAC quorum challenge would be to allow for alternates to attend the PCAC meetings. Chair Hynes responded that the issue is more about some of the larger jurisdictions not attending, not about allowing alternate members. She added that many jurisdictions feel their voice is already represented on the Authority. Chairman Nohe added that from Prince William's perspective, he is certain he could not find another board member willing to be an alternate to the PCAC. Chair Hynes echoed this from Arlington's perspective, with a five member board.
- Senator Ebbin noted that the section on membership is incorrect, pointing out that the Senate member is appointed by the Senate Committee on Rules, not the Senate Committee on Privileges and Elections, as noted in current Bylaws. Chairman Nohe stated that this will be revised and requested review by the Council of Counsels.
- Chairman Nohe commented on the secondary designee appointment to the Authority. He noted that in the case of Loudoun County, Chairman York serves on the Authority and if he needs to send an alternate, that alternate attends as his designee. In the case of Manassas Park, Prince William and Falls Church, under the current Bylaws, these designees cannot send an alternate because they are already the designees, so a secondary alternate needs to be appointed by the chief elected officer. Chair Hynes affirmed this and noted that the procedures by which this would be done need some more work. She added that these procedures do not really belong in the Bylaws, so the Council of Counsels will draft procedures that can be communicated to the jurisdictions.
- Chairman York suggested that if the legislation reads simply the chief elected officer, or their designee, then if the original designee cannot attend, why not just send another designee. He suggested nothing needs to change to accomplish this. Chair Hynes responded that this issue was discussed in depth with the Council of Counsels and this is the language upon which they have advised. She noted that this is to address the appointment of designees if the chief elected officer cannot attend Authority meetings. Chairman York suggested that the law only reads designee, so he could just appoint another

designee. Chairman Nohe responded that Chairman York can do this, but that Supervisor Nohe cannot do this. He suggested that if he and Chairman Stewart could not attend a meeting and another Prince William Supervisor attended, the Authority needs verification that this designee is attending at the behest of the Chairman.

- Chairman Nohe suggested that the current draft of the Bylaws does not allow for the Authority designee to attend the committee meetings in place of the committee members. He added that it is more challenging to get members to committee meetings than Authority meetings. He suggested the Authority alternates be allowed to attend committee meetings as alternates. Mayor Euille and Chair Hynes suggested this is not appropriate. Chair Hynes suggested the better solution to committee meeting attendance is to develop a policy to allow for the participation of committee members by phone. If a quorum can be present, other members can call-in so that the business of the committee can continue. She noted that this policy has not been developed yet, but that there is a placeholder for it in the Bylaws, should the Authority choose.
- Council Member Oliver suggested that language be added to the Planning and Programming Committee (PPC) membership section to suggest that committee membership is inclusive of geographic balance and a range of viewpoints. She also suggested that language be added under the PPC staff support section to allow for member jurisdictions and towns to appoint a staff member to support the committee. Chair Hynes responded that the meetings of the PIWG/PPC would not change very much. She noted that the change was to make the working group a committee; to establish five Authority members to serve on the committee; and that everyone currently attending would still be at the table or able to participate. Chair Hynes stated the suggestion on representation could be covered in the opening section of the committees' article. She suggested a statement could be added to say "will strive in the appointment of committee members to represent the various perspectives". Chairman Nohe agreed that this would be acceptable. He stated that while appointments are officially made by the Chairman, as a practical matter they are often made by those who want to be on the committee. Therefore, he expressed concern that if four of the five members willing to be on the committee are from inside the Beltway, we do not want to be in violation of the Bylaws. Chair Hynes suggested this is the purpose of the choice of the word "strive". Chairman Nohe agreed and suggested that the mechanism for appointment needs to override that for which we are striving.
- Chairman Nohe stated that while we are creating specified voting members on the committees, everyone is still at the table and involved in the conversation, but when it comes time to vote, those five members will decide the recommendation and these procedures will help.
- Council Member Oliver asked again to add language to the committees' section that notes geographic and perspective representation on committees. Chair Hynes suggested this be added as A. (6) on page 8.

III. Minutes of the September 24, 2015 Meeting

- Chairman York moved approval of the September 24, 2015 minutes; seconded by Chairman Bulova. Motion carried with eight (8) yeas and four (4) abstentions [with Mayor Euille, Chair Hynes, Vice Mayor Way and Council Member Oliver abstaining as they were not at the September 24 meeting].

Consent Agenda

- IV. Project Agreement for Fairfax County/VDOT – Regional Funding Project 995-10441 (Route 7 Bridge Widening: Over Dulles Toll Road)**
 - V. Project Agreement for Fairfax County-Regional Funding Project 059-50371 (Fairfax County Parkway Improvements Study)**
 - VI. Project Agreement for Fairfax County-Regional Funding Project 059-50541 (Rolling Rd Widening: Old Keene Mill Rd to Franconia Springfield Pkwy)**
 - VII. Project Agreement for Fairfax County-Regional Fund Project 059-80511 (Frontier Drive Extension & Interchange Improvements)**
 - VIII. Project Agreement for the Fairfax County-Regional Fund Project 059-80551 (Route 1 Widening: Mount Vernon Memorial Hwy to Napper Rd)**
 - IX. Project Agreement for the City of Alexandria-Regional Fund Project 510-70631 (Duke Street Transit Signal Priority Installation)**
 - X. Project Agreement for the City of Alexandria-Regional Fund Project 510-80571 (Potomac Yard Metrorail Station Development)**
 - XI. Project Agreement for the City of Alexandria-Regional Fund Project 510-90561 (West End Transitway Study)**
 - XII. Project Agreement for the Town of Herndon-Regional Fund Project 384-10501 (East Elden St Improvements & Widening)**
 - XIII. Project Agreement for the Town of Leesburg-Regional Fund Project 402-10431 (Route 7/Battlefield Pkwy Interchange)**
- Chair Hynes moved approval of the consent agenda to include the specific motions in items IV – XIII; seconded by Chairman Bulova. Motion carried unanimously.

Action Items

XIV. Acceptance of the FY2015 Audit

Chairman York, Chair, Finance Committee

- Chairman York stated that the Authority's audit firm PBMares, LLP issued an unqualified (clean) opinion that the Authority financial statements, in all material respects, fairly and accurately present the financial position of the Authority for FY2015.
- Chairman York moved acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Reports for the year ended June 30, 2015; seconded by Chairman Bulova. Motion carried unanimously.

XV. Approval of Budget Adjustment-Regional Revenue Fund Budget

Mr. Longhi, CFO

- Mr. Longhi briefed the Authority on the Budget Adjustment-Regional Revenue Fund Budget. He noted:
 - ✓ In April, the Authority appropriated \$8,995,000 to fund a Washington Metropolitan Area Transit Authority (WMATA) project designed to supply increased power capacity for future expanded use of eight car trains on the Orange Line.
 - ✓ On November 6, 2015, the Authority received a letter from WMATA requesting voluntary withdrawal of the funding application.
 - ✓ The Authority needs to take budget action to release the FY2015-16 appropriation of \$8,995,000, in order to allow those funds to return to the Regional Revenue Funds to be used for future projects.
- Chairman Bulova moved approval of the voluntary request from the Washington Metropolitan Area Transit Authority (WMATA) to withdraw its FY2015-16 funding request of \$8,995,000 for 8-Car Traction Power Upgrades for the Orange Line, and cancellation of the FY2015-16 appropriation; seconded by Delegate Minchew.
- Chairman Nohe asked for clarity that WMATA has withdrawn this request and the Authority is de-obligating the funds and \$8.9 million will become available for the FY2017 Program. Mr. Longhi confirmed that the current estimate for FY2017 funding is \$220 million and now \$8.9 million can be added to that.
- Chairman Nohe asked if action was necessary to nullify the Standard Project Agreement (SPA). Ms. Backmon replied that there is not as the SPA for this project had not been submitted. Chairman Nohe asked if WMATA was free to apply for this money in the next round of funding. Ms. Backmon responded affirmatively.
- Chair Hynes noted that the reason WMATA withdrew this request is because the NVTA must fund expansion of services and it was determined that this project is not necessary for expansion, but is a maintenance project.

- Mayor Euille asked for clarification that these funds can be used in FY2017 or in future funding years. Ms. Backmon responded affirmatively.
- Motion carried with eleven (11) yeas and one (1) abstention [Miss Bushue].

XVI. Approval of FY2017 Program Project Selection Criteria

Chairman Nohe, Chair, PIWG

- Mr. Jasper briefed the Authority on the FY2017 Program Project Selection Criteria that have been recommended by the PIWG. He noted:
 - ✓ The Technical Advisory Committee (TAC) Report is also focused on the selection criteria.
 - ✓ There is approximately \$229 million available for this program (including the WMATA project).
 - ✓ It is anticipated that there will be approximately \$750 million in funding applications for the Program.
 - ✓ Selection criteria are needed to determine which projects will be funded.
 - ✓ This will be the first program in which all candidate projects will be evaluated under the HB 599 process.
 - ✓ This will be the last funded program using the projects listed in TransAction 2040.
 - ✓ Input has been received on selection criteria from the JACC and the TAC.
 - ✓ The recommendation makes some minor modifications to keep the criteria consistent with the FY2015-16 Two Year Program criteria, but with some enhancements to reflect priorities and strengthen decision making.
 - ✓ Three basic modification categories:
 1. Eligibility. For this one year program, studies will be ineligible for funding. Additionally, there is agreement that projects must commit to submitting their first draw down request no later than June 30, 2019. Projects that submit a request for funding and do not make this commitment, will not be selected. Any that do make the commitment and are unable to fulfil the commitment, will be at risk for future funding de-obligation. The PIWG will be drafting a policy for this.
 2. Criteria weighting. Modest changes are proposed. The main modification is to increase the weighting for the congestion reduction criterion from 35% to 45%, making congestion reduction a greater focus in the selection process. This increase in weighting will be offset with a corresponding reduction in the weighting for project readiness. Project readiness remains an important consideration, but for the FY2017 Program there are other ways that project readiness will be evaluated, including through the criteria weighting. The weighting associated with project urgency was zeroed out, as it essentially duplicates the congestion reduction criterion.

3. Evaluation process. Two methods of evaluation were considered to evaluate congestion reduction relative to cost. The recommendation is for each project to be evaluated by the sum of all travel time savings associated with that project divided by the corresponding cost for that project, with the sum being time savings from the year in which the project is expected to open, through 2040.
- ✓ When the funding decisions are made for the FY2017 Program, we will have the NVTa quantitative score, and in addition, there will be another ratio for each project that will reflect the project's value for money.
 - Delegate Minchew suggested congestion reduction should have a weighting of a minimum of 51%. He added that it would be good if we could say that NVTa revenues will be used on projects with a congestion reduction weight of at least 51% and asked how we would do this. Delegate Minchew commended the increase from 35% - 45%, but suggested it should be 51%. He asked what would need to be done to get to 51%. Mr. Jasper responded that one option would be to further reduce the project readiness criterion or take the extra points from zeroing out the project urgency criterion. Chairman Nohe added that 45% was the target because it was the number that was set for congestion reduction under the HB 2 process. He noted that there was an attempt to more closely align the NVTa process with the HB 2 process, but since the processes are using different data sets, it could not be done. This was one area where it was easy to align. Chairman Nohe also noted that there is no project readiness criteria in the HB 2 process, and this is critical as it is also a measure of congestion reduction, adding that we want to reward those projects that will relieve congestion quickly. He suggested that, in theory, you could add at least half of the 15% for project readiness to the 45% for congestion reduction and say that we actually have 52.5% for congestion reduction. Chairman Nohe stated that there were discussions regarding lowering project readiness further, but due to its direct correlation to immediacy of congestion reduction, it was decided not to reduce it any further.
 - Delegate Minchew stated that going from 35% to 45% was indeed good, and that while he would support the motion, he suggested we should still try to get to 51%. Chairman Nohe acknowledged this.
 - Senator Ebbin asked for clarification on which recommendation was being voted on – the proposed recommendation or the TAC recommendation. Chairman Nohe responded it was the proposed recommendation.
 - Senator Ebbin asked about the cost sharing weighting and if a project is able to receive millions of federal dollars, is the weighting for this just 5%. Mr. Jasper responded that this criterion was important to the Authority and that with 60% going to congestion reduction and project readiness combined, the rest of the criteria had to share the remaining 40%. Chairman Nohe added that the other important evaluation that will be done is the congestion reduction relative to cost, and this is what the code actually calls for. We will be evaluating congestion reduction relative to cost, both for the entire cost of the project and for the cost being assumed by the Authority. This is one of the

evaluation criteria that will allow us to see that a project being funded by additional funding sources will increase in value to the NVTa.

- Chairman Bulova moved approval for the Project Selection Criteria for the FY2017 Program; seconded by Chair Hynes.
- Chair Hynes asked for clarification on the proposed weightings in the TAC report and noted that the weighting totals do not add up. Mr. Jasper responded that there is a 5% percentage error in the TAC report, but that the proposed weightings that are being voted on are in the attachment to this item.
- Mayor Fraser asked about project velocity, meaning two projects both score well in congestion reduction, but one would take a shorter time to complete. He asked if there is a need to have this as a criterion. Mr. Jasper responded that the proposed criteria will address this, particularly the project readiness criterion and in the methodology that looks at congestion relief relative to cost. He added that projects which open sooner will tend to score more highly, because there are more years that they can accumulate benefits. Mayor Fraser concluded that this is imbedded in project readiness and congestion reduction. Mr. Jasper confirmed that it is imbedded in several places.
- Motion carried unanimously.

XVII. Adoption of Resolution 16-02 Restructure of the JACC

Ms. Hynes, Chair, Bylaws Committee

- Chair Hynes briefed the Authority on Resolution 16-02 Restructure of the JACC. She noted that the proposal is to change the name of the JACC to the Regional Jurisdiction and Agency Coordinating Committee and to have it act as an advisory committee to the Executive Director, in order for it to have robust staff conversations as needed to support the work of the Authority.
- Chairman Nohe clarified that currently the committee is technically appointed by the Authority, but it has always, as a practical matter, been appointed by the jurisdictions and the Executive Director. Chair Hynes confirmed this and added that when the JACC was created there was no Executive Director or NVTa staff, so the JACC acted as the Authority staff. Now that we have a professional staff and an Executive Director, this committee is being right-sized, similar to committees of a number of regional bodies across the region.
- Chair Hynes moved adoption of Resolution 16-02, Restructure of the Jurisdiction and Agency Coordinating Committee which will supersede Resolution 14C-08; seconded by Mayor Euille. Motion carried unanimously.

XVIII. Adoption of Resolution 16-03 Submission of Projects for House Bill 2 Evaluation

Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority on Resolution 16-03 Submission of Projects for House Bill 2 Evaluation. She explained this resolution is to adopt the candidate projects for the HB 2 evaluation process. She highlighted:
 - ✓ These projects are in the Corridor of Statewide Significance.
 - ✓ The Authority, as a regional entity, can submit projects for evaluation in the HB 2 process without further action.
 - ✓ Projects in Northern Virginia within a Corridor of Statewide Significance must have a resolution of support from the Authority in order to be evaluated under for the HB 2 process.
 - ✓ Public Transit Agencies are required to have a resolution of support from the Authority or local government for projects located in the Regional Network to be eligible for HB 2 evaluation.
 - ✓ The resolutions are due December 1, so NVTAs action on this resolution is being requested this evening.
 - ✓ Projects do not need to be in the Authority's long range transportation plan to be evaluated under the HB 2 process, although most are.
 - ✓ This endorsement of the projects for the HB 2 evaluation process does not commit, nor infer, the allocation of NVTAs funds for these projects. This is just for the HB 2 evaluation process.
- Chairman Nohe asked for clarification that this list consists of every project that was submitted and no projects were left out. Ms. Backmon responded that, to our knowledge, this is all the projects that were submitted and added that the list was vetted with the jurisdictions and agencies.
- Mayor Euille moved adoption of Resolution 16-03, A Resolution for the Support of Northern Virginia Projects to the Commonwealth of Virginia's HB 2 Transportation Project Prioritization Process, in a form approved by the Council of Counsels; seconded by Chair Hynes. Motion carried unanimously.

XIX. Adoption of the Resolution 16-04 on the I-66 Outside the Beltway Project
Chairman Nohe

- Chairman Nohe briefed the Authority on Resolution 16-04 on the I-66 Outside the Beltway Project. He noted that this item has been extensively reviewed and carefully crafted. He explained that if approved, this resolution communicates to the Commonwealth Transportation Board (CTB) that the Authority is interested in considering providing funding to the I-66/Rt 28 interchange as part of the FY2017 Program. Ms. Backmon clarified that the resolution does not specify which project, just states a project within the I-66 outside the Beltway corridor that is in TransAction 2040. She explained that we will not know until November 30, 2015 which projects will be submitted for the 'Call for Projects' for the FY2017 Program. Chairman Nohe added that the I-66/Rt 28 project has been discussed as a likely candidate.
- Chairman Nohe stated that the key is that this resolution does not commit us to any funding. It says we will consider it. Ms. Backmon confirmed that the resolution states that the Authority will consider funding. She added any

potential project must first go through the NVTa project evaluation process and that the Authority cannot take action on any project prior to the completion of the process.

- Chairman Nohe noted that until the projects have undergone the NVTa evaluation process, the Authority is precluded by law from committing to any funding.
- Chairman Bulova moved adoption of NVTa Resolution 16-04, Potential Funding of Projects Directly or Indirectly Related to the Commonwealth's I-66 Outside the Beltway Project for the FY2017 Program; seconded by Mayor Euille.
- Council Member Rishell expressed concerns about the overall concept of the resolution. She noted that her concerns are in no way a judgement of the worthiness of any single project, in fact, the project mentioned at the I-66 Outside the Beltway Committee meeting is an extremely worthy project. Council Member Rishell stated that it is not yet possible to determine how this is going to effect the NVTa mandate to maintain regional balance for the projects it chooses to fund. She expressed concern that this will set a precedent for the State to come back to the NVTa in the future to again request funding, and perhaps other entities might approach the NVTa as well. Council Member Rishell explained that in essence, the State is asking for a financial commitment from the NVTa in order to make up for shrinking transportation dollars that are consumed by maintenance commitments. If the NVTa provides X number of dollars, then what the State saves by not spending that amount on the I-66 project, the equivalent of that funding can and probably would be sent to another part of the state. She added that it has been said that it was never intended for Northern Virginia to get everything and the rest of Virginia nothing, and of course this is true, but it would be helpful to look at this from another perspective. Council Member Rishell stated that only 30 cents of every dollar that is sent to Richmond comes back to our region. She suggested that it is going to appear to some people that there is an effort to control even more Northern Virginia dollars. She concluded that these are legitimate concerns.
- Mayor Euille expressed the same concerns as Council Member Rishell, but noted that the caveat of what protects us right now is the language within the resolution, that the Authority shall consider versus committing. He added that he has raised these same concerns since he first heard Secretary Layne's request to the Authority.
- Council Member Rishell noted that while it is true that passing a resolution is not the same as providing funding, the resolution establishes a sense of inevitability that the NVTa will provide funding. She added that the potential for action always precedes the actual action that is subsequent to the potential.
- Vice-Mayor Way suggested that if the resolution is really watered down to the point where it is meaningless, there is no point in having it at all. Ms. Backmon responded that when Secretary Layne spoke to the Authority in June,

he stated that the State is looking for ways to fund the project under both public and private financing options. At that time, the Secretary stated that NVTa support would be desired under both scenarios, but especially under the public financing option, the State is looking at \$600 million and they would like a contribution from the Authority toward that. Ms. Backmon noted that the State would like to use the Authority's resolution in the effort to secure additional funding sources for the project, so that other entities who could possibly contribute funds will see the resolution and the Authority's willingness to consider funding a project or projects within the corridor. She added that the State understands the resolution is non-binding.

- Vice-Mayor Way stated that this sounds like money flowing the wrong way, noting it usually flows from the State to the localities. He suggested that arrangements like this have happened before and that they have never worked well, therefore he is skeptical. Chairman Nohe suggested this is not state or local money flowing the wrong direction, this is tax payer money flowing into transportation improvements. He clarified that this is not state, local or regional money, it is tax payer's money. He suggested that the Authority may ultimately decide that this is not the transportation improvement that the NVTa wants to fund on behalf of the tax payers, or we may decide that it is. One thing that is important, whether it is the I-66/Rt 28 interchange or another project within the corridor, the Authority will need to evaluate the project under the assumption that the I-66 project may not happen at all. Chairman Nohe stated that whatever the Authority chooses to do, it must be something we would do even if the I-66 project does not happen. He suggested, that while we are not proposing a specific project yet, if we were to decide to fund the I-66/Rt 28 interchange, this interchange is one of the single largest sources of congestion in the entire region, whether there are tolls on I-66 or not. If it is determined that this interchange is not necessary if the Transform I-66 project does not happen, then the Authority should not fund it at all. If the analysis comes back that the interchange is not needed unless the toll road is built, then the Authority should not fund it, because then we are unequivocally funding the toll road. Chairman Nohe concluded that if this is a project that is a high priority to our region, regardless of the Transform I-66 project, then it is something we should consider. Ms. Backmon added that at the first I-66 Outside the Beltway Committee meeting, a list of projects was provided that showed projects that have been analyzed as part of TransAction 2040 and are in the I-66 Outside the Beltway Corridor. The I-66/Rt 28 interchange was included, along with several other interchange projects. Based on NVTa analysis conducted as part of TransAction 2040, improvements are needed in the corridor regardless of the State's I-66 Outside the Beltway project. The I-66/Rt 28 project can be submitted as part of the FY2017 Program and the NVTa can continue with the project regardless of the State's project. The project has already been evaluated in TransAction 2040 and if projects in the I-66 corridor are submitted as part of the FY2017 Program, they will have to undergo the NVTa evaluation and the Authority will need to determine which projects to fund.

- Delegate Minchew stated that HB 2313 succeeded because legislators in Northern Virginia who wanted to vote for sustainable transportation funding were told that in no way would these new local monies keep Northern Virginia from getting its “fair share”. He added that language was added to the statute that reads “The amounts deposited into the Fund and the distribution and expenditure of such amounts shall not be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.” He expressed concern that while the language in the resolution is non-binding, it is a slippery slope. Delegate Minchew suggested this may be used to divert the region’s “fair share” of monies to other areas of the state. He noted that Interstate 66 is the primary interstate highway serving the capitol of the free world from the west. He suggested this is not a road the Authority should be funding. Delegate Minchew added that he understands the Secretary’s intent for the Authority to express potential willingness, but this is a step in the wrong direction. He noted that there has not been HB 599 evaluation of this road, but suggests it would do well. However, the intent of HB 599 was to use science to determine the worthiness of projects. Delegate Minchew stated that he cannot support this resolution.
- Delegate Minchew moved to table the previous motion. Delegate Minchew withdrew his motion to allow further discussion.

(Mayor Euille departed.)

- Chairman York noted that he appreciates all the discussion with respect to this project. He noted that 30% of HB 2313 revenues go back to the locality for their transportation funding needs. 70% of the revenues will be applied equally for benefit to the localities over time. He asked, if the Authority chooses to fund this project, is this coming from the 70% funds and therefore will it be calculated to a jurisdiction or jurisdictions fair share of 70%. Ms. Backmon responded that in the Authority’s adopted principles for long term benefits, 50% of the allocation is based on the location of the project. Then, a model would need to be run regarding the origin and destination of trips that are generated as a result of the project, this remainder would be allocated to various jurisdictions. She explained that the Authority did not want to assign all the benefits to one locality, based on the location of the facility, when various jurisdictions will benefit from the facility. Ms. Backmon concluded that the benefits would be distributable based on the latest travel demand model used at that time. Chairman York asked for further clarification that this project would be calculated in this manner. He suggested this majorly benefits Fairfax and Prince William, as opposed to any other jurisdictions and that the 70% monies are for regional projects. However, if we are not going to calculate this project to long term benefits, due to the State wanting this money, then he has concerns as this negates the ability for other localities outside of Fairfax and Prince William to benefit from the Authority’s 70% funds. Chairman York stated we need to be sure that all localities are equally

getting their fair share over time of the 70% funds. He agreed with concerns expressed this evening that this is just the State coming back to take money from the NVTa that we are to use for projects. He agreed with Delegate Minchew that this is a state road and the State should fund it.

- Council Member Rishell expressed concern that the I-66 Outside the Beltway project is a \$2.1 billion project and it was intimated that the lack of \$400 million from the NVTa could possibly kill the project. She stated that she does not believe this project will be killed for the lack of \$400 million from the NVTa. She added that if this was any place else in Virginia, that might be a possibility, but no one is going to slowly strangle the economic engine of the state, which is the Northern Virginia region.
- Ms. Backmon responded to Chairman York. She explained that 50% of the proposed project will be attributable to Fairfax County. The other benefits will be calculated from the model to assess where the citizens using the facility are traveling from and to. Chairman York clarified that regardless of where the funding request is coming from, the project will still be assessed for long term benefits. Ms. Backmon responded affirmatively.
- Ms. Backmon responded to Council Member Rishell. She explained that the NVTa has been told that there is approximately \$600 million available statewide for the Six Year Program. This is one of the reasons why the request has been made of the NVTa.
- Chair Hynes suggested that since this is a toll road project, there will be some level of concession or revenue attached. She noted that this project has been on the improvement list for a long time and it is a major problem. She stated that if the State funds this project there will be revenues and this is not being talked about as bridge funding, or something where the Authority might be paid back over time so that the Authority's resources would be replenished to some level, or if a concession is given, that some level of share in that concession would come back to the Authority. She suggested that if we are going to fund a project in the corridor, we need to be on the upside, not just the investment side. Chair Hynes concluded that this issue needs to be worked out and it would be a mistake to not be thinking that if we make an investment in a toll road, that some of the revenues would come back to us to help pay us back.
- Chairman Nohe suggested that there is clearly concern and this was something that was requested from the Authority by the Secretary's office. He noted that there are questions that have been raised that were not discussed as part of this request. Chairman Nohe stated that he does not hear a strong consensus that we should move forward with the resolution tonight, if at all. He asked Chairman Bulova if she would like to withdraw her motion and direct the staff to go back to the Secretary's office to articulate these concerns. He added that we will then make a decision as to whether to put the item on the December agenda.
- Chairman Bulova withdrew her previous motion and differed the item back to staff and the I-66 Outside the Beltway Committee.

- Chairman Bulova agreed that if there is revenue, then the NVTa should benefit from that revenue if we are funding components of the project. She added that it is her understanding that the revenues received are also planned to provide additional bus service, which would benefit the region. Chairman Bulova concluded that she has viewed this request as not a commitment for the NVTa to fund this project, but for the NVTa to provide a way for negotiations to proceed. Whatever kind of public-private partnership this turns out to be, there will be some requirement for matching funds and looking at where those matching funds might come from, is what the Secretary is looking for, whether from the State, localities or the NVTa.
- Chairman Bulova suggested that the Authority take another look at how we can respond in a way that is helpful to the project, noting that everyone wants to see the I-66 Outside the Beltway project succeed and the difficulty is the funding.
- Delegate Minchew stated that if we were to get into the philosophical realm of thinking of allocating NVTa resources to a roadway that is a federal interstate road serving traffic going all the way to I-81 with our finite NVTa dollars, this is getting to a dangerous area and is violating the spirit of HB 2313 by depriving Northern Virginia of its “fair share”. He expressed concern that by generally acquiescing to Secretary Layne’s suggestion, we are moving in that direction.
- Ms. Cuervo pointed out that statewide there is \$600 million for the entire state for the Six Year Program and that is essentially what is needed for this project. She added that it is very unlikely that the State will take all the money available and allocate it to I-66. She noted that this is a very serious conversation about whether we want to fix I-66 and whether we want multimodal aspects, or we do not. Ms. Cuervo suggested that there is not enough funding in the Six Year Program to do everything and this is an opportunity for a partnership to do something about the worst road in the nation [as noted in a recent survey]. She added that this affects almost every jurisdiction and that VDOT has information about where all the traffic is coming from and offered to help show which constituents use this road. Ms. Cuervo concluded that this is an opportunity to collaborate and resolve this issue in this generation and without it, she does not foresee \$600 million from the State to put solely on this project and that means no improvement to I-66.

XX. Approval of the 2016 Federal and State Legislative Program

Ms. Bushue, Chair, Legislative Committee

- Miss Bushue asked Ms. Dominguez to brief the Authority on the draft 2016 Federal and State Legislative Program. Ms. Dominguez highlighted the changes from the 2015 State Legislative Program.
 - ✓ For Ongoing Coordination with the Commonwealth language added suggests further emphasis on the Authority’s continued focused on implementing HB 2313, HB 599 and its original authorizing legislation, seeking to limit changes to these statutes that could make it more difficult

to provide the congestion reduction the Authority has been directed to provide.

- ✓ For Allocation of Statewide Revenues added language expressing concern that Northern Virginia is currently expected to only receive 10.6% of State of Good Repair funds and this is quite low based on the condition of our roads. Concern is also expressed over the substantial decrease in Revenue Sharing over the next six years.
- ✓ New position on the Regional Gas Tax Floor, noting that there should be a floor established on the regional gas tax that would put it on par with the floor for the statewide gas tax established in HB 2313.
- ✓ Updating the WMATA Funding position to reflect the needs of the system.
- ✓ New position on securing state funding for the VRE capital and operating plan.
- ✓ For Maximizing Use of Facilities and Operations, at the suggestion of the Legislative Committee, revised previous position to emphasize support of transportation demand initiatives such as teleworking to help mitigate roadway congestion.
- Ms. Dominguez highlighted the changes from the 2015 Federal Legislative Program.
 - ✓ Added language about the proposed long-term reauthorization bill—Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. This legislation was passed in the Senate on July 21, 2015. The House approved its legislation, the Surface Transportation Reauthorization and Reform Act of 2015 (STRR Act) on November 5, 2015.
 - ✓ Updating the WMATA Funding position to reflect the needs of the system.
 - ✓ Revised position that calls upon Congress to create a study commission in lieu of raising the liability cap on commuter rail liability, as proposed in the Senate-approved DRIVE Act.
 - ✓ Added language regarding the Marketplace Fairness Act (MFA) and the adjustment of other tax rates, if the MFA is acted on in the future.
- Delegate Minchew recalled last year's request from staff regarding the Virginia Department of Taxation assessment of fees in collecting HB 2313 revenues distributed to the Authority. He asked if this issue had been resolved. Ms. Backmon stated that the Department of Taxation has not charged the Authority since the issue was raised last year.
- Miss Bushue moved approval of the 2016 NVTA Federal and State Legislative Program; seconded by Chairman York. Motion carried unanimously.

XXI. Approval of the Town of Vienna's CMAQ/RSTP Reallocation Request

Ms. Dominguez, Chair, JACC

- Ms. Dominguez stated that the Town of Vienna is requesting the transfer of funds from one previously approved NVTA CMAQ project to another previously approved CMAQ project.

- Chairman Bulova moved approval of the reallocation of Congestion Mitigation and Air Quality funds for the Town of Vienna; seconded by Chairman York. Motion carried unanimously.

XXII. Authorize Executive Director to Submit Comments on TPB's Multi-Sector Working Group Greenhouse Gas Interim Report

Ms. Backmon, Executive Director

- Ms. Backmon stated that this request is for approval to submit comments on the TPB's Multi-Sector Working Group Greenhouse Gas Interim Report on the behalf of the Authority. She added that the deadline for comment submittal is November 16, 2015, however, she has requested an extension from the Transportation Planning Board's Director of Transportation so that this can be reviewed by the JACC prior to submission.
- Chairman York moved authorization for the NVTa's Executive Director to submit comments on behalf of the NVTa based on the Jurisdiction and Agency Coordinating Committee (JACC) input on the COG Multi-Sector Working Group Greenhouse Gas Emission Reduction Interim Report; seconded by Chair Hynes. Motion carried unanimously.

XXIII. Appointment of the Nominating Committee

Chairman Nohe

- Chairman Nohe appointed Chairman Bulova and Mayor Parrish to the Nominating Committee for NVTa officers for next year.

XXIV. Adoption of the 2016 Meeting Schedule

Ms. Backmon, Executive Director

- Ms. Backmon proposed the Authority meetings be held on the second Thursday of the month starting at 7pm, with exceptions in August, December and possibly February. She noted that this is to allow the Authority to have more time to discuss agenda items.
- Chairman Bulova moved approval of the Calendar Year 2016 meeting schedule; seconded by Chair Hynes. Motion carried unanimously.

XXV. Approval of the Executive Director's Contract Amendment

Mayor Parrish, Chair, Personnel Committee

- This item was tabled until the next meeting, as Mayor Parrish was not in attendance.

Discussion/Information

XXVII. Virtual Kick-Off of TransAction Update

Mr. Jasper, Program Coordinator
and Mr. Malouff, Chair of TransAction Subcommittee

- Mr. Jasper briefed the Authority on the Virtual Kick-Off of the TransAction Update. He introduced Jason Mumford and Joyce Tsepas, the AECOM Project Manager and Deputy Project Manager, respectively. Mr. Jasper updated the Authority on the TransAction kick-off public engagement activities.
 - ✓ Updated the TransAction logo.
 - ✓ Name is just TransAction.
 - ✓ TransAction website is expected to launch within the next week.
 - ✓ Launch activities are kicking off with multiple waves of public information planned through February of next year. This is to grow the base of our public engagement for the planning process. Opportunities to engage further will start in spring of 2016.
- Mr. Jasper briefed the Authority on the study just conducted as a baseline for TransAction that drew upon the opinions of over 600 Northern Virginians. He noted that this survey was done approximately three weeks prior to the elections, so that likely had some impact on the results. Mr. Jasper shared some of the highlights of the study.
 - ✓ Northern Virginians feel that their quality of life is mediocre as far as transportation is concerned.
 - ✓ 64 minutes is the average round trip for commuters.
 - ✓ Approximately 78% use automobiles or motorcycles.
 - ✓ Northern Virginians would describe their ideal travel experience as fast, smooth, easy, safe and quick.
 - ✓ Northern Virginians would describe their typical travel experience as congested, frustrating and unreliable.
 - ✓ When asked if they had heard positive things about transportation in the region, 25% had heard something positive. Positive feelings were related to WMATA and road widenings. There were mentions about I-66 as well.
 - ✓ When asked if they had heard negative things about transportation in the region, 50% had heard something negative. Metro and WMATA, as well as I-66 and tolls were at the top of this list.
 - ✓ When asked if they had heard of the NVTa, 33% thought they had heard of the Northern Virginia Transportation Authority or NVTa. Mr. Jasper noted that this question was asked so that as we embark on the public engagement of TransAction, we wanted to know where we stand.
 - ✓ When asked if they had heard of TransAction, 8% said they had heard of TransAction.
- Senator Ebbin asked how the question “Have you ever heard of the NVTa” was phrased. Mr. Jasper responded that the question was “Have you heard of an organization called the Northern Virginia Transportation Authority, also known as NVTa?”
- Miss Bushue asked what type of survey was done. Mr. Jasper responded that this was an online survey. Ms. Backmon added that the survey results will be available on our website.

- Miss Bushue asked how the survey was provided to the participants. Mr. Mumford clarified that participants were prescreened by certain criteria and the survey participants were invited to participate.
- Mr. Mumford explained that in one section survey participants were given samples of five recent projects in the region and asked to rate them by importance. In another section, participants were asked to rate a selection of potential projects.
- Ms. Backmon concluded that this was a benchmark survey and another will be conducted in a year to see how we progress in hitting the TransAction public engagement targets.
- Mr. Jasper noted that the media kick-off will be Wednesday, November 18 at 10am and that Chairman Nohe and Chairman Bulova will be meeting with the press to talk about TransAction.

XXVIII. FY2015 Annual Report to the Joint Commission on Transportation Accountability Ms. Backmon, Executive Director

- Ms. Backmon stated that the Annual Report to the Joint Commission on Transportation is due by November 15, 2015 and is included in the Authority packet.

XXIX. JACC Approval of CMAQ/RSTP Reallocation Request for Fairfax County Ms. Dominguez, Chair, JACC

- No verbal report.

~~**XXX. Update of VTRANS 2040**~~ ~~Mr. Jasper, Program Coordinator~~

XXXI. Technical Advisory Committee Report Mr. Boice, Chair, TAC

- No verbal report.

XXXII. Monthly Revenue Report Mr. Longhi, CFO

- No verbal report.

XXXIII. Operating Budget Report Mr. Longhi, CFO

- No verbal report.

XXXIV. Executive Director's Report Ms. Backmon, Executive Director

- No verbal report.

XXXV. Chairman's Comments

- Chairman York noted that the next NVTa meeting is December 10, 2015 and the Finance Committee is currently scheduled to meet on December 18, 2015. He requested that Committee members check their calendars and let him know if they would be available on December 4 or 7 for the next meeting.

XXXVI. Adjournment

- Meeting adjourned at 7:40pm.

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 7, 2015

SUBJECT: Regional Funding Project 059-10601 (Innovation Center Metrorail Station)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 059-10601.
2. **Suggested motion.** *I move approval of the proposed Standard Project 059-10601 (Innovation Center Metrorail 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 2015-16 70% regional funds on April 23, 2015.
 - b. The attached SPA presented by Fairfax County is consistent with the project previously approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTAs Project Number 059-10601

Coordination: Council of Counsels

NVTA Project Number: 059-10601

WITNESSETH

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, Fairfax County 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 Fairfax County's application for funding and has approved Fairfax County's administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by Fairfax County, 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 Fairfax County to finance the Project;

WHEREAS, NVTa agrees that Fairfax County will design and/or construct the Project or perform such other specific work for the Project and Fairfax County 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 Fairfax County'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 Fairfax County'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

Fairfax County shall:

- I. 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 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 Fairfax County to advance the Project to the next phase until the current phase is completed. In any circumstance where Fairfax County seeks to advance a Project to the next phase using NVTAFunds, Fairfax County 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 Fairfax County 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, Fairfax County further recognizes that NVTa's reimbursement to Fairfax County 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. Fairfax County 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, Fairfax County 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 Fairfax County.
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. Fairfax County 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. Fairfax County 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 Fairfax County'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 Fairfax County be required to provide matching funds in order to proceed or complete the funding necessary for the Project, Fairfax County shall certify to NVTa that all such matching funds have been either authorized and/or appropriated by Fairfax County'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 Fairfax County 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 Fairfax County; 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 Fairfax County 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 Fairfax County'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 Fairfax County 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 Fairfax County 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 Fairfax County 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, Fairfax County 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 Fairfax County.

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 Fairfax County expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that Fairfax County agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that Fairfax County 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 Fairfax County 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 Fairfax County 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 Fairfax County adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTA's Obligations

NVTA shall:

- I. Provide to Fairfax County 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 Fairfax County 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 Fairfax County '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 Fairfax County . 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 Fairfax County 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 Fairfax County that is not in conformity with the requirements of the NVTA Act, Chapter 766, or this Agreement.

4. Route all _____ Fairfax County _____'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 _____ Fairfax County _____'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 _____ Fairfax County _____ 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 _____ Fairfax County _____'s designated representative in writing. _____ Fairfax County _____ will thereafter have thirty (30) days to respond in writing to NVTa's initial findings. NVTa's staff will review _____ Fairfax County _____'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 _____ Fairfax County _____ 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 _____ Fairfax County _____ of all funds previously remitted by NVTa (with interest earned at the rate earned by NVTa) which were misapplied or misused by _____ Fairfax County _____. 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 Fairfax County 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. Fairfax County 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 Fairfax County 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, Fairfax County 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 Fairfax County's material breach of this Agreement. If so terminated, Fairfax County shall refund to NVTAs all funds NVTAs provided to Fairfax County for the Project (including interest earned at the rate earned by NVTAs). NVTAs will provide Fairfax County with sixty (60) days written notice that NVTAs is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, Fairfax County may

request that NVTa excuse _____ Fairfax County _____ from refunding all funds NVTa provided to _____ Fairfax County _____ for the Project based upon _____ Fairfax County _____'s substantial completion of the Project or severable portions thereof; and NVTa may, in its sole discretion, excuse _____ Fairfax County _____ from refunding all or a portion of the funds NVTa provided to _____ Fairfax County _____ for the Project. No such request to be excused from refunding will be allowed where _____ Fairfax County _____ 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, _____ Fairfax County _____ 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 _____ Fairfax County _____'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 _____ Fairfax County _____'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

_____ Fairfax County _____ 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 Fairfax County 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, Fairfax County 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 Fairfax County refuses or fails to refund said monies to NVTA, NVTA may recover its proportionate financial interest from Fairfax County 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 Fairfax County.

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 Fairfax County, to the attention of Tom Biesiadny
4050 Legato Road, Suite 400
Fairfax, VA 22033 (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

Fairfax County 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.

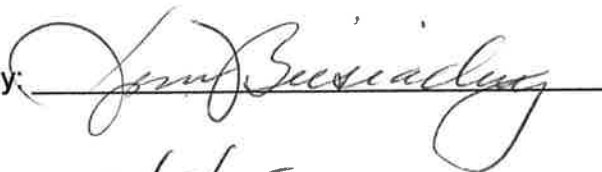
IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

County of Fairfax, Virginia (Name of Recipient Entity)

By:  _____

Date: 12/4/15

Appendix A –Narrative Description of Project

Attach- Approved NVT A Project Description Sheet

NVTA Project Title: Innovation Center Metrorail Station

Recipient Entity: Fairfax County

Recipient Entity/Project Manager Contact Information: Mark Canale, (703) 877-5688,
mark.canale@fairfaxcounty.gov

NVTA Program Coordinator Contact information: Keith Jasper, (703) 642-4655,
Keith.Jasper@thenovaauthority.org

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



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2015-16 PROJECT DESCRIPTION FORM (1Q)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Innovation Center Metrorail Station (1Q)

Project Type (check one):

Roadway () Transit (X)

VA State Route Number (if applicable) and NVT A Corridor Number (1-8): VA 28 (Sully Road, Corridor 3) and VA 267 (Dulles Toll Road, Corridor 1)

1. **Project Description:** The Metropolitan Washington Airports Authority, in cooperation with the Washington Metropolitan Area Transit Authority, is constructing a 23.1 mile extension of the Metrorail system in the growing Dulles Corridor area of Northern Virginia. The Metropolitan Washington Airports Authority is constructing the Metrorail line in two phases; Phase 1, the extension to Wiehle Avenue, has already been constructed and is now open for revenue operation and Phase 2, the Extension to Dulles Airport/Route 772, is currently undergoing design and construction. Innovation Center Metrorail Station is one of the three stations being constructed in Fairfax County as part of Phase 2. The station will include pavilion entrances, covered pedestrian bridges, dual elevators and escalators, and bicycle accommodations.
2. **Requested NVT A Funds:** \$28,000,000
3. **Phase(s) of Project Covered by Requested NVT A Funds:** Construction
4. **Total Cost to Complete Project:** \$89,000,000
5. **Project Milestone -Study Phase:** November 2011 - Preliminary Engineering; April 2012 – Environmental Assessment
6. **Project Milestone -Preliminary Engineering (30% Design):** Start of PE - November 2013
7. **Project Milestones -Final Design:** Start of Final Design - June 2014
8. **Project Milestones -Right-of-Way:** January 2016
9. **Project Milestone – Construction:** Start of Construction - Construction for Dulles Rail Phase II has already started, and is scheduled for completion by summer 2018.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

10. Project Milestone – Mass Transit Vehicle Acquisition: N/A

11. Is Project in Transaction 2040:

Yes (X) No ()

12. Project in 2010 CLRP: Yes. CLRP, ID #1981

13. Project Leverages other Funding: (please state amount)

- Local ()
- State ()
- Federal ()
- Other:



Stated Benefits

- **What Regional benefit(s) does this project offer?**

The Innovation Center Metrorail Station provides access to the Silver Line extension of the rail system from Washington DC, to and beyond the Dulles International Airport. In addition to the station itself, the facility will include a separate parking garage with bus bays, kiss-and-ride spaces, and bicycle lockers.

This station provides rail and bus travel options throughout the Washington DC metropolitan region, including two states and the District of Columbia.

- **How does the project reduce congestion?**

The project removes single-occupant vehicle (SOV) trips from the highly congested roadways, provides a connection to air, rail and bus travel modes, as well as promotes carpooling.

- **How does project increase capacity? (Mass Transit Projects only)**

Innovation Metrorail Station is one of three new stations in Fairfax County being constructed as part of Phase 2 of the Silver Line. As such, it provides access to the additional capacity in the corridor provided by the Silver Line.

- **How does project improve auto and pedestrian safety?**

By reducing congestion on the roadways, the project will increase safety for both vehicles and pedestrians by reducing vehicle conflicts.

- **List internet links below to any additional information in support of this project:**

<http://www.fairfaxcounty.gov/fcdot/silverline/>

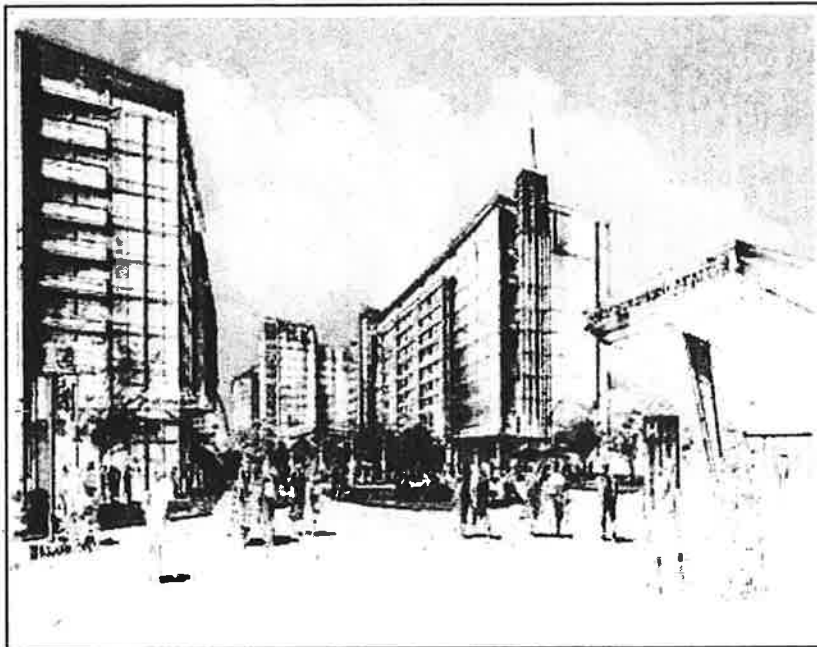
<http://www.dullesmetro.com/about/phase-2.cfm.html>

<http://www.metwashairports.com/380.htm>



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia



APPENDIX B-PROJECT BUDGET & CASH FLOW

PROJECT IDENTIFICATION AND PROPOSED FUNDING

NVTA Project Title: Innovation Center Metrorail Station
 Recipient Entity: Fairfax County
 Project Contact Information: Mark Canale, (703)877-5688, mark.canale@fairfaxcounty.gov

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	\$ 5,980,000			* **	\$ 5,680,000	\$ 300,000
Engineering	\$ -					
Environmental Work	\$ -					
Right-of-Way Acquisition	\$ 18,020,000			**	\$ 15,120,000	\$ 2,900,000
Construction	\$ 65,000,000	\$ 28,000,000		*	\$ 37,000,000	
Contract Administration	\$ -					
Testing Services	\$ -					
Inspection Services	\$ -					
Capital Asset Acquisitions	\$ -					
Other	\$ -					
Total Estimated Cost	\$ 89,000,000	\$ 28,000,000	\$ -		\$ 57,800,000	\$ 3,200,000

*Includes NVTA FY2014 Funding - \$41M

**Fairfax - \$16.1%; Loudoun - 4.8%; MWAA - 4.1%; Toll Road - 75% (Per July 2007 Funding Agreement)

FISCAL YEAR ANNUAL PROJECT CASH FLOW

Project Phase	Total Fiscal Year 2016 PayGo	Total Fiscal Year 2017 PayGo	Total Fiscal Year 2018 PayGo	Total Fiscal Year 2019 PayGo	Total Fiscal Year 2020 PayGo
Design Work					
Engineering					
Environmental Work					
Right-of-Way Acquisition					
Construction	\$ 2,000,000	\$ 5,500,000	\$ 8,000,000	\$ 8,000,000	\$ 4,500,000
Contract Administration					
Testing Services					
Inspection Services					
Capital Asset Acquisitions					
Other					
Total Estimated Cost	\$ 2,000,000	\$ 5,500,000	\$ 8,000,000	\$ 8,000,000	\$ 4,500,000

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

FISCAL YEAR ESTIMATED PROJECT CASH FLOW

	FY 16 Mthly Cash Flow PayGo	FY 17 Mthly Cash Flow PayGo	FY 18 Qtrly Cash Flow PayGo	FY 19 Qtrly Cash Flow PayGo	FY 20 Qtrly Cash Flow PayGo
July					
August					
September		\$ 1,375,000	\$ 2,000,000	\$ 2,000,000	\$ 1,500,000
October					
November					
December		\$ 1,375,000	\$ 2,000,000	\$ 2,000,000	\$ 1,500,000
January					
February					
March	\$ 1,000,000	\$ 1,375,000	\$ 2,000,000	\$ 2,000,000	
April					
May					
June	\$ 1,000,000	\$ 1,375,000	\$ 2,000,000	\$ 2,000,000	\$ 1,500,000
Total per Fiscal Year	\$ 2,000,000	\$ 5,500,000	\$ 8,000,000	\$ 8,000,000	\$ 4,500,000

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: Tom Blasidny
 Title: Director, Fairfax County Department of Transportation
 Date: 12/4/15
 Print name of person signing: Tom Blasidny

Northern Virginia Transportation Authority

Signature: _____
 Title: NVTA Executive Director
 Date: _____
 Print name of person signing: _____

APPENDIX D

TAX COVENANTS

The Recipient Entity will not permit more than five percent of the total amount of NVTB Bond Proceeds or the Financed Property to be used directly or indirectly (i) for a Private Business Use or (ii) to make or finance loans to Nongovernmental Persons. Any transaction that is generally characterized as a loan for federal income tax purposes is a "loan" for purposes of this paragraph. In addition, a loan may arise from the direct lending of NVTB Bond Proceeds or may arise from transactions in which indirect benefits that are the economic equivalent of a loan are conveyed, including any contractual arrangement which in substance transfers tax ownership and/or significant burdens and benefits of ownership.

The Recipient Entity agrees not to requisition or spend NVTB Bond Proceeds for any Project Cost not constituting a Capital Expenditure.

Except as may be described in Appendix B, the Recipient Entity neither has on the date of this Agreement nor expects to have after this date any funds that are restricted, segregated, legally required or otherwise intended to be used, directly or indirectly, for the purposes for which the Recipient Entity is receiving NVTB Bond Proceeds.

The Recipient Entity acknowledges that it may have to provide detailed information about the investment of the amount of any requisition unless (i) payments are remitted directly by NVTB to the contractors/vendors or (ii) the Recipient Entity remits payment to the contractors/vendors within five banking days after the date on which NVTB advances the amount of the requisition. NVTB may request the detailed information in order to compute the rebate liability to the U.S. Treasury on NVTB's bonds or other debt financing pursuant to Section 148 of the Internal Revenue Code of 1986, as amended (the "Code").

"Capital Expenditure" means any cost of a type that is properly chargeable to capital account (or would be so chargeable with (or but for) a proper election or the application of the definition of "placed in service" under Treas. Reg. § 1.150-2(c)) under general federal income tax principles, determined at the time the expenditure is paid.

"Federal Government" means the government of the United States and its agencies or instrumentalities.

"Financed Property" means the property financed by the NVTB Bond Proceeds.

"General Public Use" means use of Financed Property by a Nongovernmental Person as a member of the general public. Use of Financed Property by a Nongovernmental Person in a Trade or Business is treated as General Public Use only if the Financed Property is intended to be available and in fact is reasonably available for use on the same basis by natural persons not

engaged in a Trade or Business. Use under arrangements that convey priority rights or other preferential benefits is not use on the same basis as the general public.

"Governmental Person" means any Person that is a state or local governmental unit within the meaning of Section 141 of the Code (or any instrumentality thereof).

"NVTB Bond Proceeds" means, as used herein, the sale proceeds of any NVTB bonds or other debt instrument and the investment earnings on such proceeds, collectively.

"Nongovernmental Person" mean any Person other than a Governmental Person. For the purposes hereof, the Federal Government is a Nongovernmental Person.

"Person" means any natural person, firm, joint venture, association, partnership, business trust, corporation, limited liability company, corporation or partnership or any other entity (including the Federal Government and a Governmental Person).

"Private Business Use" means a use of the NVTB Bond Proceeds directly or indirectly in a Trade or Business carried on by a Nongovernmental Person other than General Public Use. For all purposes hereof, a Private Business Use of any Financed Property is treated as a Private Business Use of NVTB Bond Proceeds. Both actual and beneficial use by a Nongovernmental Person may be treated as Private Business Use under Section 141 of the Code. In most cases, however, Private Business Use results from a Nongovernmental Person having special legal entitlements to use the Financed Property under an arrangement with the Recipient Entity. Examples of the types of special legal entitlements resulting in Private Business Use of Proceeds include (i) ownership for federal tax purposes of Financed Property by a Nongovernmental Person and (ii) actual or beneficial use of Financed Property by a Nongovernmental Person pursuant to a lease, a Service Contract, an incentive payment contract or certain other arrangements such as a take-or-pay or other output-type contract. Private Business Use of the Financed Property may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. Any arrangement that is properly characterized as a lease for federal income tax purposes is treated as a lease for purposes of the Private Business Use analysis. An arrangement that is referred to as a management or Service Contract may nevertheless be treated as a lease, and in determining whether a management or service contract is properly characterized as a lease, it is necessary to consider all of the facts and circumstances, including (i) the degree of control over the property that is exercised by a Nongovernmental Person, and (ii) whether a Nongovernmental Person bears risk of loss of the Financed Property. Private Business Use of Financed Property that is not available for General Public Use may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. In determining whether special economic benefit gives rise to Private Business Use, it is necessary to consider all of the facts and circumstances, including one or more of the following factors: (i) whether the Financed Property is functionally related or physically proximate to property used in the Trade or Business of a Nongovernmental Person, (ii) whether only a small number of Nongovernmental Persons receive the economic benefit, and

(iii) whether the cost of the Financed Property is treated as depreciable by the Nongovernmental Person.

"Service Contract" means a contract under which a Nongovernmental Person will provide services involving all, a portion or any function of any Financed Property. For example, a Service Contract includes a contract for the provision of management services for all or any portion of Financed Property. Contracts for services that are solely incidental to the primary governmental function or functions of Financed Property (for example, contracts for janitorial, office equipment repair, billing, or similar services) are not included in this definition. Additional contracts not included in this definition are (i) a contract to provide for services by a Nongovernmental Person in compliance with Revenue Procedure 97-13, 1997-1 C.B. 632, as modified by Revenue Procedure 2001-39, I.R.B. 2001-28, (ii) a contract to provide for services by a Nongovernmental Person if the only compensation is the reimbursement of the Nongovernmental Person for actual and direct expenses paid by the Nongovernmental Person to unrelated parties and (iii) a contract to provide for the operations by a Nongovernmental Person of a facility or system of facilities that consists predominately of public utility property (within the meaning of Section 168(i)(10) of the Code), if the only compensation is the reimbursement of actual and direct expenses of the Nongovernmental Person and reasonable administrative overhead expenses of the Nongovernmental Person.

"Trade or Business" has the meaning set forth in Section 141(b)(6)(B) of the Code, and includes, with respect to any Nongovernmental Person other than a natural person, any activity carried on by such Nongovernmental Person. "Trade or Business" for a natural person means any activity carried on by such natural person that constitutes a "trade or business" within the meaning of Section 162 of the Code.

FAIRFAX COUNTY BOARD OF SUPERVISORS RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center of Fairfax, Virginia, on Tuesday, November 17, 2015, at which meeting a quorum was present and voting, the following resolution was adopted:

AGREEMENT EXECUTION RESOLUTION

WHEREAS, in accordance with Northern Virginia Transportation Authority project agreement procedures, it is necessary that a resolution be received from the local government authorizing execution of an agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Fairfax County, Virginia, authorizes the County Executive or designee to execute, on behalf of the County of Fairfax, a Project Funding Agreement with the Northern Virginia Transportation Authority for funding of the Innovation Center Metrorail Station the County of Fairfax substantially in the form of the NVT A SPA presented to the Board by staff on November 17, 2015.

Adopted this 17th day of November 2015, Fairfax, Virginia.

ATTEST:



Catherine A. Chianese
Clerk to the Board of Supervisors

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REGIONAL JURISDICTION AND AGENCY COORDINATING COMMITTEE
(TransAction Subcommittee)

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2015

SUBJECT: TransAction Vision and Goals

- 1. Purpose.** To seek Northern Virginia Transportation Authority approval of the vision and goals for the TransAction long range transportation plan, and to provide a status report on upcoming jurisdictional briefings.
- 2. Suggested Motion:** *I move approval of the vision and goals for the TransAction long range transportation plan.*
- 3. Background.** This TransAction update is the first since the implementation of HB 2313 (2013). Per the legislation, the Authority can only fund regional projects that are included in its current long range transportation plan or subsequent updates. Unlike TransAction 2040, the current long range transportation plan for Northern Virginia, and all previous iterations of the plan, TransAction will be developed in the knowledge that NVTa's regional revenues will be available to fund the highest performing projects included in the plan.

TransAction, when adopted, will provide a multi-decadal vision for transportation improvements in Northern Virginia and will guide the development of the Authority's FY2018-23 Six Year Program. Given the significant legislative changes since the adoption of TransAction 2040, it is appropriate to reflect on the vision and goals of TransAction at the outset of this effort.

NVTa's consultant team, under the guidance of the TransAction Subcommittee (comprised of jurisdictional and agency staff) has reviewed the TransAction 2040 vision and goals. This process included a comprehensive review of how peer metropolitan regions have approached long range transportation planning, and also takes into account the Listening Session held in October 2014, and the recently published TransAction Benchmark Survey.

The Subcommittee recommends that the TransAction vision and goals be modified to better

reflect today’s circumstances. The proposed vision and goals are described below, together with some illustrative objectives for each goal. Please note, the suggested motion seeks approval for just the vision and goals, not the objectives.

4. **Vision.** The vision is a statement framing the overall aspirational reach of the plan. TransAction 2040, and earlier iterations of the long range transportation plan, incorporated the following vision:

“In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.”

Proposed TransAction vision (with modifications underlined):

“In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide strong transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.”

5. **Goals and Objectives.** Goals collectively support the vision – goals are active statements expressing a desirable future state. Objectives support each goal – objectives are areas for action, related to specific transportation problems experienced by Northern Virginia’s residents, workers, and visitors.

TransAction 2040 incorporated seven goals that were already substantially incorporated within the vision. For TransAction, it is proposed to replace these seven goals with three, more targeted, goals. Goals will guide the assessment and prioritization of projects.

Proposed Goals	Illustrative Objectives
Enhance quality of life and economic strength of Northern Virginia through transportation	<ul style="list-style-type: none"> • Reduce congestion and crowding experienced by travelers in the region • Increase access to jobs, employees, markets, and destinations • Improve travel time reliability • Provide more route and mode options to expand travel choices and improve resiliency of the system • Improve connections among and within areas of concentrated growth • Support and strengthen local land use objectives

Proposed Goals	Illustrative Objectives
Enable optimal use of the transportation network and leverage the existing network	<ul style="list-style-type: none"> • Sustain and improve operation of the regional system • Optimize investments by increasing benefits relative to costs for short-, medium-, and long-term timeframes • Manage travel demand during peak periods • Increase integration between modes and systems
Reduce negative impacts of transportation on communities and the environment	<ul style="list-style-type: none"> • Improve the safety of transportation system • Reduce transportation-related air pollution • Reduce greenhouse gas emissions caused by transportation • Reduce storm water runoff and improve water quality • Minimize impacts to environmental and cultural assets and resources

- 6. Launch Activities.** The November 12th Authority meeting marked the official launch of the TransAction update. Chairman Nohe and Chairman Bulova participated in a media event on November 18th, which resulted in extensive media coverage. The project website has been launched (NVTATransAction.org), together with a dedicated TransAction Twitter account (@NVTATransAction.)

TransAction briefings to member jurisdictions and partner agencies are currently being planned for the months of January and February 2016. Jurisdictional and NVTa staff are working closely to identify the most appropriate Board, Commission, or other meetings at which to make these presentations.

These initial ‘waves’ of public information are designed to encourage public engagement in subsequent phases of the update, offering interested citizens the opportunity to not just register for future updates but to actively engage in the TransAction update process.

Ultimately, a high degree of public engagement will lead to a robust long range transportation plan for Northern Virginia. This in turn will help to guide the development of the portfolio of transportation investments that will form the Authority’s FY2018-23 Six Year Program.

- 7. Status.** Subject to approval of the TransAction vision and goals, future activities will focus on refining the TransAction objectives, and associated performance measures.
- 8. Next Steps.** Future updates will be provided to the Authority throughout 2016.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
PROJECT IMPLEMENTATION WORKING GROUP

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority
FROM: Chairman Martin E. Nohe
DATE: December 4, 2015
SUBJECT: Projects to be evaluated for consideration in the FY2017 Program

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of project nominations for the Authority's FY2017 evaluation process, to include submission for the HB 599 rating and evaluation process.
2. **Suggested Motion:** *I move approval of the list of 24 candidate projects for the Authority's FY2017 evaluation process, to include submission for the HB 599 rating and evaluation; subject to the resolution of individual project application clarifications.*
3. **Background.** The FY2017 Program Call for Projects was issued on September 28, 2015, with a deadline for responses of November 30, 2015. 25 candidate projects were submitted by 11 jurisdictions and agencies, although one project was subsequently withdrawn. Funding requests for the remaining 24 candidate projects total \$667,949,000. The preliminary estimate for available revenues for the FY2017 Program is \$230 million in PayGo funds, with the option for additional finance.

The Project Implementation Working Group (PIWG) reviewed the list of candidate projects at its meeting on December 2, 2015, and recommends the list be formally submitted to VDOT to enable HB 599 evaluations to commence.

It is noted that the suggested motion does not infer that any of the candidate projects will be included in the FY2017 Program, when adopted. The suggested motion is intended to formally initiate the project selection process, using the criteria and weightings approved by the Authority at its meeting on November 12, 2015.

4. **Summary of Applications.** Half of the FY2017 Program applications relate to projects that have previously received NVTa regional funds. Just over half of the projects have been previously evaluated using the HB 599 process, either during the FY2015-16 Two Year Program or as part of the test transit evaluations. (It is noted that all projects will be re-evaluated to ensure a consistent basis for calculating their final HB 599 ratings.)

Of the \$667,949,000 requested, just over half (\$370,000,000) relates to a single project – the I-66/Route 28 Interchange. The total cost of all 24 projects (through construction/vehicle acquisition) is just over \$2 billion.

Fifteen projects include construction or vehicle acquisition. Six projects will advance to right of way acquisition. The remaining three projects include engineering and design.

- 5. Status of Ongoing Clarifications.** NVTA staff has reviewed applications and supporting documentation for all candidate projects, and has worked with jurisdictional and agency staff to address a number of minor errors and inconsistencies. However, two projects are subject to ongoing clarifications as follows:
- a. #22 Route 7 (East Market Street)/Battlefield Parkway Interchange – The Town of Leesburg submitted a resolution in support of this project, but NVTA staff have requested this resolution be re-worded and reconsidered by the Leesburg Town Council at its meeting on January 12, 2016.
 - b. #24 Metrorail Blue Line Traction Power Upgrades – the WMATA Board will consider a resolution for this project at its meeting on December 17, 2015. In addition, WMATA staff are coordinating with Arlington County and the City of Alexandria to secure supporting resolutions for the project on December 12, 2015 and TBD, respectively.

Evaluation of these two projects will be suspended until these clarifications are resolved as outlined above.

- 6. Project Evaluations.** Similar to the FY2014 Program and FY2015-16 Two Year Program, each candidate project will be evaluated as a standalone project. However Arlington County and the City of Falls Church have requested that projects #3 and #18 be grouped and evaluated as a single project. This reflects the close proximity and functional synergy of the two projects.

Other opportunities for project grouping are being explored with project sponsors during the early part of the evaluation process.

- 7. Schedule.** Subject to Authority approval of the list of candidate projects, the recommended list of projects will be submitted to VDOT immediately. Subsequent milestones include:
- a. Mid-December 2015: HB 599 evaluations will commence (VDOT.) NVTA evaluations will commence in parallel;
 - b. April 2016: HB 599 and NVTA evaluations completed, including reviews with project sponsors;
 - c. May 2016: Authority approval to post candidate project list for public comment;
 - d. June 2016: Public Hearing and associated Town Hall meetings;
 - e. July 2016: Authority adopts FY2017 Program.

8. **Next Steps.** Subject to Authority approval of the list of candidate list of projects, NVTA staff will post the list and the previously approved project selection criteria on the NVTA website.

Coordination: Members, NVTA Project Implementation Working Group

Attachment: NVTA FY2017 Program: List of Candidate Projects

NVTA FY2017 Program: List of Candidate Projects

VIII.ATTACHMENT

Project ID#	Jurisdiction/ Agency	Project Description	Phases Funded	Continuation?	HB599 rated? (Y/N)	Estimated Year of Expenditure					Total FY2017 Program Request	Total by Jurisdiction	Total Project Cost
						FY2017	FY2018	FY2019	FY2020	FY2021			
				See note **	See note ***							(Millions)	
1	Arlington	Lee Highway Corridor ITS Enhancements	Des, Eng, ROW, Con	New	N	\$0.475	\$0.100	\$1.000	\$1.425		\$3.000		\$3.000
2	Arlington	Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements	Des, Eng, Env, Con	New	N	\$1.960	\$5.940	\$3.500	\$0.200		\$11.600		\$11.600
3*	Arlington	East Falls Church Regional Connections and Access Project	Des, Eng, Env, Con, Acq	New	N	\$0.200	\$0.650	\$5.650			\$6.500	\$21.100	\$6.500
4	Fairfax	Braddock Road HOV Widening (Burke Lake to I-495)	Des, Eng, Env	New	Y	\$3.100	\$3.100				\$6.200		\$62.300
5	Fairfax	Fairfax Connector Bus Purchases (11 buses) for Service Expansion	Acq	New	N	\$5.500					\$5.500		\$5.500
6	Fairfax	Frontier Drive Extension and Braided Ramps; VDOT UPC 106742	Des, Eng, Env, ROW	FY2015/16	Y	\$1.667	\$1.667	\$5.000	\$3.333	\$3.333	\$15.000		\$84.500
7	Fairfax	I-66/Route 28 Interchange Improvements	Des, Eng, Env, ROW, Con	New	N	\$74.000	\$74.000	\$74.000	\$74.000	\$74.000	\$370.000		\$385.000
8	Fairfax	Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd); VDOT UPC 107187	Eng, ROW	FY2015/16	Y	\$5.000					\$5.000		\$215.000
9	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr); VDOT UPC - 99478	ROW	New	N	\$2.500	\$2.500	\$2.500	\$2.500		\$10.000		\$135.900
10	Fairfax	Route 28 Widening (PWC Line to Route 29)	Des, Eng, Env, ROW, Con	FY2015/16	Y	\$0.443	\$2.068	\$2.489			\$5.000		\$68.910
11	Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29)	ROW	FY2015/16	Y		\$5.000	\$5.000			\$10.000		\$82.400
12	Fairfax	Seven Corners Ring Road Improvements	Des, Eng, Env, ROW	New	N	\$0.550	\$0.550	\$1.300	\$1.300	\$1.300	\$5.000	\$431.700	\$52.100
13	Prince William	Widen Route 15 to Four Lanes (Route 55 to south of RR tracks) & Construct RR Overpass	Des, ROW, Con	New	Y	\$2.598	\$3.630	\$5.280	\$4.246	\$4.246	\$20.000		\$45.000
14	Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Mary’s Way)	Con	FY2014, FY2015/16	Y			\$11.000			\$11.000		\$85.725
15	Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road)	Con	FY2015/16	Y		\$10.000				\$10.000	\$41.000	\$28.774
16	Alexandria	West End Transitway	Des, Eng	FY2015/16	N	\$3.500	\$3.500				\$7.000		\$142.415
17	Alexandria	Potomac Yard Metrorail Station	Des, Con (Design-Build)	FY2014, FY2015/16	Y	\$13.750	\$33.000	\$19.250			\$66.000	\$73.000	\$287.484
18*	Falls Church	Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church	Des, Eng, ROW, Con, Acq	New	N	\$2.000					\$2.000	\$2.000	\$2.000
19	Manassas	Sudley Road Westbound Third Lane (Godwin Dr to Dorsey Cir)	Des, Eng, Env, ROW, Con	New	N	\$0.400	\$3.000	\$2.000	\$2.000		\$7.400	\$7.400	\$7.400
20	Dumfries	Widen Route 1 to Six Lanes (Brady's Hill Road to RT234)	ROW	FY2015/16	Y	\$16.500					\$16.500	\$16.500	\$168.766
21	Herndon	East Elden Street Improvements and Widening Project	ROW, Con	FY2015/16	Y			\$2.700	\$8.000	\$8.000	\$18.700	\$18.700	\$35.600
22	Leesburg	Route 7 (East Market Street) / Battlefield Parkway Interchange	Con	FY2015/16	Y			\$18.500	\$18.500		\$37.000	\$37.000	\$58.000
23	VRE	VRE Manassas Park Station Parking Expansion	Eng, Env, Des	FY2015-16	N	\$2.000					\$2.000	\$2.000	\$19.600
24	WMATA	Metrorail Blue Line Traction Power Upgrades	Eng, Con	New	Y	\$9.001	\$8.548				\$17.549	\$17.549	\$62.150

* Projects #3 and #18 will be grouped and evaluated as a single project for the HB 599 process.
** 'New' indicates project has not previously been approved for NVTA Regional Funds. For 'continuation' projects, applicable funding programs are listed.
*** 'Y' indicates projects that have been partially or fully evaluated using the HB599 process (FY2015-16 Program or test transit evaluations)

Preliminary Funding Requests (estimated year of expenditure)	\$145.144	\$157.253	\$159.169	\$115.504	\$90.879	\$667.949	\$667.949	\$2,055.624
Preliminary Funding Requests (cumulative, excluding I-66/Route 28 Interchange)	\$71.144	\$154.397	\$239.566	\$281.070	\$297.949			
Preliminary Funding Requests (cumulative, including I-66/Route 28 Interchange)	\$145.144	\$302.397	\$461.566	\$577.070	\$667.949			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Scott York, Chair, Finance Committee

SUBJECT: Policy Number 17 - FY2017 Program First Drawdown Commitment

DATE: December 7, 2015

- 1. Purpose:** The Authority commits current and projected financial resources from the 70% Regional Revenues upon project approval. The purpose of this policy is to provide a mechanism for the Authority to remove financial (funding) commitments for projects approved for funding in the FY2017 Program that are not advancing. These funds would be returned to the 70% Regional Revenue Fund for assignment to future projects. The Finance Committee received a briefing on the proposed policy and recommends approval to the Authority.
- 2. Suggested Motion:** *I move Authority approval of the draft FY2017 Program - First Drawdown Commitment, in a form approved by legal counsel. (Attachment A.)*
- 3. Background:**
 - a.** The Authority assigns funding to a project with the clear expectation of progress as outlined in the Project Description/Scope of Work. Project funding is obligated at the point that the Authority approves the project. The Standard Project Agreement (SPA) provides details of expected utilization of the already obligated funds, specifically the cash flow summary detailed in Appendix B of the SPA.
 - b.** For the FY2017 Program, projects will be approved based, in part, on a commitment of project readiness. For the FY2017 Program, this commitment is that the first drawdown (initial reimbursement request) will be made to NVTa during FY2017, FY2018, or FY2019, regardless of when the SPA is executed.
 - c.** If a project sponsor is unable to submit an initial reimbursement request by the end of FY2019 (June 30, 2019) – either due to circumstances within or outside of their control – the best interest of the Authority may be served by cancelling the project and de-obligating the funds.
 - d.** This proposed policy specifically addresses projects approved for the FY2017 Program that are not advancing in accordance with their approved SPAs. This includes FY2017 Program projects with approved SPAs that experience delays due to procurement, funding, unforeseen construction-related events, or other issues.
 - e.** The NVTa funds made available from actions taken under this policy will be returned to the Regional Revenue Fund available balance for future allocation by the Authority.

4. Specific Provisions

- a.** Specifically, if the project sponsor is unable to meet the commitment to submit the initial reimbursement request to NVTA by June 30, 2019, regardless of when the SPA is executed, the project shall be considered for NVTA action to de-obligate funds for the project.
- b.** In all cases, agreement will be sought with the implementing jurisdiction or agency. If agreement is not forthcoming the Executive Director may take a de-obligation request to the NVTA Finance Committee with a request for a recommendation to the Authority.

Coordination: NVTA Finance Committee, PIWG, JACC and Council of Counsels

Attachment: Draft Policy Number 17, FY2017 Program – First Project Draw Policy

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 17 – FY2017 Program First Drawdown Commitment

- I. Purpose.** The Authority appropriates current and projected financial resources from the Regional Revenue Fund upon project approval. The purpose of this policy is to provide a mechanism for the Authority to remove appropriations for approved FY2017 Program projects that do not submit a first drawdown request by June 30, 2019. These appropriations will be returned to the Regional Revenue Fund for assignment to future projects.
- II. General.**
- A.** This policy will be in effect for all projects approved with FY2017 Regional Revenue Funds.
 - B.** The Authority assigns funding to a project with the clear expectation of progress as outlined in the Project Description/Scope of Work. Project funding is appropriated at the point that the Authority approves the project. The SPA (covered in Policy 12) provides details of expected utilization and timing of the appropriated funds, specifically the cash flow summary included in Appendix B.
 - C.** For the FY2017 Program, projects will be approved based, in part, on project readiness. For the FY2017 Program, project readiness is assessed in part on the first drawdown (initial reimbursement request) being made during FY2017, FY2018, or FY2019, regardless of when the SPA is executed.
 - D.** If a project sponsor is unable to submit an initial reimbursement request by the end of FY2019 – either due to circumstances within or outside of their control – the best interest of the Authority may be served by cancelling the project and the appropriation. This policy specifically addresses projects approved for the FY2017 Program that are not advancing in accordance with their approved SPAs. This includes FY2017 Program projects with approved SPAs that experience delays due to procurement, funding, unforeseen construction-related events, or other issues.
 - E.** Any project that is unable to meet the commitment to submit the initial reimbursement request to NVRTA by June 30, 2019, regardless of when the SPA is executed, is subject to cancellation.
 - F.** Requests for extension of time must be made to the Executive Director. The Executive Director may request additional information prior to submitting a recommendation to the Finance Committee.
 - G.** In all cases, agreement will be sought with the implementing jurisdiction or agency. If agreement is not forthcoming, the Executive Director may take a project cancellation recommendation to the Finance Committee prior to referral to the Authority for action.
 - H.** Upon action by the Authority to remove funding all NVRTA funds made available from actions taken under this policy will be returned to the Regional Revenue Fund for future allocation by the Authority.
- III. Responsibilities.**
- A. Project sponsoring jurisdiction or agency**
 - 1. Submittal of first drawdown request by June 30, 2019.

2. Request cancellation of any projects for which the jurisdiction determines the submittal of first drawdown request by June 30, 2019 is not possible, or request an extension of the deadline. Any request for an extension must include:
 - a. Basis for current delay.
 - b. Action needed to resolve delay.
 - c. Schedule for completion of actions to resolve delay.
 - d. Revised SPA Appendix B.

B. NVT A Executive Director

1. Accept requests for project cancellation and forward with recommendation to the Finance Committee prior to referral to Authority with recommendation to accept or reject the request.
2. Receive notice from project sponsors of possible delays in submitting first drawdown request by the deadline.
3. If no submittal of first drawdown is requested by deadline or no notice of delay received, request information from project sponsor as to reason.
4. Request additional information, when required to evaluate project sponsor notice of delay or response to request for information on delay.
5. Evaluate requests for extension of time or other accommodation requested by project sponsor.
6. Make recommendation to the Finance Committee on action to be referred to the Authority.

Approved by Northern Virginia Transportation Authority: TBD

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 4, 2015

SUBJECT: Adoption of Resolution 16-04 on the I-66 Outside the Beltway Project

- 1. Purpose:** To seek Northern Virginia Transportation Authority adoption of Resolution 16-04 on the Potential Funding of Projects Directly or Indirectly Related to the Commonwealth's I-66 Outside the Beltway Project for the FY2017 Program.
- 2. Suggested Motion:** *I move adoption of NVTA Resolution 16-04 - Potential Funding of Projects Directly or Indirectly Related to the Commonwealth's I-66 Outside the Beltway Project for the FY 2017 Program.*
- 3. Background:** Virginia Secretary of Transportation Aubrey Layne updated the Authority on the I-66 Outside the Beltway Project at the July 2015 meeting. During the update, the Secretary stated that the NVTA's contribution toward the project under both public and private financing options is desired to make the project viable. Secretary Layne shared that a minimum project contribution of \$300 million from the NVTA is needed to assist the State in coordinating additional funding sources under the public financing option. The State informed the Authority that a resolution from the Authority indicating a willingness to consider funding a project(s) in the I-66 Outside the Beltway Corridor would assist the State in its efforts.

The NVTA's I-66 Outside the Beltway Committee met twice (August 5, 2015 and September 30, 2015) to discuss the Secretary's request. The Committee reviewed a list of projects in TransAction 2040, that are located in the I-66 Outside the Beltway Corridor. The Committee noted that these projects can be funded with Regional Revenues, provided the project(s) have been selected through the appropriate project selection process. The Committee also discussed the draft project schedule and regional revenue availability for the FY2017 Program.

The Committee discussed that the current estimate of available PayGo funds for the FY2017 program is at least \$220 million. The potential list of projects the Authority can fund within the I-66 Outside the Beltway Corridor exceeds the FY2017 estimated PayGo revenues. If the Authority selects project(s) within the Corridor at the range requested by the State, the Authority may issue bonds to fund a portion of the FY2017 adopted program.

Estimating the potential need for \$370 million in project funds, the size of a bond issuance would be approximately \$403 million of par amount. The primary factor in the difference between the project fund amount and total size of the bond issuance (par amount) is the debt service reserve fund (DSRF). The DSRF protects bond holders and enhances the credit structure of the bonds. Ultimately, the DSRF would be used to make the final debt service payment on the bonds.

Authority staff worked with our Financial Advisor (PFM) on an analysis of the Authority's capacity for a bond issuance of this size. The analysis which was presented to the I-66 Outside the Beltway Committee at their August 2015 meeting, showed the Authority has the capacity to issue bonds at the level under discussion without negative impacts on credit ratings, future PayGo capacity or the ability to finance additional projects in the future.

The Committee reviewed the potential projects within the I-66 Outside the Beltway Corridor and the debt capacity analysis from our Financial Advisor. At the September 2015 meeting, the NVTI I-66 Outside the Beltway Committee recommended the attached resolution be forwarded to the Authority for approval.

The resolution was presented for action at the November 12, 2015 Authority meeting. After a robust discussion, the resolution was referred back to staff to address concerns noted at the meeting.

The resolution was also discussed at the December 2, 2015 Project Implementation Working Group (PIWG) meeting. The PIWG questioned whether verbiage could be added to the resolution to state that if the Authority funded a project directly or indirectly related to the I-66 Outside the Beltway Corridor, this would not set a precedent regarding future requests by the Commonwealth.

Upon consultation with the Authority's Council of Counsels, a revised resolution was drafted adding the following recital:

WHEREAS, NVTAs willingness to consider providing funding subject to all of the conditions herein, shall not be regarded as a precedent for future requests by the Commonwealth for NVTAs to consider providing funding for projects;

For discussion purposes, both resolutions are attached.

Attachments:

- A. Resolution 16-04 - Potential Funding of Projects Directly or Indirectly Related to the Commonwealth's I-66 Outside the Beltway Project for the FY2017 Program. ---Previously Submitted
- B. Resolution 16-04 - Potential Funding of Projects Directly or Indirectly Related to the Commonwealth's I-66 Outside the Beltway Project for the FY2017 Program. ---As revised

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 16-04

**POTENTIAL FUNDING OF PROJECTS DIRECTLY OR INDIRECTLY RELATED TO
THE COMMONWEALTH'S I-66 OUTSIDE THE BELTWAY PROJECT FOR THE
FY2017 PROGRAM**

WHEREAS, pursuant to Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), the Northern Virginia Transportation Authority ("NVTa") is authorized to provide funding of regional transportation projects with certain taxes and fees imposed in accordance with Chapter 766 provided such projects satisfy all of the requirements and restrictions set forth in Chapter 766 and §§ 33.2-2500 *et seq.* of the Code of Virginia ("the NVTa Act"); and

WHEREAS, inquiries have been made through representatives of the Commonwealth of Virginia whether the NVTa would be willing to consider funding projects that are contained in NVTa's TransAction 2040 Long-Range Transportation Plan and that are directly or indirectly related to the Commonwealth's proposed I-66 Outside the Beltway project; and

WHEREAS, the NVTa will be conducting its 2017 program project selection process, planned to conclude in the Spring of 2016, in which process the projects that are contained in TransAction 2040 and are directly or indirectly related to the Commonwealth's proposed I-66 Outside the Beltway Project may be submitted for evaluation and possible selection; and

WHEREAS, in accordance with Chapter 766, NVTa is the sole determinant of what regional projects will be funded with the revenues set forth in § 33.2-2510(C)(1) of the Code of Virginia ("the 70% Funds") subject to all of the requirements and restrictions set forth in Chapter 766 and the NVTa Act; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority hereby expresses its interest in, and willingness to consider providing funding, to include the possibility of NVTa's issuance of debt, in an amount of up to \$403 million, inclusive of project funds, a debt service reserve fund and cost of issuance, for one or more projects contained in the NVTa's TransAction 2040 Long-Range Transportation Plan, that are directly or indirectly related to the Commonwealth's proposed I-66 Outside the Beltway Project, provided such projects have been duly selected and approved for funding in accordance with the NVTa's 2017 program project selection process and all of the requirements and restrictions set forth in Chapter 766 and the NVTa Act.

Adopted by the Northern Virginia Transportation Authority, on this 12th day of November 2015.

BY: _____
Chairman

ATTEST: _____
Clerk

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 16-04

**POTENTIAL FUNDING OF PROJECTS DIRECTLY OR INDIRECTLY RELATED TO
THE COMMONWEALTH'S I-66 OUTSIDE THE BELTWAY PROJECT FOR THE
FY2017 PROGRAM**

WHEREAS, pursuant to Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), the Northern Virginia Transportation Authority ("NVTa") is authorized to provide funding of regional transportation projects with certain taxes and fees imposed in accordance with Chapter 766 provided such projects satisfy all of the requirements and restrictions set forth in Chapter 766 and §§ 33.2-2500 *et seq.* of the Code of Virginia ("the NVTa Act"); and

WHEREAS, inquiries have been made through representatives of the Commonwealth of Virginia whether the NVTa would be willing to consider funding projects that are contained in NVTa's TransAction 2040 Long-Range Transportation Plan and that are directly or indirectly related to the Commonwealth's proposed I-66 Outside the Beltway project; and

WHEREAS, the NVTa will be conducting its 2017 program project selection process, planned to conclude in the Spring of 2016, in which process the projects that are contained in TransAction 2040 and are directly or indirectly related to the Commonwealth's proposed I-66 Outside the Beltway Project may be submitted for evaluation and possible selection; and

WHEREAS, in accordance with Chapter 766, NVTa is the sole determinant of what regional projects will be funded with the revenues set forth in § 33.2-2510(C)(1) of the Code of Virginia ("the 70% Funds") subject to all of the requirements and restrictions set forth in Chapter 766 and the NVTa Act; and

WHEREAS, NVTa's willingness to consider providing funding subject to all of the conditions herein, shall not be regarded as a precedent for future requests by the Commonwealth for NVTa to consider providing funding for projects; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority hereby expresses its interest in, and willingness to consider providing funding, to include the possibility of NVTa's issuance of debt, in an amount of up to \$403 million, inclusive of project funds, a debt service reserve fund and cost of issuance, for one or more projects contained in the NVTa's TransAction 2040 Long-Range Transportation Plan, that are directly or indirectly related to the Commonwealth's proposed I-66 Outside the Beltway Project, provided such projects have been duly selected and approved for funding in accordance with the NVTa's 2017 program project selection process and all of the requirements and restrictions set forth in Chapter 766 and the NVTa Act.

REVISED 12-4-2015

Adopted by the Northern Virginia Transportation Authority, on this 10th day of December 2015.

BY: _____
Chairman

ATTEST: _____
Clerk

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mary Hynes, Chair, Bylaws Committee

SUBJECT: Recommended Amendments to Bylaws

DATE: December 4, 2015

1. **Purpose:** Review the recommended amendments to the Northern Virginia Transportation Authority's Bylaws prior to adoption.
2. **Background:** The NVTB Bylaws were approved in 2008 and last amended in 2010. At the February 26, 2015 Authority meeting, Chairman Nohe appointed Chair Hynes as the Chairman of the Bylaws Committee. At the July 23, 2015 meeting, Delegate Minchew and Mayors Euille and Silverthorne were also appointed to the Committee. The Bylaws Committee has held four meetings (Wednesday, August 20, 2015, Wednesday, September 16, 2015, Wednesday, October 7 and Friday, November 7, 2015). The Bylaws Committee recommends a number of changes (Attachment A) to the Authority for consideration. The points below summarize the key recommended amendments:
 - a. Updates outdated sections of the Bylaws. This includes changing the code sections referenced in the Bylaws to be consistent with General Assembly actions.
 - b. Moves sections which are procedures to the Authority's procedures document.
 - c. Reviews and revises, where appropriate, the charge, quorum and voting requirements of the Authority's statutorily mandated committees (Planning Coordination Advisory Committee and the Technical Advisory Committee) in addition to the standing committee (Finance).
 - d. Includes a place holder which would allow remote participation in Authority committee meetings, should the Authority choose to pass such the required policy in the future.
 - e. Creates a provision regarding a secondary designee to the Authority member, with associated procedures to be developed.
 - f. Creates two new standing committees and accompanying charges, membership and voting requirement:
 - i. Planning and Programming Committee to supersede the current Project Implementation Working Group (PIWG), and
 - ii. Governance and Personnel Committee.
 - g. Clarifies the process for amendment, repeal or alteration of the Bylaws.

3. Next Steps:

- a. The first read of the Bylaws was held at the November 12, 2015 Authority meeting. The following suggestions were recommended and have been incorporated into the draft:
 - i. Bylaws currently read that the NVTa Senate member is appointed by the Senate Committee on Privileges and Elections. This should be changed to reflect that the Senate Committee on Rules makes the appointment.
 - ii. A sentence (#6) was added in the opening section of the Committees' article (Article V) stating the Authority will strive in the appointment of members to committees that represent various perspectives.
- b. Anticipate adoption of the proposed changes to the Bylaws at the January 14, 2016 meeting.

Attachment: Recommended Amendments to Bylaws

Approved 6/12/08 – Revised 1/8/10; edited 12-4-15

BYLAWS
OF
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

ARTICLE I

POWERS AND DUTIES

The Northern Virginia Transportation Authority, (the “Authority or NVTA”) shall have all of the rights, powers and duties, and shall be subject to the limitations and restrictions, set forth in Chapter 48.2-25 of Title 45.2-33.2 of the Code of Virginia, the Northern Virginia Transportation Authority *Act, §§~~15.2-4829~~ 3.2-2500 et seq. Va. Code Ann.*, as such may be amended from time to time.

ARTICLE II

MEMBERSHIP

A. **Jurisdictions Embraced by Authority.** The Authority shall embrace the counties of Arlington, Fairfax, Loudoun, and Prince William, and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.

B. **Authority Members.** The Authority shall consist of seventeen (17) members as follows:

- (1) The chief elected officer of the governing body of each of the counties and cities embraced by the Authority. The chief elected officer may, in his or her discretion, appoint a designee upon written notice signed by the chief elected officer provided to the Chairman, which designee shall be a current elected officer of the same governing body as the chief elected officer, to serve as a member of the Authority in the place and stead of the chief elected officer and who shall serve until the designee resigns as the designee or ceases to be an elected officer of the governing body, the chief elected officer making the appointment leaves office, the chief elected officer replaces the designee, or the duration of the designation expires.

The chief elected officer may, in his or her discretion, appoint one secondary designee in accordance with procedures established by the Authority.

Two members of the House of Delegates who reside in different counties or cities embraced by the Authority. The House members shall be appointed to the

Authority by the Speaker of the House and shall be, to the extent practicable, from the membership of the House Committee on Appropriations, the House Committee on Finance, or the House Committee on Transportation.

(2) One member of the Senate who resides in a county or city embraced by the Authority. The Senate member shall be appointed by the Senate Committee on ~~Privileges and Elections~~ Rules and shall be, to the extent practicable, from the membership of the Senate Committee on Finance and the Senate Committee on Transportation.

(3) Two citizens appointed by the Governor. One of the citizens shall be a member of the Commonwealth Transportation Board who resides in a county or city embraced by the Authority. The other citizen appointed by the Governor shall be a person who has significant experience in transportation planning, finance, engineering, construction, or management who resides in a county or city embraced by the Authority but who is not a resident of the same county or city as the other citizen appointed by the Governor to the Authority. The gubernatorial appointee who is not a member of the Commonwealth Transportation Board shall serve for a term of four years.

(4) The Director of the Virginia Department of Rail and Public Transportation, or his or her designee, shall be a non-voting member of the Authority.

(5) The Commonwealth ~~Transportation Commissioner~~ Commissioner of Highways, or his or her designee, shall be a non-voting member of the Authority.

(6) The chief elected officer of one town in a county which the Authority embraces to be chosen by the Authority shall be a non-voting member of the Authority. The Town member shall be selected at the annual meeting and shall be rotated on an annual basis.

ARTICLE III

OFFICERS AND DUTIES

A. **Officers.** The Authority shall annually elect from its voting members a Chairman and a Vice Chairman. The Authority may further elect such other subordinate officers from among its voting members as it may from time to time deem appropriate. The election of officers shall be conducted in accordance with the voting procedures set forth in Article IV, section L.

B. **Terms of Office.** Officers of the Authority shall be elected at the annual organizational meeting of the Authority to serve for a term of one (1) year, unless

sooner removed by the Authority, the officer ceases to be a member of the Authority, or until a successor is elected. All officers shall be eligible for re-election. Any vacancy occurring in an office will be filled for the unexpired term by the Authority at the next regular meeting following the occurrence of such vacancy.

- C. ~~Appointment~~**Nominating Committee**. At a regular meeting held preceding the annual organizational meeting at which the election of officers will be held, the Chairman shall appoint a nominating committee. At the annual organizational meeting, the nominating committee shall submit the name or names of one or more persons for each office to be filled. Further nominations may be made by any voting member at the annual meeting.
- D. **Chairman**. The Chairman shall preside over all meetings of the Authority at which he or she is present, and shall vote as any other member. The Chairman shall be responsible for the implementation of the actions taken and policies established by the Authority, shall have all of the powers and duties customarily pertaining to the office of Chairman, including the appointment of committee chairs, and shall perform such other duties as may from time to time be established by the Authority.
- E. **Vice Chairman**. In the event of the absence of the Chairman, or the inability of the Chairman to perform any of the duties of the office or to exercise any of the powers thereof, the Vice Chairman shall perform such duties and possess such powers as are conferred on the Chairman, and shall perform such other duties as may from time to time be assigned to the Vice Chairman by the Chairman or be established by the Authority.

ARTICLE IV

MEETINGS

- A. **Annual Organizational Meeting**. ~~Effective with calendar year 2009,~~ The Authority hereby establishes as its annual organizational meeting the first meeting held by the Authority in the month of January.
- B. **Public Notice**. All meetings of the NVTa, other than special meetings, shall be preceded by public notice of at least three (3) business days. Public notice shall include, as a minimum, providing the date, time and place, as well as the agenda, for all meetings on the NVTa website and available in the office of the Executive Director.
- ~~A.C.~~ **Regular Meetings**. At its annual organizational meeting, the Authority shall adopt a schedule of times, dates, and places of its regular meetings for the relevant calendar year, and shall assess the need for adoption of, or revisions to, meeting procedure rules for the Authority.

B-D. Changing Meetings. The Authority may change the date, time, or place of any regular meeting to another, when such change is deemed necessary by the Authority, or it may establish additional regular meetings in any month. The Authority may eliminate any regular meetings shown on its annual schedule of meeting dates in the event that it determines that it can successfully complete its work in fewer meetings.

C-E. Special Meetings. Special meetings shall be held when requested by two or more Authority members. Such request shall be in writing, addressed to the Chairman, and shall specify the matter(s) to be considered at the meeting. Upon receipt of such request, the Chairman shall immediately ensure the necessary coordination for a meeting site and time and cause notice to be provided to each member of the Authority to attend the special meeting at the time and place specified. Such notice shall specify the matter(s) to be considered at the meeting, and shall be sent by electronic (e.g., email) or telephonic means. No matter not specified in the notice shall be considered at such meeting unless all of the members of the Authority are present.

D-F. Adjourned Meetings. Any regular or special meeting may be adjourned to a date and time certain.

~~**E. Public Notice.** All meetings of the NVTa shall be preceded by public notice of at least three business days. Public notice shall include, as a minimum, providing the date, time and place, as well as the agenda, for all meetings on the NVTa website and available in the office of the Executive Director.~~

F-G. Public Hearing. Public hearings may be held at the direction of the Authority and shall, unless otherwise required by law or specified by the Authority or these Bylaws, be upon notice provided on the NVTa website and in a newspaper or newspapers having general circulation in the geographic area encompassed by the Authority.

G-H. Open Meetings. All Authority meetings shall be open to the public in accordance with The Virginia Freedom of Information Act (§§ 2.2-3700 *et seq.* Va. Code Ann), provided that the Authority may meet in closed session for those purposes authorized by, and held in accordance with, the requirements of The Virginia Freedom of Information Act, to include requirements for public notice.

H-I. Quorum. A majority of the Authority, which majority shall include at least a majority of the representatives of the counties and cities embraced by the Authority and a majority of the members of the Authority, shall constitute a quorum. The three nonvoting members of the Authority shall be included for purposes of constituting a quorum. In the event the Authority adopts a written policy permitting a member to participate in meetings through electronic means in accordance with § 2.2-3708.1 Va. Code Ann., members may be allowed to participate in meetings through electronic means from remote locations in accordance with the Authority's policy and all applicable laws.

I.J. Temporary Absence. No decision shall be made by the Authority unless a quorum is present; provided, however, that the temporary absence from the meeting room of members sufficient to constitute a quorum shall not be deemed to prevent the hearing of presentations or the discussion of matters submitted to the Authority. The Chairman or any other Authority member may suggest the absence of a quorum prior to the taking of any action by the Authority, but a failure to suggest the absence of a quorum shall not be deemed to alter the effect of this rule requiring a quorum as a prerequisite to any decision.

J.K. Decisions of the Authority. The Authority shall act in one of the following ways:

(1)

Resolution - The Authority may act upon adoption of a resolution. ~~Resolutions shall be in writing, and a copy shall be delivered to all members of the Authority, to the extent practicable at least three business days before the resolution is proposed for adoption.~~

(2) Motion - The Authority may act on an oral motion made by a voting member of the Authority.

K.L. Voting.

(1) Votes - Votes shall be taken only upon motions made and seconded. Each member of the Authority, with the exception of the Director of the Virginia Department of Rail and Public Transportation, or his designee, the Commonwealth ~~Transportation Commissioner~~Commissioner of Highways, or his designee, and the town representative, shall be entitled to one (1) vote in all matters requiring action by the Authority. Decisions of the Authority shall require the affirmative vote of two-thirds of the Authority members present and voting, and two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least two-thirds of the population embraced by the Authority. However, no vote to fund a specific facility or service shall fail because of the aforesaid population criterion if such facility or service is not located or to be located, or provided or to be provided within the county or city whose representative's sole negative vote caused the facility or service to fail to meet the population criterion. For purposes of the foregoing, the population of the counties and cities embraced by the Authority shall be determined in accordance with Article VIII, section D of these Bylaws.

(2) Methods of Voting - All voting shall be taken by voice or by roll call if requested by any voting member of the Authority.

(3) Restating the Question - The Chairman, ~~shall as needed, may~~ restate the question prior to the taking of a vote, provided, however, that at the request of the

Chairman, an Authority member may restate the question if it is the opinion of the Chairman that such procedure will expedite the decision of the question.

- (4) Reconsideration - Action on a resolution or motion may be reconsidered only upon motion of a member voting with the prevailing side on the original vote, which motion must be made at the same or immediately subsequent regular meeting. A motion to reconsider may be seconded by any voting member. Any such matter defeated by a tie vote may be reconsidered upon motion by any Authority member having voted to defeat the matter at the same or the next regularly scheduled meeting.

L.M. Commencement of Meetings. At the times specified for the commencement of regular meetings, and at the hour specified for adjourned or special meetings, the Chairman shall call the meeting to order, and shall ensure that the presence or absence of Authority members is noted. A quorum shall be required for the commencement of any meeting. In the absence of a quorum, the Authority members present may receive informational presentations and discuss Authority business; however, no action may be taken.

M.N. Agenda. The Chairman shall cause to have prepared an agenda for each meeting. Any member having matters to be considered by the Authority shall submit them to the Chairman for inclusion on an appropriate agenda. The agenda for an upcoming meeting and related materials prepared by the Executive Director and staff with any recommendations, to the extent available, shall be sent to the Authority members at least one (1) week prior to the meeting date. Members that wish to propose an alternative to a staff recommendation shall give should whenever possible, give three (3) business days written notice to the Chairman of such prior to the meeting and provide the details of such alternative. This requirement shall not limit the Authority's ability to act in the manner it deems appropriate after consideration of a matter at the Authority's meeting.

N.O. Minutes. Minutes of the meetings of the Authority shall be kept, which minutes shall be a public record, except closed sessions. Copies of the minutes shall be provided to each member of the Authority prior to the meeting at which the minutes are to be presented for approval by the Authority.

O.P. Closed Sessions. If a closed session is required at a meeting, consistent with the purposes permitted by ~~Va. Code Ann. § 2.2-3711~~ Va. Code Ann., the agenda shall specify a time or position on the agenda, generally after all public business has concluded, for such a closed session properly called and conducted in accordance with ~~the~~ the Virginia Freedom of Information Act § 2.2-3712 Va. Code Ann. When so requested, the Chairman may permit a closed session at any other time prior to consideration of any agenda item.

THIS SECTION IS MOVING TO PROCEDURES

P.Q. ~~Order in Conduct of Business.~~

- (1) ~~Persons Addressing the Authority~~—Prior to public comment and public hearings, the Authority will provide guidelines for length of presentations by individuals and group representatives. Persons speaking at public hearings shall confine their remarks to the subject of the public hearing. At the discretion of the Chairman, the conduct of business by the Authority may be reordered to allow earlier consideration of matters about which a substantial number of persons desire to address the Authority. Persons addressing the Authority may furnish the Chairman and members of the Authority with a written copy of their remarks, at or before the meeting.
- (2) ~~Recognition~~—Recognition shall be given only by the Chairman. No person shall address the Authority without first having been recognized.
- (3) ~~Questions~~—Questions by members of the Authority shall be reserved insofar as possible for the end of a presentation to avoid interrupting the speaker, disrupting the time keeping process, and duplicating ground the speaker may cover.
- (4) ~~Authority Discussion~~—Discussion and debate by the Authority shall be conducted following the presentation of the item of business pending. Members shall not speak to the item until recognized by the Chairman.

Q.R. ~~Decorum.~~

- (1) ~~Authority Members~~—Decorum of Authority members shall be maintained in order to expedite disposition of the business before the Authority. Questions and remarks shall be limited to those relevant to the pending business. Members shall address all remarks to the Chairman.
- (2) ~~Others~~—Decorum of persons other than members shall be maintained by the Chairman, who may request such assistance as may appear necessary. Persons addressing the Authority shall first be recognized by the Chairman and shall audibly state their name and address, and, if applicable, who they represent. Speakers shall limit their remarks to those relevant to the pending items and to answering questions. They shall address the Authority as a whole unless answering an individual member's questions. Persons whose allotted time to speak has expired shall be warned by the Chairman to conclude after which such person shall leave, unless he or she is asked to remain to answer questions from the Authority. The Chairman shall call the speaker to order if out of order remarks are made or other indecorous conduct occurs. If such persists, the Chairman shall rule the speaker out of order and direct the speaker to leave. Groups or a person in the audience creating an atmosphere detrimental or disturbing to the conduct of the meeting will be asked to leave by the Chairman.

ARTICLE V

COMMITTEES

A. **Open Meeting Requirement.** Consistent with § 2.2-3701 and § 2.2-3707 Va. Code Ann., all Authority-appointed committees and subcommittees (~~e.g., Finance Committee~~) of the Authority shall comply with the open meeting requirements of the Virginia Freedom of Information Act.

(1) The Authority is required to have two Advisory Committees by statute:

(a) Technical Advisory Committee

(b) Planning Coordination Advisory Committee

(2) The Authority shall have three standing committees:

(a) Finance Committee

(b) Planning and Programming Committee (formerly Project Implementation Working Group)

(c) Governance and Personnel Committee

(3) The Authority may appoint additional committees and subcommittees as necessary.

(4) Unless otherwise specified in these Bylaws, all committees shall adhere to meeting procedures that are the same or similar to those used by the Authority as set forth in these Bylaws and comply with the Virginia Freedom of Information Act.

(5) In no event shall review and recommendation by a committee or subcommittee be required before the Authority may act on a matter except as may be provided by law.

(6) The Authority will strive in the appointment of members to committees that represent various perspectives.

A.B. **Finance Committee.**

(1) Charge. This committee shall be responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the NVTa professional staff, including:

(a) Reviewing, commenting on, and recommending the annual budget presented by the Executive Director

(b) Reviewing, commenting on, and recommending any budget amendments presented by the Executive Director

(c) Overseeing the NVTa's financial policies (e.g., bond, investment, procurement, risk management) and making appropriate recommendations

- (d) Monitoring contracts for incidental services, including incidental financial services, and recommending task orders
 - (e) Monitoring NVTAs expenditures for compliance with policies and guidance of the NVTAs
 - (f) Reviewing annual revenue estimates
 - (g) Approving the selection of an audit firm and audit work plan supporting the annual preparation of financial statements
 - (h) Assisting with other financial activities as may be directed by the NVTAs.
- (2) Membership. The Committee shall consist of five (5) members of the NVTAs appointed by the Chairman for staggered two year terms.
 - (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVTAs.
 - (4) Staff Support. Staff support will be provided by the NVTAs staff. As requested by the committee chairman, additional support may be provided by jurisdictional or agency staffs.
 - (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

C. Governance and Personnel -Committee.

- (1) Charge. This committee shall be responsible for the following:
 - (a) Periodic review and procedural amendments to the Bylaws.
 - (b) Personnel issues including the review and recommendation of staff that report to the Authority.
 - (c) Review of the Authority's Legislative Program
 - (d) Develop a policies and procedures related to governance and personnel of the Authority such as a policy for participation by members of the Authority in meetings by electronic communication means "in accordance with the statute."
 - (e) Other special assignments as directed by the Chairman of the Authority.

- (2) Membership. The Committee shall consist of five (5) members of the NVT A appointed by the Chairman for staggered two year terms. The members shall include a chairman, vice-chairman, two (2) NVT A committee chairs and an NVT A General Assembly member.
- (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVT A.
- (4) Staff Support. Staff support will be provided by the NVT A staff. As requested by the committee chairman, additional support may be provided by jurisdictional or agency staffs.
- (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

B-D. Planning and Programming Committee.

Charge. This committee shall be responsible for advising the Authority of planning and programming recommendations including TransAction, the Six Year Program, the Project Selection Process on projects within the Authority's adopted revenues.

- (1) Membership. The Committee shall consist of five (5) members of the NVT A appointed by the Chairman for staggered two year terms. The members shall include a chairman, vice-chairman, two (2) NVT A committee chairs and an NVT A General Assembly member.
- (2) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVT A.
- (3) Staff Support. Staff support will be provided by the NVT A staff. As requested by the committee chairman, additional support and participation may be provided by jurisdictional or agency staffs.
- (4) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

C-E. Technical Advisory Committee (TAC).

- (1) Charge. This committee of individuals with multi-modal expertise and regional focus shall be responsible for reviewing the development of major projects and potential funding strategies and providing recommendations to the NVTa. “Development of projects” means the identification of projects for the NVTa Long Range Transportation Plan and the NVTa Six Year Program, and the application of performance-based criteria to the projects identified.
- (2) Membership. The committee shall consist of nine (9) individuals who reside or are employed in counties and cities embraced by the Authority and have experience in transportation planning, finance, engineering, construction, or management. An effort shall be made to have multi-modal representation, to include highway, transit, pedestrian, and bicycle expertise as well as being balanced regionally. The NVTa will recommend a list of members each year and request that the chief elected officer from relevant jurisdictions appoint selected persons to the committee. Initially, half the locally appointed members will serve a one (1) year term. The other half will serve two (2) year terms. Subsequently, members will serve three (3) year terms. The chairman of the Commonwealth Transportation Board (CTB) will appoint three members to three (3) year terms. Locally appointed members may be removed by the Chairman of the NVTa for failure to attend three consecutive meetings or if the member no longer resides or is employed in an NVTa jurisdiction.
- (3) Chairman. The chairman and vice chairman shall be appointed by the Chairman of the NVTa.
- (4) Staff Support. Staff support shall be provided by NVTa professional staff ~~with additional support as may be needed from time to time from the Jurisdictional and Agency Coordinating Committee (JACC).~~
- (5) Quorum and Voting. A quorum shall consist of a majority (5) of members. The committee shall strive for consensus when developing recommendations. If consensus cannot be achieved, majority and minority reports that identify issues that need to be addressed shall be presented to the NVTa.

D.F. **Planning Coordination Advisory Committee (PCAC).**

- (1) Charge. This committee shall ~~be responsible for advising~~ provide recommendations to the NVTa on broad policy issues related to the periodic update of the NVTa’s Long Range Transportation Plan (e.g., TransAction-2030) and the rolling extension ~~and the development~~ of the NVTa’s Six Year Program. It may, from time to time, offer the NVTa advice on ~~with special consideration to regional transportation, land use and growth issues and provide advisory advice on the NVTa’s annual legislative program. recommendations to the NVTa.~~

~~(2)~~ Membership. Membership of the committee consists of 14 members representing the nine member localities and towns with populations of at least 3,500. All members shall be elected officials from jurisdictions embraced by the NVTa. Such membership shall include, as a minimum, one elected official from each town that is located in any county embraced by the NVTa and receives street maintenance payments. ~~[Remaining membership TBD.]~~

~~Revision approved by Authority 4.17.14. Revision attached. Will be included in next update of Bylaws.~~

~~(3)~~(2) Chairman. The chairman and vice chairman shall be appointed by the Chairman of the NVTa.

~~(4)~~(3) Staff Support. Staff support shall be provided by the NVTa staff. The chairman may request additional support from jurisdictional and agency staffs as needed.

~~(5)~~ Quorum and Voting. A quorum shall consist of ~~a majority of the five (5)~~ committee members. The committee shall strive for consensus when developing recommendations. In the event that consensus cannot be attained, approval of an advisory recommendation or other actions shall require the presence of a quorum and an affirmative vote ~~of two thirds of the members present representing two thirds of the region's population, via~~ roll call of a majority of the members present. Recommendations made by the committee must be vetted at on the agenda and discussed at not less than two meetings. ~~For purposes of such votes, town populations shall be subtracted from county populations and voted independently.~~

E.G. Ad Hoc Committees. As needed, the Chairman of the NVTa may appoint ad hoc committees to pursue specific tasks ~~(e.g., nominating committee).~~

ARTICLE VI

NVTa TRANSPORTATION PLAN

A. **NVTa Regional Transportation Plan.** The Authority shall adopt and regularly periodically update ~~at the~~ NVTa Regional Transportation Plan for Northern Virginia. The Plan shall consist of the NVTa Long Range Transportation Plan and the NVTa Six Year Program.

(1) NVTa Long Range Transportation Plan. The Authority shall adopt an unconstrained NVTa Long Range Transportation Plan (*TransAction 2030* or its successor) for Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of regional consensus, set regional transportation policies and priorities for regional transportation projects. In support of regional consensus, it is desirable that NVTa secure the formal approval of each of its member

jurisdictions before adoption of the plan. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

- (2) NVTA Six Year Program. The Authority shall adopt a NVTA Six Year Program for Northern Virginia that includes, but not necessarily be limited to, transportation improvements of regional significance and those improvements necessary or incidental thereto. The NVTA Six Year Program shall include all transportation improvements to be funded from NVTA-generated funding over a six (6) year period. The Authority shall from time to time, not less than annually, review and, as necessary, revise and amend the Six Year Program. The provisions of ~~§§15.2-4527-et seq.,33.2-1928~~ Va. Code Ann. shall apply to preparation and adoption of the Six Year Program.

- B. **Procedure for Adoption and Amendment of Long Range Transportation Plan and Six Year Program**. The Long Range Transportation Plan and the Six Year Program, separately or at the same time, shall be adopted, altered, revised or amended only after a public hearing held upon thirty (30) days' notice consistent with the Act and the Authority's NVTA-public notice procedures.

ARTICLE VII

ADMINISTRATION

- A. **Executive Director**. The Authority shall employ an Executive Director who shall have direct authority for the employment, retention, and supervision of all of the other employees of the Authority. The Executive Director shall have direct control, subject to the Authority, of the management of the day-to-day administrative affairs of the Authority. The Executive Director shall propose activities to the Authority and shall carry out policies, programs and projects approved by the Authority, and shall be responsible for preparing and presenting the annual budget. The Executive Director may not contemporaneously serve as a member of the Authority.
- B. **Staff**. The Authority may employ such staff of qualified professional and other persons as the Authority determines to be necessary to carry out its duties and responsibilities. Staff of the Authority may not contemporaneously serve as a member of the Authority.
- C. **Execution of Instruments**. The Executive Director, on specific authorization by the Authority, shall have the power to sign or countersign in its behalf any agreement or other instrument to be executed by the Authority including checks and vouchers in payment of obligations of the Authority.

ARTICLE VIII

FINANCES

- A. **Finances and Payments.** The monies of the Authority shall be deposited in a separate bank account or accounts in such banks or trust companies as the Authority designates, and all payments (with the exception of those from petty cash) shall be made in the most practicable manner as determined by the Authority. Checks and drafts shall be signed in the name of the Authority by the Executive Director or, in the Executive Director's absence, those authorized from time to time by vote of the Authority. An Authority financial policy shall be developed that prescribes threshold requiring any countersignatures.
- B. **Audits.** At least once each year, the Authority shall cause an audit to be made by an independent certified public accountant of all funds of the Authority. Such audits will, at a minimum, obtain an opinion as to the accuracy of the annual financial statements from a certified public accounting firm. Additional audit activity may be obtained by the Finance Committee as it deems prudent.
- C. **Budget and Fiscal Year.** ~~After a duly convened public hearing held in accordance with the requirements of these Bylaws,~~ The Authority shall adopt an annual budget prior to the start of its fiscal year which budget shall provide for all of the revenues and the operating, capital, and administrative expenses of the Authority for the fiscal year. The fiscal year of the Authority will commence on July 1st each year and will terminate on the following June 30th.
- D. **Administrative Expenses.** The administrative expenses of the Authority, as provided for in the Authority's annual budget, and which shall not include funds for construction or acquisition of transportation facilities and/or the performance of any transportation service, shall be allocated, to the extent funds for such expenses are not provided for from other sources, among the component counties and cities on the basis of relative population as determined by the most recently preceding decennial census, except that on July 1 of the fifth (5th) year following such census, the population of each county and city shall be adjusted based on population projections made by the Weldon Cooper Center for Public Service of the University of Virginia.
- E. **Per Diem Payments.** The Authority may pay its members for their services to the Authority a per diem in either: (1) the amount provided in the general appropriations act for members of the General Assembly engaged in legislative business between sessions, or (2) a lesser amount determined by the Authority.
- F. **Bond of Officers and Others.** The officers of the Authority and such employees as the Authority so designates, may, prior to taking office or starting employment, respectively, be required by the Authority to give bond payable to the Authority conditioned upon the faithful discharge of that officer or employee's duties, in such amount as the Authority may require. The premium for each such bond shall be paid

by the Authority and the bond(s) shall be filed with the Authority. The Authority may fulfill this bonding requirement through plans or agreements offered by the Commonwealth of Virginia.

ARTICLE IX

AMENDMENTS

Any amendment, repeal, or alteration of the Bylaws must be considered at two (2) Authority meetings prior to action.

Any proposed amendment, repeal or alteration, in whole or in part, of these Bylaws shall be on a meeting agenda and presented in writing ~~and read~~ for a first time at a regular meeting of the Authority. ~~Such proposal~~The section or sections proposed for amendment may be considered and further amended at such meeting, and ~~the Authority may act on the proposal, following consideration and amendment germane to the section or sections affected by such proposal in accordance with the voting requirements of these Bylaws, if the amendment was distributed to the members of the Authority in writing at least 30 days before the meeting. If such amendment was not distributed in writing 10 days in advance or the Authority chooses to defer action, the proposed amendment will~~ shall then be scheduled for consideration and action at a subsequent regular meeting ~~or a special meeting called for the purpose~~. At such subsequent meeting, ~~such proposal shall be read a second time, the section or sections proposed for amendment, as further amended,~~ shall be subject to further consideration and amendment ~~germane to the section or sections affected by such proposal,~~ and shall thereafter be acted on in accordance with the voting requirements of these Bylaws. Additional Amendments to a section or sections of the Bylaws, other than those previously proposed and considered at the first regular meeting, and those further amendments that arose out of the Authority's discussion at the first regular meeting, must be considered for the first time at a separately noticed meeting and thereafter acted upon in accordance with this section. shall be proposed anew in accordance with the above procedures.

ARTICLE X

PROCEDURES

Parliamentary Procedure. In all matters of parliamentary procedure not specifically governed by these Bylaws or otherwise required by law, the current edition of *Robert's Rules of Order*, newly revised, shall apply.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Scott York, Chair, Finance Committee

SUBJECT: Finance Committee Report

DATE: December 7, 2015

1. **Purpose:** To provide a report of the monthly activities of the NVTa Finance Committee.
2. **Background:** The Finance Committee last met on December 7, 2015. The next meeting has not been scheduled pending the appointment of committee members for the 2016/17 term. The following summarizes the December 7th meeting:
 - a. **Policy Number 17 - FY2017 Program First Drawdown Commitment.** The Committee reviewed a report and recommendation from the Chief Financial Officer regarding setting a policy to provide a mechanism for the Authority to remove funding from FY2017 Projects that are not advancing. Upon review and discussion of the recommendation and draft policy the Committee recommended Authority approval of the draft policy.
 - b. **Transportation Project Reserve Advisory Panel Update.** The Committee reviewed a report from the Advisory Panel. The report requested Committee guidance on the utilization of Debt Capacity rather than PayGo funds as a mechanism to provide resources for the reserve. The Committee provided comments which will be presented to the Advisory Panel as it continues its work.
 - c. **FY2017 Operating Budget Guidance.** The Committee received information and provided guidance on:
 - i. Proposed staffing additions (Program Coordination and Financial) and the related costs.
 - ii. The use of contract services to augment internal effort in public outreach/communications activities.
 - iii. The transfer of Financial Advisory and Bond Counsel expenses from the Regional Revenue Fund to the Operating Fund.
 - iv. Guidance on other FY2017 Operating budget matters.
 - d. **Monthly Revenue Report.** The Committee received a report on Authority revenues for FY2016 through November.
 - e. **Monthly Operating Budget Report.** The Committee received a report on the Authority FY2016 Operating Budget through October.

- f. Financial Activities Update.** The Committee received a verbal update from the Chief Financial Officer related to:
- i. Revenue disbursement error at the Commonwealth which resulted in the 30% fund distribution for November being delayed until December 2. The error was corrected by the Commonwealth prior to the disbursement of the funds for November.

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: December 7, 2015

1. **Purpose:** Monthly report of revenue receipts and 30% funds distribution to member localities.
2. **Background:** The attached reports reflect funding received through November 2015.
3. **Comments:**
 - a. **FY 2016 Revenues (Attachment A)**
 - i. The Authority has received approximately \$81.4 million through the November transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through November show a 32.83% positive variance in Grantors Tax , a 2.84% positive variance in Sales Tax and a 1.05% negative variance in Transient Occupancy Tax compared to the adopted revenue budget. Due to the difference in business cycles amongst the jurisdictions, the Authority has not received a full quarter of Transient Occupancy Tax revenue, making comparison to budget unreliable.
 - iii. Overall revenue receipts are tracking at 6.28% above estimate. No changes to the FY2016 revenue estimates are recommended at this time.
 - b. **FY 2016 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, five jurisdictions have completed the HB2313 required annual certification process to receive FY2016 30% funds. Suspension of 30% transfers for FY2016 has been discussed with jurisdictional staff.
 - ii. Of the \$81.45 million received by the Authority for FY2016, approximately \$24.4 million represents 30% local funds of which \$12.02 million has been distributed.
 - c. **FY2014 to FY2016 Year over Year 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 November.
 - ii. While the chart reflects positive growth in the three revenue types the year to year history for the Authority remains limited.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTa Estimates, Through November 2015
- B. FY2016 30% Distribution by Jurisdiction, through November 2015

C. Month to Month Comparison By Tax Type and YTD Receipts for November 2015, 2014 and 2013

XIV.A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTB BUDGET
Based on: Revenue Data Through November 2015
FYE June 30, 2016

Grantors Tax		Received		NVTB		Annualized - Actual		Projected Variance
Transaction Months	4	To Date	Annualized	FY 2016 Budget		To Budget		
City of Alexandria		\$ 1,174,011	\$ 3,522,032	\$ 3,226,950		\$ 295,082		
Arlington County		\$ 2,367,489	\$ 7,102,467	\$ 4,574,287		\$ 2,528,180		
City of Fairfax		\$ 167,463	\$ 502,390	\$ 292,916		\$ 209,474		
Fairfax County		\$ 7,073,898	\$ 21,221,693	\$ 15,169,980		\$ 6,051,713		
City of Falls Church		\$ 95,828	\$ 287,483	\$ 265,235		\$ 22,248		
Loudoun County		\$ 3,184,461	\$ 9,553,384	\$ 8,635,320		\$ 918,064		
City of Manassas		\$ 250,078	\$ 750,235	\$ 274,904		\$ 475,331		
City of Manassas Park		\$ 61,178	\$ 183,533	\$ 150,781		\$ 32,752		
Prince William County		\$ 2,097,257	\$ 6,291,770	\$ 4,612,105		\$ 1,679,665		
Total Grantors Tax Revenue		\$ 16,471,663	\$ 49,414,988	\$ 37,202,478		\$ 12,212,510		32.83%
Regional Sales Tax*		Received		FY 2016		Annualized - Actual		Projected Variance
Transaction Months	3	To Date	Annualized	Budget		To Budget		
City of Alexandria		\$3,777,221	\$ 15,108,884	\$ 15,039,910		\$ 68,974		
Arlington County		\$5,931,611	\$ 23,726,445	\$ 23,984,390		\$ (257,945)		
City of Fairfax		\$1,863,026	\$ 7,452,104	\$ 6,626,350		\$ 825,754		
Fairfax County		\$26,305,908	\$ 105,223,632	\$ 103,110,900		\$ 2,112,732		
City of Falls Church		\$554,420	\$ 2,217,679	\$ 2,532,963		\$ (315,284)		
Loudoun County		\$11,024,860	\$ 44,099,440	\$ 40,887,720		\$ 3,211,720		
City of Manassas		\$1,224,090	\$ 4,896,359	\$ 4,684,053		\$ 212,306		
City of Manassas Park		\$343,286	\$ 1,373,145	\$ 943,681		\$ 429,464		
Prince William County		\$8,816,610	\$ 35,266,439	\$ 34,946,852		\$ 319,587		
Total Sales Tax Revenue*		\$ 59,841,032	\$ 239,364,128	\$ 232,756,819		\$ 6,607,309		2.84%
Transient Occupancy Tax (TOT)		Received		FY 2016		Annualized - Actual		Projected Variance
Transaction Months		To Date	Annualized	Budget		To Budget		
City of Alexandria	Months	3.00 \$ 600,492	\$ 2,401,969	\$ 3,397,640		\$ (995,671)		
Arlington County	Months	3.00 \$ 2,316,579	\$ 9,266,315	\$ 8,890,830		\$ 375,485		
City of Fairfax	Quarters	0.00 \$ -		\$ 354,803		\$ (354,803)		
Fairfax County	Quarters	0.33 \$ 769,998	\$ 9,333,304	\$ 9,234,774		\$ 98,530		
City of Falls Church	Months	2.00 \$ 29,273	\$ 175,639	\$ 145,473		\$ 30,166		
Loudoun County	Quarters	1.33 \$ 915,759	\$ 2,754,163	\$ 2,040,200		\$ 713,963		
City of Manassas	Months	3.00 \$ 16,705	\$ 66,819	\$ 79,732		\$ (12,913)		
City of Manassas Park	n/a	\$ -				\$ -		
Prince William County	Quarters	1.33 \$ 454,095	\$ 1,365,698	\$ 1,488,946		\$ (123,248)		
Total TOT Revenue		5,102,900	25,363,908	\$ 25,632,398		(268,490)		-1.05%
Total Revenue Received		\$ 81,415,595	\$ 314,143,023	\$ 295,591,695		\$ 18,551,328		6.28%
		\$ 81,415,595						

*The Regional Sales Tax is reported net of fees when applicable.

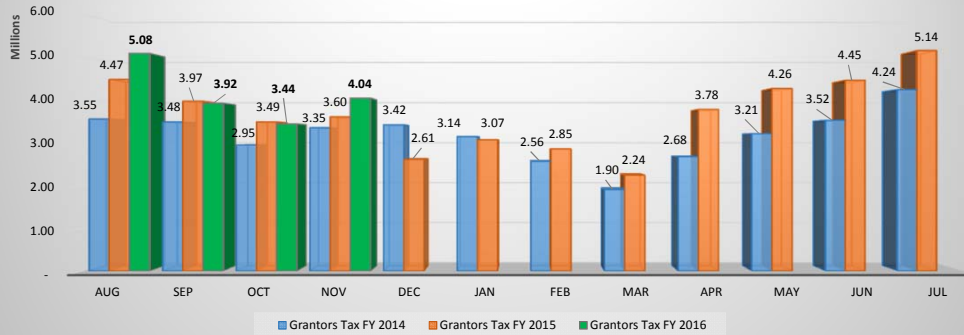
XIV.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY 2016 30% DISTRIBUTION BY JURISDICTION

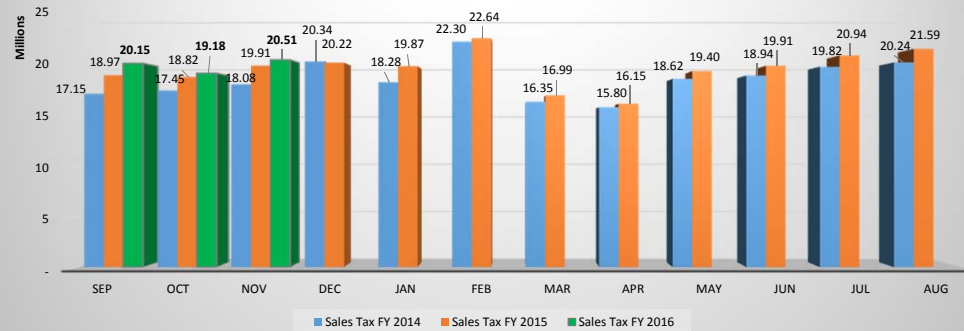
Based on: Receipts through November 2015

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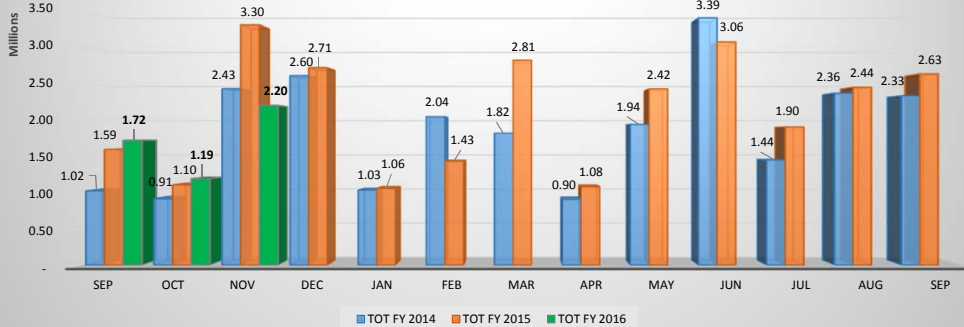
**Grantors Tax
(month received)**



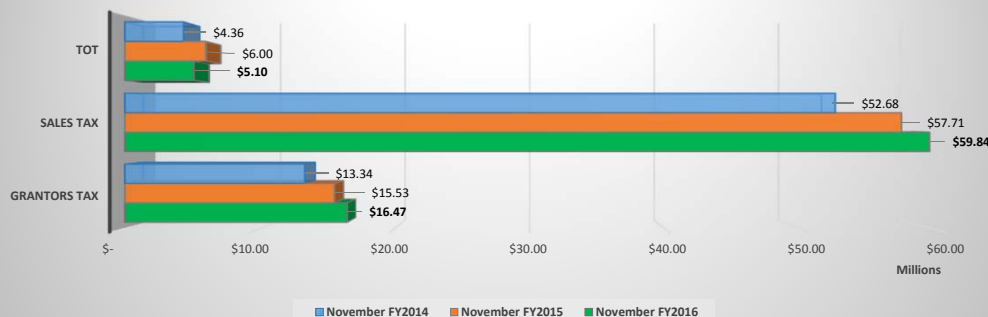
**Sales Tax
(month received)**



**Transient Occupancy Tax
(month received)**



YTD Receipt Comparison November FY2014, FY2015 & FY2016



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: December 7, 2015

1. **Purpose:** To update the Authority on the NVTa Operating Budget for FY2016.
2. **Background:** The NVTa operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2016 operating budget.
3. **Comments:**
 - a. Operating revenue is at 100% of estimate.
 - b. October represents 33% of the fiscal year. Through October 2015, the Authority has utilized 32.7% of its expenditure budget.
 - c. No changes are expected to the Operating Budget at this time.

Attachment: FY2016 Operating Budget through October 31, 2015

XV.ATTACHMENT

11/19/15
14:48:23

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 10 / 15

Page: 1 of 2
Report ID: LB170A

1000 General Fund

			----- Current Year -----				
Account	Object	Description	Current Month	Current YTD	Budget	Variance	%
Revenue							
	330100	Contribution Member Jurisdiction		1,100,262.02	1,100,264.00	-1.98	100
							100
		Total Revenue	0.00	1,100,262.02	1,100,264.00	-1.98	100
Expenses							
410000		Personnel Expenses					
	110	Salaries-Regular Pay	77,735.75	227,404.15	678,632.00	451,227.85	34
	130	Health & Dental Benefits	5,342.12	30,802.36	82,752.00	51,949.64	37
	131	Payroll Taxes	4,632.11	15,689.31	53,279.00	37,589.69	29
	132	Retirement VRS	4,160.03	16,029.40	50,542.00	34,512.60	32
	133	Life Insurance	668.28	2,664.27	8,076.00	5,411.73	33
	134	Flex Spending/Dependent Care	26.25	78.75	478.00	399.25	16
	135	Workers Comp	38.00	38.00	747.00	709.00	5
	137	Disability Insurance	442.50	3,610.06	13,573.00	9,962.94	27
		Total Account	93,045.04	296,316.30	888,079.00	591,762.70	33
420000		Professional Services					
	210	Audit & Accounting		18,000.00	27,500.00	9,500.00	65
	220	Bank Service			750.00	750.00	
	230	Insurance		4,510.00	3,900.00	-610.00	116
	240	PR Service	36.77	294.16	1,300.00	1,005.84	23
	250	TransAction Update Outreach			46,200.00	46,200.00	
	260	Public Outreach		1,349.21	46,300.00	44,950.79	3
	261	Legal Services	-6,333.01				
		Total Account	-6,296.24	24,153.37	125,950.00	101,796.63	19
430000		Technology/Communication					
	310	Acctg & Financial Report System			12,000.00	12,000.00	
	320	HW SW & Peripheral Purchase			4,000.00	4,000.00	
	330	IT Support Svc Incl Hosting	933.99	4,279.96	10,420.00	6,140.04	41
	340	Phone Service	80.00	1,483.28	7,680.00	6,196.72	19
	350	Web Develop & Hosting	3,500.00	19,270.00	38,920.00	19,650.00	50
		Total Account	4,513.99	25,033.24	73,020.00	47,986.76	34
440000		Administrative Expenses					
	410	Advertisement			1,500.00	1,500.00	
	411	Dues & Subscriptions	150.00	180.00	3,000.00	2,820.00	6
	412	Duplication & Printing	507.00	4,664.72	17,000.00	12,335.28	27
	413	Furniture & Fixture			1,500.00	1,500.00	
	414	Meeting Expenses	151.60	573.02	3,600.00	3,026.98	16
	415	Mileage/Transportation	122.67	811.19	7,200.00	6,388.81	11
	416	Misc Exp		5,117.57		-5,117.57	
	417	Office Lease	8,675.36	42,830.09	93,900.00	51,069.91	46
	418	Office Supplies	151.27	690.04	10,000.00	9,309.96	7

11/19/15
14:48:23

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 10 / 15

Page: 2 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account	Object	Description	Current Month	Current YTD	Budget	Variance
						%
	419	Postage & Delivery	30.19	351.92	600.00	248.08
	420	Professional Develop & Training	1,387.00	1,812.00	9,750.00	7,938.00
	421	Industry Conferences	1,655.04	2,334.49	3,000.00	665.51
		Total Account	12,830.13	59,365.04	151,050.00	91,684.96
						39
		Total Expenses	104,092.92	404,867.95	1,238,099.00	833,231.05
						33
		Net Income from Operations	-104,092.92	695,394.07		
Other Expenses						
521000		Transfers				
	820	Transfer to Operating Reserve			247,619.00	247,619.00
		Total Account			247,619.00	247,619.00
		Total Other Expenses	0.00	0.00	247,619.00	247,619.00
		Net Income	-104,092.92	695,394.07		

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

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

FROM: Monica Backmon, Executive Director

DATE: December 7, 2015

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **CLRP:** At the October 21, 2015 TPB meeting, there was discussion about establishing a TPB working group to develop a points-based scoring methodology for ranking proposed CLRP projects according to the goals embedded in the Regional Transportation Priorities Plan and Region Forward. NVTA staff and member jurisdictions are following this issue closely as it is important to note that the Authority, via its project selection process, does the following:
 - a. Utilizes a corridor-based project ranking system with scores assigned to multiple measures for each project, with each measure having its own weighting. This process was included in TransAction 2040-the region's long range transportation plan.
 - b. Incorporates, as required by law, the HB 599 rating and evaluation process which uses a project rating system with scores assigned to seven measures for each project, with each measure having its own weighting to determine the congestion reduction capabilities of potential projects.

According to the TPB staff, the TPB is anticipated to have a work-session after the January 2016 meeting. At this work-session, the TPB will discuss two draft resolutions (attached) regarding the establishment of a working group to develop the above mentioned rating system. The NVTA's Council of Counsels is reviewing any legal implications regarding the resolutions that could impact the Authority.

With the implementation of HB 2, Virginia localities seeking state revenues for projects must undergo the HB 2 prioritization process which also uses a project rating system with scores assigned to multiple measures in six categories (congestion reduction, economic development, accessibility, safety, environment and land use) for each project, with each category and measure having its own weighting.

As a regional partner, the NVTA coordinates with the TPB regarding its planning, programming and funding processes, as evidenced by TPB staff being represented on the Regional Jurisdiction and Agency Coordinating Committee. Continued coordination is necessary to ensure that any implications are vetted accordingly.

3. **2015 Annual Report:** NVTA staff is nearing the completion of the Authority's 2015 Annual Report preparation. This is the second annual report since the passage of HB 2313. The report is an important mechanism in communicating the Authority's accomplishments to the public, members of the General Assembly and regional partners. The report is also an opportunity for the Authority to provide an annual progress report on how the revenues raised in Northern Virginia are being used by Northern Virginia to positively impact residents, business and visitors. The Annual Report will be presented to the Authority at its January 2016 meeting.
4. **Briefings on NVTA Regionally Funding Studies.** Beginning in 2016, as studies funded with NVTA regional revenues progress, the Authority will be briefed on their status including recommended alternatives and next steps. At this time, it is envisioned that, if scheduling permits, the implementation strategies developed as part of the studies will be included in the TransAction update.
5. **Strategic Plan:** NVTA staff is in the process of developing a 5-year Strategic Plan for the Authority. The Plan will address "What Does the Authority Want to be When it Grows Up." Staff anticipates holding work sessions with the Authority and its committees to develop goals and strategies for implementation. Kick-off of the Strategic Plan development is scheduled for the spring of 2016.
6. **SPA Workshop:** NVTA staff is in the process of scheduling a workshop on the NVTA Standard Project Agreement processes. The purpose of this workshop is to review the requirements of the SPAs and accompanying appendices. The SPA workshop will follow the model of the Annual Certification (30% Funding) workshop in which member locality input was sought on how to improve administrative processes. In addition to soliciting improvements, the workshop will also benefit attendees through an increased understanding of the requirements and processes through which the NVTA complies with HB 2313. The SPA workshop is planned to support the implementation of the first six year call for projects.
7. **Advancing FY2014-2016 Projects:** Approval of the SPA on tonight's agenda completes the approval process for the 36 projects adopted in the FY2015-16 Two Year Program. The attached handout details the status of the projects. In addition to the attachment, the status of all approved projects can be found on the NVTA website.

Attachments:

- A. Draft TPB Resolutions
- B. FY2014-2016 Transportation Projects Advancing as of December 10, 2015.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION TO CREATE A WORKING GROUP
TO ADVANCE REGIONAL TRANSPORTATION AND CLIMATE GOALS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the National Capital Region (Region), has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) to carry out continuing, cooperative and comprehensive transportation planning for the Region; and

WHEREAS, the Region's Constrained Long Range Plan (CLRP) accomplishes federal requirements by tracking proposed transportation projects with a reasonable likelihood of funding, but does not track the impacts of individual component projects; and

WHEREAS, the TPB's Regional Transportation Priority Plan (RTPP), in association with the Metropolitan Washington Council of Governments' (COG) Region Forward plan, lays out a shared vision of the Region's future, and establishes Regional planning priorities that include, among others, environmental sustainability and clustering of future growth into transit-accessible activity centers; and

WHEREAS, the TPB, in association with the Metropolitan Washington Council of Governments (COG), has endorsed aggressive greenhouse gas reduction goals, including an 80 percent reduction below 2005 levels by 2050, via COG resolutions R60-08 and R9-10, and TPB resolution R10-2015; and

WHEREAS, the COG Multi-Sector Working Group on Greenhouse Gas Emissions (MSWG) has identified implementable local, regional and state actions to reduce greenhouse gas emissions in the hopes of achieving that 80 percent reduction goal; and

WHEREAS, failing to meet the Region's greenhouse gas reduction goals will have dire consequences to the Region's economic well-being and environmental quality; and

WHEREAS, other Regional entities such as the Virginia Department of Transportation (VDOT) and the Northern Virginia Transportation Authority (NVTA) have existing project analysis processes, which support goals related to but distinct from those within RTPP and Region Forward, which involve significant costs and time to produce, and which TPB has no need to duplicate;

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION
PLANNING BOARD:**

Establishes a working group composed of elected officials, TPB members, and technical staff, to begin meeting in January, 2016, to:

1. Develop by autumn 2016 an action plan for implementing the near-term and stretch transportation and land use recommendations described in the MSWG report, as well as recommendations for establishing legally-permissible and binding greenhouse gas reduction targets; and

PROPOSED DRAFT

2. Develop a methodology to analyze major individual projects proposed during future CLRP updates, according to the goals embedded in the RTPP and Region Forward. Such methodology shall:
 - a. Result in a points-based score for major projects on an individual project-by-project basis; and
 - b. Be practical to implement as part of every CLRP update going forward, and therefore shall not require the use of comprehensive traffic modeling; and
 - c. Be for informational purposes only, and therefore shall not constitute a screen for determining inclusion of projects into the CLRP; and
 - d. Be finalized by summer 2016, in time to be implemented for major projects proposed within the 2016 update to the CLRP.

To the extent practical, such working group may coordinate with the COG greenhouse gas reduction working group created by COG resolution R59-2015.

DRAFT

Distributed by Peter Schwartz - TPB BOARD MEMBER
November 18, 2015
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.
Washington, D.C. 20002

RESOLUTION

**TO CREATE AN "UNCONSTRAINED" WORKING GROUP TO EXPLORE "OUTSIDE-THE-BOX" SOLUTIONS
TO LONG RANGE REGIONAL CONGESTION AND ACCESSIBILITY CHALLENGES**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) was created in 1965 by the region's local and state governments to respond to federal highway legislation that required the establishment of a "continuing, comprehensive and coordinated" transportation planning process in every urbanized area in the United States; and

WHEREAS, the TPB's 50th anniversary this year provides an opportunity to look back at the Board's role, accomplishments and disappointments with respect to the region's transportation challenges and goals; and

WHEREAS, the TPB's 50th anniversary also provides an opportunity for the Board to look ahead to the future of regional transportation in the National Capital Region, and to consider new and creative approaches to the region's transportation challenges, including "outside-the-box" approaches that have not heretofore been considered or even imagined; and

WHEREAS, despite massive investments in transportation infrastructure over the preceding 50-year period, traffic congestion throughout the region has increased dramatically to the dismay of our citizens, businesses, and local and state governments; and

WHEREAS, citizens, businesses, and local and state governments within the region also have expressed related concerns regarding accessibility to efficient transportation networks and infrastructure within the region, as well as the appropriate balance of prospective infrastructure investment on a regional basis; and

WHEREAS, projections prepared by TPB staff as part of its ongoing analysis of the Constrained Long Range Plan (CLRP) and the annual amendments thereto show that congestion will continue to increase substantially in the future despite the anticipated \$244 billion additional funding for regional transportation over the 25-year life of the CLRP as currently approved; and

WHEREAS, the TPB is concerned that a "business as usual" approach to future regional transportation planning and investment will not adequately address the identified congestion and accessibility challenges; and

WHEREAS, the TPB has the ultimate responsibility under federal law, including the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the entire metropolitan area;

NOW, THEREFORE, BE IT RESOLVED, THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD hereby creates a working group entitled the "Fresh Look for the Next Fifty Working

DRAFT

Group" specifically tasked and empowered to imagine, create and develop potential "outside-the-box" solutions to the region's transportation challenges; that such Working Group be comprised of individuals selected by the Chairman on or before December 15, 2015 based on voluntary expressions of interest in participating, and with a chair designated by the Working Group at its first meeting; that such Working Group shall be expected report on its progress and ideas at the June , 2016 meeting of the TPB, and that the TPB staff shall be expected to participate in the Working Group and assist the Working Group as needed with administrative and analytic assistance from time to time;

AND BE IT FURTHER RESOLVED, THAT the TPB challenges the "Fresh Look for the Next Fifty Working Group" to put aside "business as usual" thinking, and to return to the Board with new and innovative approaches that are intended to dramatically reduce traffic congestion and enhance accessibility to transportation options throughout the National Capital Region.



NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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.	\$797,696 (FY2014)	Asset Acquisition Transit Technology Initiation of Service	Service initiated on March 31, 2014.	Complete March 2014.	
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Asset Acquisition	Buses delivered in August 2015.	Complete August 2015	
Potomac and Rappahannock Transportation Commission	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Asset Acquisition	Delivery of bus in spring 2014.	Complete August 2015	
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; 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 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2020 (interchange)	2020
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release March 2016, with construction expected to be under way in early summer 2016.	Fall 2018	Fall 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2014. Final design will start by the end of 2015 or early 2016.	Start of construction in Fall 2017	Start of construction in Fall 2017
Arlington County	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.	\$1,500,000 (FY2014)	Construction	Construction started July 6, with expected completion in March 2016. A change in phasing order with another adjacent project will slightly delay the completion date	March 2016	March 2016
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from spring 2015.	Start of construction in spring/summer 2018	Spring 2017
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	PE to begin in January 2016.	Start of construction in June 2017	Start of construction in June 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Construction	Design is 99% complete. Construction is ongoing.	2020	2020
	NEW! Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Design is 99% complete. Construction is ongoing.	2020	2020
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The process has started.	Start of construction in August 2015	Start of construction in August 2015
Fairfax County	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	PE to start in December 2016, final design in June 2018, and construction in 2018.	2020	2018
Fairfax County	Connector Bus Service Expansion – Purchase of 12 buses for 2 new routes and improve service on 9 additional routes	\$6,000,000 (FY2015-16)	Asset Acquisition	Procurement process begins in September 2015.	2016	2016
Fairfax County	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	Design work is expected to start in January 2016	2020	January 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Design work is expected to start in November 2015	2018	Summer 2017
Fairfax County	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	Consultant contract is expected to be executed in early 2016.	2020	Fall 2017
Fairfax County	US 1 (Richmond Highway) Widening – Widen US 1 for 2.9 miles from Mt. Vernon Memorial Highway (south) to Napper Road. This project will provide a 6 lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. Project includes both pedestrian and bicycle facilities and provision for future transit.	\$1,000,000 (FY2015-16)	PE, Environmental	Study phase started in 2015. PE expected to start in FY2016	2018	2016
Fairfax County/ Virginia Department of Transportation	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	Notice to Proceed to Design-Build team in July 2015.	Spring 2018	Spring 2018
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	Negotiations underway with the expectation that Board action could occur by December 2 nd .	Acquisition of land anticipated by end of 2015.	Winter of 2015
Loudoun County	LC Transit Buses – New transit buses to introduce Silver Line connecting service.	\$880,000 (FY2014)	Asset Acquisition	Buses have been ordered.	Anticipated delivery by May 2016.	May 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. The schedule calls for design completion over the winter and Spring (2015 – 2016) along with ROW acquisition with construction underway in 2016.	December 2018	December 2018
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	30% plans have been completed, and a public design hearing has been held.	February 2018	February 2018
Loudoun County	Acquisition of Four Buses – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	Buses have been ordered.	Winter 2016	Winter 2016
Loudoun County	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	Project is administered by VDOT as a Design Build contract. Dewberry is preparing the final design and Shirley will construct. The Loudoun County Parkway improvements are being phased with the completion of the widening of Rt. 606.	Fall 2017	Fall 2017
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 the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. Design Waiver requests submitted to VDOT and under review.	Construction advertisement December 2018.	Design October 2016.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	Route 1 Widening from Featherstone Road to Marys Way - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multimodal trail and a five foot wide sidewalk along the sides of the route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	VDOT Preliminary Field Inspection Review will begin in January 2016 and construction in Spring 2017. There are approximately 82 parcels impacted with 15 properties with possible major impacts, 8 parcels with total takes, and 7 probable total takes.	August 2019	August 2019
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes 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.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are ongoing. Have agreements for 51 of the 56 properties. Utility relocation to be completed by Spring 2016. All utilities, plans and estimates are in and have been approved.	December 2017	December 2017
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	PE to begin in early spring 2016 and construction in Fall 2017.	Fall 2018	Fall 2018
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Locally Preferred Alternative was decided on May 20, 2015, with a Record of Decision by Spring 2016.	Expected to open by year-end 2020.	January 2019
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Locally Preferred Alternative was decided on May 20, 2015, with a Record of Decision by Spring 2016.	2018	2017
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition	A Bid was received in November 2015, which is being evaluated. Installation is expected to commence in winter to spring 2016.	September 2018	September 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Procurement documents are in development. Design should be let out for bid by February 2016, with design beginning in spring 2016.	Winter 2016/2017	Winter 2016/2017
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	This project will fund the installation of TSP equipment on Duke Street after it has been designed by the FY2014 NVTA project.	2017	2017
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Asset Acquisition	Buses have been delivered.	Buses delivered.	December 2015
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	FONSI is expected in June 2016	2019	2019
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	Utility relocations. Construction is expected to commence in spring 2016.	2018	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	Utility relocations. Construction is expected to commence in spring 2016.	2018	2018
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction begins December 2015.	April 2017	April 2017
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began March 2015.	March 2016	March 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering Construction Inspection Services	Final engineering plans have been reviewed. Easement acquisition is on-going with construction of the shelters in the late spring of 2016.	Spring 2016	Spring 2016
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	Working on 65% design comments and starting 90% design. Utility undergrounding test pitting to be complete by end of November.	Summer 2017	Summer 2017
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design Construction	Working on 60% design. On track to receive 60% plans for review by the end of November.	Early 2017	Early 2017
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	Start of construction in April 2018.	October 2019	October 2019
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Study to start in Spring 2016	Fall 2016	Fall 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	Conceptual plan is being finalized for Citizen Information Meeting in January 2016. Construction to start in spring 2019	FY2021	FY2018
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in early 2016.	Early 2016
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Engineering ROW Acquisition	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. ROW acquisition/street dedication is to begin in early 2016 to be ready for construction in 2018.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Herndon	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	30% Design is completed.	2020	December 2018
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design Environmental	Survey work completed. Consultant procured awaiting NTP to start preliminary design.	Design approval expected May 2017.	May 2017
	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - 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.	\$1,000,000 (FY2015-16)	Design	This project will continue the work of the FY2014 project.	Construction to begin in 2022.	
Town of Leesburg	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	Preliminary design has just started	2020	2018
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.	\$838,000 (FY2014)	Planning for Phase 2 of Study	Preliminary demand forecast and cost estimates for different alternatives developed. Public outreach meetings planned for November. Will look into the funding/implementing strategies by year end.	Expected completion in March 2016.	March 2016.

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Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 153 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Plans submitted to Prince William County for review to obtain Building Permit. Pre-construction meeting was held with Prince William County's Building Development Department on October 8, 2015. Guaranteed Maximum Price (GMP) contract for construction was not approved by the Commission at its October 2015 meeting. Staff is evaluating options.	Summer 2017	Summer 2017
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	Issued Notice to Proceed in January 2015. Project is in design and ROW phase. Substantial completion expected in winter 2016.	Summer 2017	Summer 2017
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	Issued Notice to Proceed in January 2015. Project is in design and ROW phase. Substantial completion expected in winter 2016.	Summer 2017	Summer 2017
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Issued Notice to Proceed in January 2015. Project is in design and ROW phase. Substantial completion expected in winter 2016.	Summer 2017	Summer 2017
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Waiting for comments on 30% plans from VDOT Central office. 60% plans on hold pending utility issues and VDOT comments.	Fall 2017	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Work underway on public involvement outreach, travel forecasts, conceptual engineering for railroad alignment and identification of station site alternatives. Public meeting and stakeholder committee meetings scheduled Nov. 6, 9 and 10, 2015.	Summer 2017	Summer 2017
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	PE to begin January 2016, final design in November 2016, and construction January 2018.	Summer 2019	Summer 2019
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	VRE Operations Board authorized RFP for consultant services in October 2015; RFP under development. Contract award estimated January 2016.	Fall 2016	Fall 2016
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	PE to begin January 2016, final design in November 2016, and construction in January 2018.	Summer 2019	Summer 2019
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	PE to begin January 2016, final design in November 2016, and construction in January 2018.	Summer 2019	Summer 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design to begin in January 2016 and construction in June 2016.	Summer 2017	Summer 2017
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.	\$400,000 (FY2015-16)	Planning Engineering Studies	RFP for consultant support being developed.	Fall 2016	Fall 2016
Washington Metropolitan Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Completed project planning, prepared contract documents, specifications and drawings. Procurement ready package is under review with counsel. Contractor is expected to be on board by late December 2015.	Projected Contract Close-out November 2016	November 2016