



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

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

AGENDA

Public Comment

[6:00pm]

Annual Organizational Meeting

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the December 11, 2014 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- IV. HB 599 Rating and Evaluation Study**
Deputy District Administrator Rene'e Hamilton

Action Items

- V. Election of Chairman and Vice-Chairman for Calendar Year 2015**
Nominating Committee
- VI. Appointment of Town's Representative to the NVTa for Calendar Year 2015**
Chairman Nohe
- VII. Approval of the NVTa Calendar Year 2015 Work Program**
Ms. Backmon, Executive Director
Recommended action: Approval of the NVTa CY2015 Work Program
- VIII. Approval of TransAction 2040 Amendment Recommendation**
Ms. Backmon, Executive Director
Recommended action: Approval of TransAction 2040 Amendment Recommendation

- IX. Approval of CMAQ/RSTP Reallocation Request for Fairfax County**
Mr. Holloman, Vice Chair, JACC
Recommended action: Approval of CMAQ/RSTP Reallocation Request

Discussion/Information

- X. 2015 General Assembly Session Update** Ms. Backmon, Executive Director
- XI. Planning Coordination Advisory Committee Report**
Mayor Foreman, Chair, PCAC
- XII. Technical Advisory Committee Report** Mr. Boice, Chair, TAC
- XIII. CMAQ/RSTP Reallocation Request** Mr. Holloman, Vice Chair, JACC
- XIV. Finance Committee Report** Chairman York, Chair, Finance Committee
- XV. Monthly Revenue Report** Mr. Longhi, CFO
- XVI. Operating Budget Report** Mr. Longhi, CFO
- XVII. Financial Working Group Report** Mayor Euille, Chair, FWG
- XVIII. Project Implementation Working Group Report** Chairman Nohe, Chair, PIWG
- XIX. Executive Director's Report** Ms. Backmon, Executive Director
- XX. Chairman's Comments**

Closed Session

- XXI. Adjournment**

Correspondence Section

- City of Alexandria 30% Funds Determination Letter
- Route 28 Corridor Safety and Operations Study Comments from Mr. Scheufler
- City of Fairfax 30% Funds Determination Letter
- FOIA Guide For Members Public Bodies – Annual Notification

Next Meeting: February 26, 2015 – 6:00 pm
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031
www.TheNovaAuthority.org



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, December 11, 2014

6:30 pm

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

MEETING MINUTES

I. Call to Order

Chairman Nohe

- Chairman Nohe called the meeting to order at 6:40pm.

II. Roll Call

Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Mayor Euille (arrived 6:44pm); Board Member Hynes; Chairman York; Chairman Bulova; Mayor Parrish; Mayor Silverthorne (arrived 6:51pm); Council Member Rishell; Council Member Oliver; Senator Ebbin; Delegate Rust; Delegate Minchew (arrived 6:59pm); Miss Bushue.
- Non-Voting Members: Mayor Umstattd; Ms. Hamilton; Ms. Mitchell.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the October 9 and 24, 2014 Meetings

(Mayor Euille arrived.)

- Chairman York moved approval of the October 9, 2014 minutes, with corrections; seconded by Mayor Parrish. Motion carried with seven (7) yeas and four (4) abstentions [with Mayor Euille, Chairman York, Mayor Parrish and Council Member Oliver abstaining as they were not at the October 9 meeting].
- Chairman York moved approval of the October 24, 2014 minutes; seconded by Board Member Hynes. Motion carried with nine (9) yeas and two (2) abstentions [with Council Member Oliver and Delegate Rust abstaining as they were not at the October 24 meeting].

Consent Agenda

IV. Project Agreement for the Virginia Railway Express – Regional Funding Project 997-14-019-2-08 (Alexandria Station Tunnel)

- V. **Project Agreement for the City of Alexandria - Regional Funding Project 510-14-020-1-08 (Traffic Signal Upgrades/Transit Signal Priority)**
- VI. **Project Agreement for the City of Alexandria - Regional Funding Project 510-14-021-1-08 (Shelters and Real-Time Transit Information for DASH/WMATA)**
- VII. **Project Agreement for the City of Alexandria - Regional Funding Project 510-14-022-1-08 (Potomac Yard Metrorail Station EIS)**
- VIII. **Project Agreement for the City of Falls Church - Regional Funding Project 610-14-023-1-06 (Pedestrian Access to Transit)**
- IX. **Project Agreement for the Virginia Railway Express - Regional Funding Project 997-14-024-2-08 (Lorton Station Second Platform)**
- X. **Project Agreement for the Virginia Department of Transportation - Regional Funding Project 995-14-025-3-03 (Route 28 Hot Spot Improvements – Loudoun Segment)**
- XI. **Project Agreement for the Virginia Department of Transportation - Regional Funding Project 995-14-026-1-03 (Route 28 Widening Dulles Toll Road to Route 50)**
- XII. **Project Agreement for the Virginia Department of Transportation - Regional Funding Project 995-14-027-1-03 (Route 28 Widening McLearen Road to Dulles Toll Road)**

- Ms. Backmon stated that with Authority approval of these projects this evening, there will be 26 of 33 FY2014 projects moving forward. She added that included this evening are three (3) VDOT SPAs for the Route 28 project.
- Chairman York moved to approve the consent agenda to include the specific motions in items IV – XII; seconded by Chairman Bulova.
- Senator Ebbin asked Alexandria staff when the Potomac Yard Environmental Impact Statement will be moving forward, or what the schedule is for when the station might be built. Mr. Maslanka responded that the city is currently completing the Environmental Impact Statement with the goal of starting construction in 2017.
- Motion carried unanimously.

Action Items

XIII. Approval of the NVTa Organizational and Financial Policies

Chairman York, Chair, Finance Committee

- Chairman York reported that the NVTa organizational and financial policies have been prepared by the staff, reviewed by the Council of Counsels and the Finance Committee, and that the Finance Committee recommends them for approval by the Authority.
- Chairman York moved to approve the NVTa Organizational and Financial Policies; seconded by Chairman Bulova. Motion carried unanimously.

XIV. Approval of the Post Issuance Disclosure Policy

Chairman York, Chair, Finance Committee

- Chairman York reported that the Finance Committee had reviewed the Post Issuance Disclosure Policy, but noted that there had been a change since that review and requested that Mr. Longhi explain the change.
- Mr. Longhi stated that one of the attachments that was on the original policy presented to the Finance Committee was removed. He explained this attachment was for qualified management contracts and that the IRS guidance is going through some changes. Rather than have an attachment that is going to be changed, and is not applicable to the Authority at this time, it was removed on the advice of bond counsel.
- Mr. York stated that the Finance Committee has reviewed the policy and found everything in order. He noted that all the NVTa policies are living documents and will be changed and updated as necessary.
- Chairman York moved to approve the NVTa Tax Exempt Bonds Post-Issuance Tax Compliance Policies and Procedures in substantial form, as presented at this meeting; seconded by Chairman Bulova.
- Senator Ebbin asked about the reference to 1950 in the background of the policy. Mr. Longhi responded that 1950 refers to the Code of Virginia.
- Motion carried unanimously.
- Ms. Backmon requested a moment to update the Authority on the recent Authority bond credit rating and issuance.
- Mr. Longhi stated that the Authority bonds were marketed last Thursday, December 4, 2014. He highlighted:
 - ✓ Well received by the market.
 - ✓ Oversubscribed by 2.5 times.
 - ✓ Good variety of bidders.
 - ✓ Very few questions on the credit picture of the Authority.

- ✓ Well understood on the Street, which seems to be an indication of the outstanding presence of our member jurisdictions in the credit markets.
 - ✓ Ended with true interest cost of 3.09%.
- Ms. Carter, PFM, stated this is an accomplishment to celebrate and then reviewed some of the specifics of the current market environment. She highlighted:
 - ✓ The Authority achieved a good long term borrowing rate on the bonds, with the 30-year Treasury Bonds hovering around 3% currently. This indicates that the Authority bonds are perceived as pretty risk free.
 - ✓ Current rates are at or near the 30-year long term average, well below the 10-year average and well below the 30-year average. From a historical perspective, this is a good time for the Authority to be borrowing.
 - ✓ Have been in a declining interest rate environment leading into Authority bond sale.
 - ✓ Authority bonds were priced relative to the High Grade Municipal Bond Index benchmark (MMD).
 - ✓ Explained the spread of NVTAs' bonds relative to that Index and other comparable deals in the market the same week.

(Mayor Silverthorne arrived.)

- ✓ There was a \$1.6B deal sold by Texas DOT in the same week. This was an AAA rated bond and NVTAs priced well compared to that transaction as well.
- Chairman Bulova expressed gratitude to all who had worked to make a strong financial case for the Authority and noted that this speaks to the strength of this region.
 - Mr. Longhi noted there was much support from jurisdictional and agency staff to pull this information together and thanked them.
 - Chairman Nohe thanked the staff and bond counsel for the bond rating presentation. He acknowledged that this success and the strength of the presentation were due to strength of our region and the regional staff.
 - Mayor Euille added that this speaks volumes about the strength of our entire region and is a credit to all the members.

XV. Approval of NVTAs Employee Handbook

Chairman York, Chair, Finance Committee

- Chairman York reported that the Finance Committee reviewed the NVTAs employee handbook, which was prepared by staff and reviewed by Council of Counsels, and everything is in order. He added that these are living documents and will be amended and updated as necessary.

- Chairman York moved approval of the NVTa Employee Handbook; seconded by Mayor Parrish. Motion carried unanimously.

XVI. Approval of Principals for the Determination of Long-Term Benefits

Mayor Euille, Chair, FWG

- Mayor Euille stated that HB 2313 requires that when allocating the 70% regional revenues, the Authority must ensure that each locality's long-term benefit will be approximately equal to the proportion of the revenues raised by the three taxes and fees in the respective locality. He noted that various options to determine long-term benefits have been studied. He requested that the Authority endorse the guiding principles outlined in the Principals for the Determination of Long-Term Benefit report.
- Mayor Euille stated that the subcommittee recommends that be two methods for determining the benefits of roadway, bicycle, pedestrian or intelligent transportation system projects be congestion relief, as modeled using the regional travel demand model (or state of the modeling practice in the future) for all of the projects selected, and the locations of the projects. He added that the Authority will generally focus on primary benefits in determining long-term benefits.
- Mayor Euille moved to approve the Principals to Determine Long-Term Benefits; seconded by Board Member Hynes.
- Chairman Nohe noted that this effort is another example of extraordinary regional team work. He thanked everyone who worked on this effort.
- Motion carried unanimously.

XVII. Approval of the Revised FY2015/16 Two Year Program Schedule

Chairman Nohe, Chair, PIWG

- Chairman Nohe stated that the anticipated VDOT HB 599 study for this evening has been postponed until the January meeting due to VDOT needing more time to complete the final report.
- Ms. Hamilton stated that VDOT appreciates the extension and will be presenting to the Authority in January.

(Delegate Minchew arrived.)

- Chairman Nohe noted that as a result of this delay, the PIWG is pushing the Two Year Program Schedule back one (1) month.
- Chairman Nohe noted that there is at least one (1) highway project that is both a CTB Six Year Program and a NVTa project and asked if this will create a problem to advertise the Route 7 overpass project. Ms. Hamilton responded that it will not.

- Chairman Nohe moved to approve the proposed revised FY2015-16 Two Year Program schedule; seconded by Chairman Bulova. Motion carried unanimously.

XVIII. Approval of the NVTa 2015 Federal and State Legislative Program

Ms. Dominguez, Chair, JACC

- Ms. Dominguez briefed Authority on the 2015 State Legislative Program. She highlighted:
 - ✓ Notes the Authority will work diligently with the State to implement HB 599 and that due to VDOT's large role in implementing HB 599 it is essential that VDOT have sufficient resources for this.
 - ✓ Recommends that while the Authority understands that the Commonwealth needs to retain sufficient revenues to recover its costs incurred administering the HB 2313 taxes, this funding be capped to allow for more funds to be provided to regional transportation projects. Noted that the fees retained have fluctuated significantly each month and should be fairly consistent.
 - ✓ Suggests the NVTa and the Commonwealth work together to coordinate HB 2 and HB 599.
 - ✓ Recommends Northern Virginia continue to receive its fair share of statewide revenues. It is recommended that the \$500M set aside should be eliminated or modified to ensure equitable distribution of funds to each region.
 - ✓ Notes a change from allocation of transit funds in HB 1140 has hurt Northern Virginia transit programs because they do not receive federal funds and this has reduced the funds that Northern Virginia transit programs receive.
 - ✓ Recommends that the Commonwealth work to address the "bond cliff" issue to ensure that transit systems continue to receive the state resources needed to provide critical transit services.
- Ms. Mitchell noted that she appreciates that this is included in the Authority's legislative program.
 - ✓ Recommends that DC, MD and VA each continue its \$50M annual WMATA funding.
 - ✓ Addresses Metro Momentum and the need to continue to address growing capacity needs.
 - ✓ Expresses concern over secondary road devolution and opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.
 - ✓ Opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.
 - ✓ Supports equal taxing authority for counties, cities and towns

- ✓ Supports inclusion of sufficient funding to address BRAC recommendations.
 - ✓ Recognizes the importance of pedestrian transit safety.
 - ✓ Recommends maximizing the use of existing facilities to provide high performance, high capacity transit.
 - ✓ Opposes state imposition of land use determination on localities.
 - ✓ Recommends the Commonwealth involve local and regional officials at the earliest possible time during regional studies.
- Senator Ebbin asked how many years we are into the 10-year plan with federal government matching funds. Ms. Dominguez responded that it is authorized from FY2009-2018 and noted this is something to monitor.
 - Delegate Rust expressed concern with language suggesting a cap on the transportation fees retained by the Department of Taxation. He suggested that if the Authority recommend a cap on fees, everyone else will. Delegate Rust noted that he has reviewed the fiscal impact statement and it states how much money is needed and is mentioned in the budget language. He agreed that the Authority should ask for an accounting of the fees collected and for stabilization of the fees. Ms. Dominguez suggested “this funding should be capped to allow for more funds to be provided to projects needed throughout the region” could be removed from the recommendation. There was general consensus to make this change.
 - Delegate Minchew noted that he has requested draft bill to address this concern. When he gets the draft bill, he will review it with the Authority member to be sure it is what we want.
 - Ms. Dominguez briefed the Authority on the Federal Legislative Program. She noted:
 - ✓ Recommends that as the surface transportation program reauthorization continues to move forward:
 - Level of Federal funding needs to increase.
 - CMAQ/RSTP funding is important to the region and needs additional funding.
 - Coordination between the Authority and local governments is important.
 - Need to reduce time to complete federal review process of significant new transportation projects.
 - Need to recognize the uniqueness of metropolitan areas and give greater decision-making authority for transportation funding to local governments and regional agencies.
 - ✓ WMATA recommendation is similar to State Legislative Program.
 - ✓ Recommends funding for VRE programs.
 - ✓ Recommends limits on commuter rail related liability.
 - ✓ Requests increase in security funding to local and regional transportation agencies in the metropolitan area.

- ✓ Requests funding for the Metropolitan Area Transportation Operations Coordination (MATOC) program.
 - ✓ Supports legislation to permanently create commuter parity.
 - ✓ Supports passage of the Marketplace Fairness Act.
 - ✓ Opposes efforts to undermine regional and local authority over airports and supports maintaining the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport.
- Board Member Hynes requested the Legislative Program be edited to correct the name of Dulles National Airport to Washington Dulles International Airport. She noted that the opposition of the slot rule is a good item for the Authority to include in its Legislative Program.
 - Delegate Rust asked for clarification as to whether changing the slot and perimeter rules at Reagan would also negatively impact BWI, and if so, suggested the Authority solicit their support as well. Ms. Dominguez responded that this has been discussed at COG and that they have requested a study be done. Board Member Hynes responded that with Metropolitan Washington Airports Authority, Reagan and Dulles are tied together and that BWI is separate.
 - Ms. Mitchell noted that only a small portion of the increase in gas tax will go to transit. She suggested that because of the gas tax increase going into effect, transit will lose \$20-22M per year that would have been collected under the Marketplace Fairness Act, the Marketplace Fairness Act position also be added to the State Legislative Program. Board Member Hynes agreed. There was general consensus to add this to the State Program.
 - Chairman York moved to approve the 2015 State & Federal Legislative Program, with changes as discussed; seconded by Delegate Rust. Motion carried with thirteen (13) yeas and one (1) abstention [Delegate Minchew].

XIX. Approval of Comments on the HB 2 Process

Ms. Dominguez, Chair, JACC & Ms. Harris, Program Coordinator

- Ms. Dominguez and Ms. Harris presented the recommended comments on the HB 2 Process to the Authority. Ms. Dominguez stated that during the October 14, 2014 HB 2 presentation to the Commonwealth Transportation Board (CTB), Secretary Donohue offered recommendations on three items:
 - ✓ Solicitation of Candidate Projects;
 - ✓ Geographic Scale of Weighting Areas with Weighting Frameworks;
 - ✓ Treatment of co-funded projects.
- Ms. Harris summarized the recommendations by the Office of the Secretary of Transportation on the Solicitation of Candidate Projects. Based on those recommendations, Ms. Dominguez, noted the proposed Authority comments:
 - ✓ The Authority believes that local governments should have the ability to apply for projects within Corridors of Statewide Significance (COSS), as in many cases local projects that are in the corridor are not necessarily

considered regional projects and in that case, the locality might not be able to apply for those funds.

- ✓ Requests clarification on what would occur if a project falls into multiple categories, such as being in both a COSS and an Urban Development Area (UDA).
- ✓ Requests clarification on how big the corridor is, as this could impact project selection.
- ✓ Requests clarification on how or whether a jurisdiction could submit a project for consideration if it does not have a UDA.
- ✓ Requests clarification on the definition of a regional entity for the purpose of project applicants.
- Ms. Harris summarized the recommendations by the Office of the Secretary of Transportation on the Geographic Scale of Weighting Areas with Weighting Frameworks. Based on those recommendations, Ms. Dominguez, noted the proposed Authority comments:
 - ✓ The Authority agrees that too many frameworks will subvert the entire process, however, should address the diversity across the Commonwealth.
 - ✓ Believes that there should be at least two frameworks weighting congestion the highest, as Northern Virginia and Hampton Roads are required to have congestion mitigation rated highest amongst the factors and there are other differences between the two regions.
 - ✓ Requests more information as to how two frameworks within a Metropolitan Planning Organization (MPO) would work.
 - ✓ Requests clarification on how the Administration will reconcile the varying priorities assigned by each region to the criteria.
- Ms. Dominguez noted that the treatment of co-funded projects is especially important as the NVTAs has its own resources. Ms. Harris stated that this was a complicated issue and that the CTB had requested that a number of scenarios of how projects will be analyzed on a relative cost basis be developed and brought back to the CTB. Based on those recommendations, Ms. Dominguez, added that as the Authority has its own HB 2313 funds, if the cost benefit analysis is based on the total cost of the project, the Authority may essentially be penalized for using its own funds.
- Mayor Euille moved to approve the proposed letter to Virginia Secretary of Transportation Aubrey L. Layne, Jr., which provides comments on the process to implement HB 2; seconded by Chairman York. Motion carried unanimously.

XX. Approval of Comments on the I-66 Corridor Improvement Study

Ms. Dominguez, Chair, JACC & Ms. Harris, Program Coordinator

- Ms. Dominguez noted the recommended comments on the I-66 Corridor Improvement Study were based on the previous presentation to the Authority. She summarized that comments include:

- ✓ Need to be mindful of right-of-way impact, however, not to preclude future rail and transit improvements.
- ✓ Need to coordinate public meetings and efforts to include more information on the transit program.
- Board Member Hynes requested a change in the comments about rapid bus service along I-66. Ms. Dominguez shared newly drafted language in this section to address this concern. “The I-66 Project Scope calls for rapid bus service along I-66 with high frequency of service beyond peak hours and travel in express lanes for predictable travel times. The Authority believes that greater explanation is needed on how transit service will be provided, funded, ~~and~~ who will operate it, and how daytime bus storage will be handled is needed.”
- Board Member Hynes moved to approve the proposed letter to Virginia Secretary of Transportation Aubrey L. Layne, Jr., with changes as discussed, which provides comments on the I-66 Corridor Improvements; seconded by Chairman Bulova. Motion carried unanimously.

XXI. Appointment of the Nominating Committee Chairman Nohe

- Chairman Nohe appointed Chairman Bulova and Mayor Parrish to the 2015 Chairman and Vice Chairman Nominating Committee.
- Chairman Nohe stated that a nomination is needed from the towns to appoint the new town representative at the January meeting.

XXII. Approval of the 2015 Meeting Calendar Ms. Backmon, Executive Director

- Ms. Backmon recommended that the Authority meet on the fourth Thursday of the month in CY2015, prior to the NVRC meetings. She noted that due to the holidays, the November and December meetings are recommended to be held on the second Thursday of the month. Ms. Backmon added that the January meeting start time is 6pm due to the HB 599 presentation and suggested that we may want to revisit the recommended meeting time of 6:30pm for the rest of the meetings.
- Chairman Nohe clarified that the recommendation is to confirm these dates, but leave flexibility for the start times. Ms. Backmon responded affirmatively and stated that she would like to lock down the start times for all meetings and will work with Mr. Gibb to establish a time that works.
- Chairman Nohe asked if members were able to meet at 6pm for all meetings. He added that if a particular agenda calls for an earlier start time, we will have the flexibility to make that change. There was general consensus to start all meetings at 6pm.
- Mayor Parrish moved to approve the CY2015 Meeting Schedule, with the change to 6pm start times; seconded by Delegate Minchew.

- Delegate Minchew noted that the General Assembly members will not be present at the January meeting for the HB 599 presentation and requested a call-in option. Mr. MacIsaac suggested the Authority might need to adopt a policy for this. Chairman Nohe directed staff to coordinate a call-in option for the January meeting.
- Chairman Nohe stated that as there is a regional interest in HB 599, he directed Ms. Backmon to coordinate with Mr. Gibb to have the January meetings flow into each other.
- There was discussion that starting prior to 6pm could be difficult for some members.
- The motion carried unanimously.

Discussion/Information

XXIII. Report on the Listening Session for the TransAction 2040 Update

Mr. Dan Malouff, Chair, TransAction 2040 Update Subcommittee

- No verbal report.

XXIV. Review of the Process to Amend TransAction 2040

Ms. Backmon, Executive Director

- Ms. Backmon updated the Authority on the process to amend TransAction 2040. She highlighted:
 - ✓ Schedule would take 8-9 months.
 - ✓ Cannot remove projects from the current plan, but can add projects.
- Ms. Backmon recommended that if the Authority chooses to amend TransAction 2040, that this be done in a parallel process with the update of TransAction 2040. She also recommended that the Authority do a one (1) year only call for projects, if we proceed with an amendment, and that we submit those to the HB 599 process. Ms. Backmon noted that to date we have 26 approved SPAs. She added that the Authority needs to show that we are being good stewards of tax payer dollars and are actively advancing projects.
- Ms. Backmon stated that she will work with the PIWG to develop an amendment process and will bring the PIWG recommendation to the Authority in January.
- Ms. Bulova asked for clarification. Ms. Backmon clarified that she recommends that if the Authority proceeds with the amendment, it not delay the process to update TransAction 2040. She added that there are some logistics still to be worked out, for example the consultant has stated that there is a cap on the number of projects that can be included in the amendment and how much the new projects can impact the network that has been modeled. Ms. Backmon further recommended that instead of doing the planned three (3)

year call for projects for FY2017-19, the Authority only do a one (1) year call for projects for FY2017. This gives the Authority the opportunity to continue to advance projects during the amendment process and then do the next call for projects after the amendment is complete.

- Chairman York noted that he has spoken to Ms. Backmon and Mr. Longhi and that they are pretty much in agreement as to how this process will work. He asked for confirmation that the recommendation to amend TransAction 2040 will be presented at the January meeting. Ms. Backmon responded affirmatively.
- Chairman Bulova requested that should the Authority choose not to amend, Ms. Backmon also bring a recommendation as to whether the Update process can be accelerated. Ms. Backmon responded that she would.
- Board Member Hynes suggested that it would be useful to layout the various options with timelines. She added that she would like to find a way to make this work, but that the Authority should not be reinventing wheels that do not need to be reinvented.
- Chairman York added that it may not be just Loudoun County requesting an amendment. He suggested this will be the only time this process will happen.
- Council Member Rishell asked about the cost. Ms. Backmon stated that this would cost approximately \$300,000.
- Chairman Nohe directed Ms. Backmon to also bring back a recommendation on how to fund the amendment. He added that he would find it difficult to authorize the use of 70% funds to pay for it.
- Council Member Rishell asked if there are funds available to do this amendment. Chairman Nohe responded that no funds have been approved.
- In reference to the CY2015 Work Plan, Board Member Hynes noted that she had some suggestions about the organization of the Work Plan. Chairman Nohe suggested this be worked out at PIWG.
- Mayor Parrish reported that over the last month the preparation for the six month review of the Executive Director had taken place and that this evening the Personnel Committee had met in closed session to discuss the accomplishments of the last seven months. Mayor Parrish asked Ms. Backmon to briefly report to the Board on these accomplishments. Ms. Backmon highlighted these accomplishments of the Authority:
 - ✓ Authority received AA+, Aa1, AA+ credit ratings.
 - ✓ Bonds oversubscribed by 2.5 times.
 - ✓ Received 3.09% interest rate on bonds.
 - ✓ Accomplished one-on-one meetings with each Authority member to determine short and long term goals for the Authority.
 - ✓ Developed the Communications Plan.
 - ✓ Developed the Employee Handbook.
 - ✓ Developed Organizational and Financial Policies.
 - ✓ Re-established fully membered PCAC.
 - ✓ Mapped FY2014 70% projects.

- ✓ Achieved consensus on the Principals for Determining Long-Term Benefits.
- Mayor Parrish concluded that the members of the Personnel Committee thanked Ms. Backmon for being energetic, knowledgeable and hard working.

- XXV. 2015 NVTa Work Program** Ms. Backmon, Executive Director
- No verbal report.
- XXVI. Report of the Planning Coordination Advisory Committee** Mayor Foreman, Chair, PCAC
- No verbal report.
- XXVII. Report of the Technical Advisory Committee** Mr. Boice, Chair, TAC
- No verbal report.
- XXVIII. CMAQ/RSTP Reallocation Request** Ms. Dominguez, Chair, JACC
- No verbal report.
- XXIX. Finance Committee Report** Chairman York, Chair, Finance Committee
- No verbal report.
- XXX. NVTa Revenue Receipts Report** Mr. Longhi, CFO
- No verbal report.
- XXXI. NVTa Operating Budget Report** Mr. Longhi, CFO
- No verbal report.
- XXXII. Financial Working Group** Mayor Euille, Chair FWG
- No verbal report.
- XXXIII. Project Implementation Working Group** Chair Nohe
- No report.
- Executive Director's Report** Ms. Backmon, Executive Director
- No verbal report.

XXXIV. Chairman's Comments

- Chairman Nohe introduced Mr. Skiles from Vectre Corporation, on behalf of TransUrban. Mr. Skiles gave a brief update on the opening of the I-95 Express Lanes. He noted that they will open on December 14, tolling will begin on December 29 and that until then HOV rules are in effect during peak rush times.
- Senator Ebbin asked for clarification about carpoolers using the new lanes. Mr. Skiles explained that carpoolers are HOV riders and can use the lanes anytime.

Adjournment

XXXV. Adjournment

- The meeting adjourned at 7:45pm.

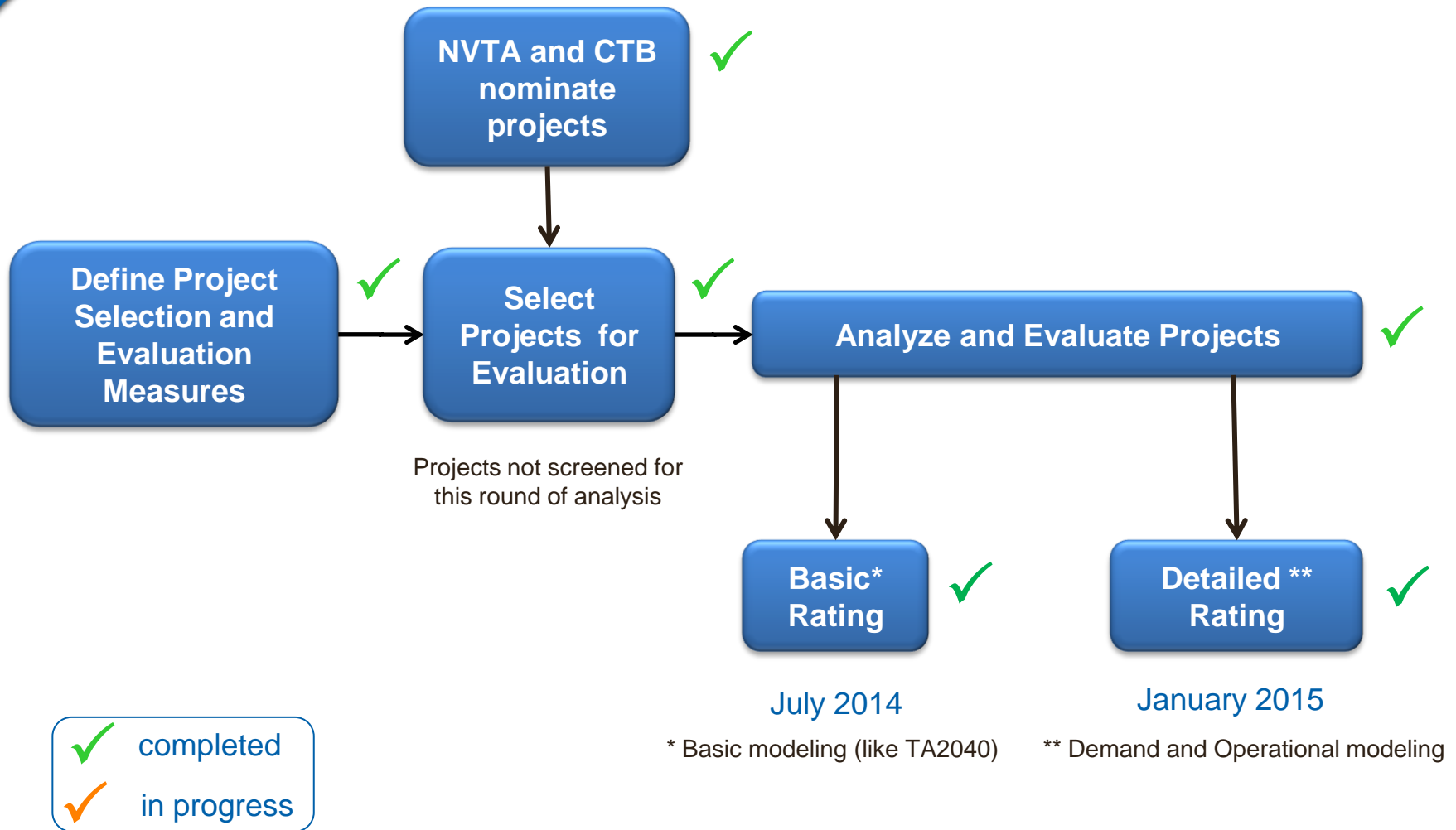


Evaluation of Significant Transportation Projects in Northern Virginia Transportation District

HB 599 Ratings Overview

NVTA - January 22, 2015

Study Approach



Detailed Ratings

- Detailed ratings based on seven performance measures selected in cooperation with stakeholders and NVTA (January-February 2014)
- Prepared detailed ratings of 37 nominated projects using TRANSIMS model and local/regional networks and travel demand based on 2013 CLRP assumptions and Round 8.2 land uses
- Model run for 2020 and 2040 study years with and without each project
- Change in performance measures scored and weighted using stakeholder decision process

Nominated Projects

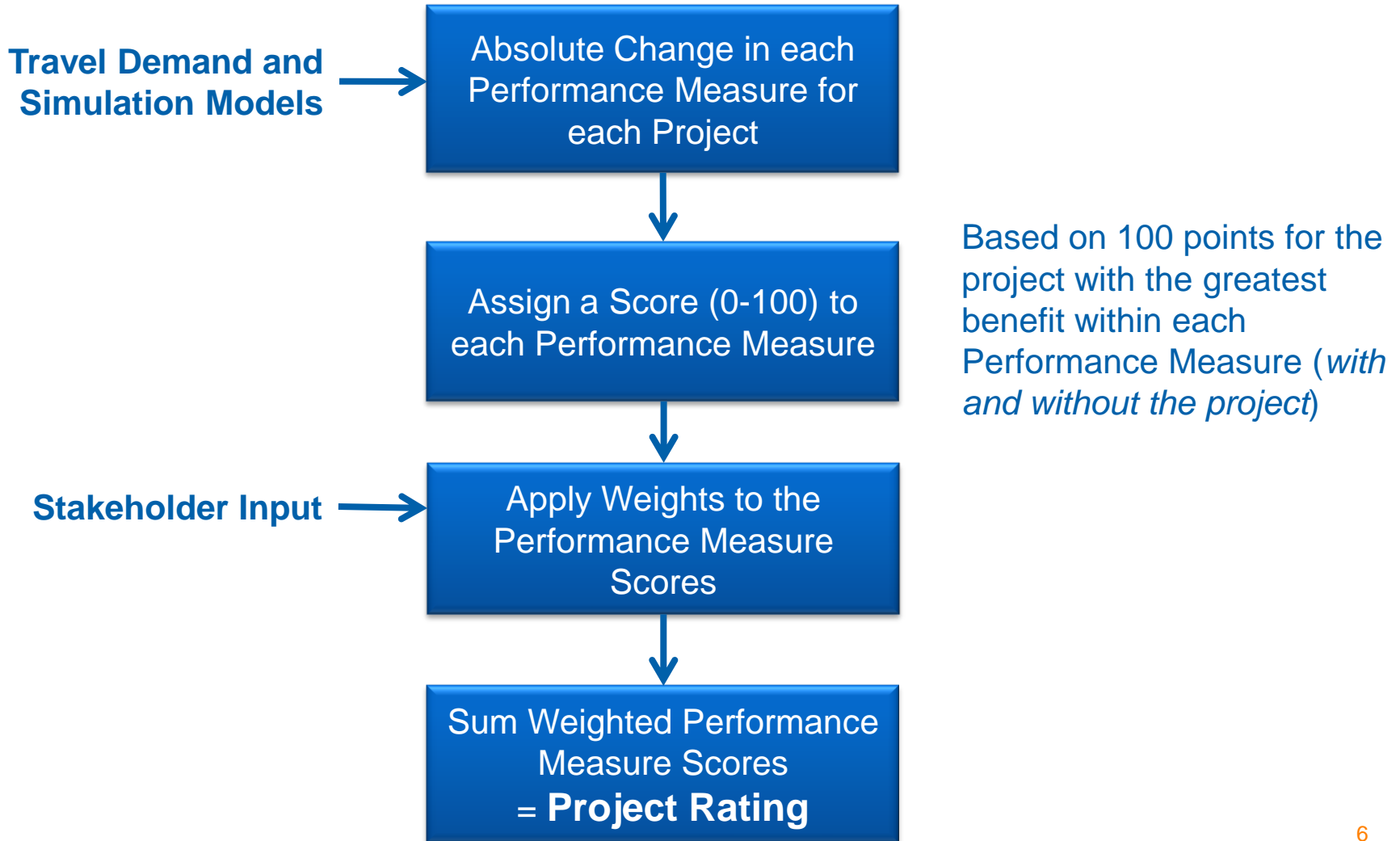
- 37 projects nominated (32 NVTA, 5 NoVA CTB)
 - 25 roadway improvements/widenings
 - 5 interchange construction
 - 5 intersection improvements
 - 2 ITS traveler information / traffic management projects

NVTA did not nominate transit projects for this round of analysis

Locality Meetings

- **Met with localities in late August to review project network coding details**
 - Opportunity to modify/make corrections to project coding prior to detailed modeling runs
- **Met with localities in early December to review model results**
 - Shared information on travel times, speeds and volumes with and without the project
 - Opportunity to modify/make corrections to project coding prior to final modeling runs and ratings

Evaluation and Rating Process



Performance Measure Summary

- **Congestion Duration** = reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions.
- **Person Hours of Delay** = reduction in the number of person hours of travel time above free flow travel time.
- **Person Hours of Congested Travel in Automobiles** = reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities.
- **Person Hours of Congested Travel in Transit Vehicles** = reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles.
- **Transit Crowding** = reduction in the number of transit person miles experiencing crowded conditions (local bus > 1.0; express bus and commuter rail > 0.9; Metrorail > 100 passengers/car).
- **Accessibility to Jobs** = increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.
- **Emergency Mobility** = increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making.

Evaluation Performance Measure Weights

Category-Attribute		Blended Weights		
		Category	Attribute	Overall
Congestion Reduction		86.9%		
	Congestion Duration		32.1%	27.9%
	Person Hours of Delay		23.3%	20.3%
	Person Hours of Congested Travel in Automobiles		17.7%	15.4%
	Person Hours of Congested Travel in Transit		13.6%	11.8%
	Transit Crowding		13.3%	11.5%
			100.0%	86.9%
Improved Mobility		13.1%		
	Accessibility to Jobs		72.6%	9.5%
	Emergency Mobility		27.4%	3.6%
			100.0%	13.1%
Total		100.0%		100.0%

2020 Performance Measures

2020 Performance Measures (1/15/15 Draft Final)		Reduce Congestion Duration (hrs*In-mi)	Reduce Person Hours of Delay	Reduce Congested Person Hours in Autos	Reduce Congested Person Hours in Transit	Reduce Transit Crowding (PMT)	Increase Access to Jobs (45 min by auto)	Improve Emergency Mobility (hours)
Project Name (* = new facilities)	Location	27.9%	20.3%	15.4%	11.8%	11.5%	9.5%	3.6%
NoVA-0 Northern Virginia Totals	NoVA	6,698	919,508	806,597	44,452	301,301	1,316,974	398,966
NVTA-1 Columbia Pike Multimodal Streets in Arlington	Arlington	(12.5)	(1,134)	(1,525)	(54)	-	658	(3,159)
NVTA-2 Rolling Road Widening near Springfield	Fairfax	(40.8)	(5,163)	(6,965)	(102)	-	4,150	(2,195)
NVTA-3 US 29 Widening near Centreville	Fairfax	(17.7)	(1,309)	(1,682)	(7)	-	466	(573)
NVTA-4 Braddock Road Widening near I-495	Fairfax	(11.6)	(2,760)	(3,100)	(56)	-	2,071	(1,009)
NVTA-5 South Van Dorn St & Franconia Rd Interchange	Fairfax	(9.4)	(556)	(690)	(19)	-	1,897	(416)
NVTA-6 Frontier Dr Extension in Springfield*	Fairfax	(2.5)	(57)	(222)	(1)	-	14	30
NVTA-7 Fairfax County Pkwy Improvements	Fairfax	(185.3)	(17,236)	(22,641)	(95)	-	19,563	(8,731)
NVTA-8 Belmont Ridge Rd widening near Broadlands	Loudoun	(12.1)	(566)	(655)	0	-	145	(203)
NVTA-9 Loudoun County Parkway extension to US 50*	Loudoun	(102.3)	(18,638)	(22,163)	(15)	-	1,389	(6,998)
NVTA-10 Route 7 Bridge Widening near Tysons Corner	Fairfax	(9.1)	(2,571)	(3,076)	(50)	-	432	(1,134)
NVTA-11 US 1 Widening and Relocation - Dumfries	Dumfries	(17.9)	(2,343)	(2,748)	(1)	-	334	(1,206)
NVTA-12 US 1 Widening near Ft. Belvoir	Fairfax	(13.9)	(1,492)	(1,085)	(45)	-	2,553	(677)
NVTA-13 Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	(3.4)	(964)	(434)	(1)	-	126	(349)
NVTA-14 Northfax Intersection (US29/50 @ VA123)	City of Fairfax	(1.8)	(72)	(181)	4	-	83	(36)
NVTA-15 Jermantown/US 50 Roadway Improvements	City of Fairfax	(5.3)	(376)	(506)	(9)	-	33	(157)
NVTA-16 Frying Pan Road Widening near Herndon	Fairfax	(11.5)	(417)	(656)	(19)	-	405	(172)
NVTA-17 Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	(4.7)	(606)	(724)	(12)	-	162	(317)
NVTA-18 Real-Time Adaptive Traffic Control & Management	Alexandria	(7.7)	(1,400)	(1,525)	(84)	-	1,241	(670)
NVTA-19 Glebe Rd Corridor ITS Improvements	Arlington	(14.4)	(2,169)	(2,390)	(282)	-	1,933	(1,034)
NVTA-20 Pohick Road Widening near Lorton	Fairfax	(1.8)	(226)	(165)	(2)	-	164	(161)
NVTA-21 Shirley Gate Road Extension to Fairfax County Parkway*	Fairfax	(3.4)	(207)	(114)	(1)	-	366	(27)
NVTA-22 Northstar Blvd Extension near Brambleton*	Loudoun	(40.7)	(4,644)	(5,793)	(1)	-	2,566	(1,921)
NVTA-23 Construct Route 7/690 Interchange near Purcellville	Loudoun	(14.1)	(1,416)	(1,265)	-	-	41	(387)
NVTA-24 Route 234/Grant Avenue Reconstruction in Manassas	Manassas	(2.7)	(405)	(201)	(0)	-	141	(168)
NVTA-25 Main St & Maple Ave Intersection in Purcellville	Purcellville	(0.1)	(104)	(10)	-	-	23	(35)
NVTA-26 Route 7/Battlefield Pkwy Interchange	Leesburg	(23.0)	(1,538)	(1,795)	(1)	-	35	(575)
NVTA-27 East Elden Street Widening in Herndon	Herndon	0.1	(60)	(24)	0	-	134	(23)
NVTA-28 US 1 Widening near Woodbridge	Prince William	(23.7)	(1,993)	(2,368)	(20)	-	2,973	(430)
NVTA-29 Route 15 Widening near Gainesville	Prince William	(0.9)	(125)	(103)	-	-	9	(83)
NVTA-30 Route 28 Widening near Centreville	Fairfax	(60.2)	(9,136)	(11,436)	(6)	-	4,869	(2,250)
NVTA-31 Route 28 Widening near Manassas	Prince William	(2.2)	(393)	(172)	-	-	181	(85)
NVTA-32 Route 28 - Godwin Drive Extension near Manassas*	Manassas/PW	(85.5)	(10,858)	(13,217)	(14)	-	3,564	(2,826)
CTB-1 Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	(2.2)	(940)	(208)	(1)	-	540	(393)
CTB-2 Route 7 Widening from Tysons Corner to Reston	Fairfax	(80.9)	(10,584)	(12,830)	(68)	-	1,614	(3,651)
CTB-3 I-395 Southbound Widening	Alexandria	(26.1)	(7,611)	(8,526)	(133)	-	322	(5,347)
CTB-4 Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	(13.6)	(4,173)	(3,979)	(41)	-	300	(1,273)
CTB-5 Fairfax County Pkwy - I 95 to US 1 near Ft. Belvoir (County Alt)	Fairfax	(11.3)	(4,333)	(3,924)	(41)	-	275	(1,175)

Projects Sorted by 2020 Ratings

2020 Draft Final Project Ratings (1/15/15)			Project Rating
Project Name (* = new facilities)		Location	
NVTA-7	Fairfax County Pkwy Improvements	Fairfax	79.1
NVTA-9	Loudoun County Parkway extension to US 50*	Loudoun	55.0
CTB-2	Route 7 Widening from Tysons Corner to Reston	Fairfax	37.6
NVTA-32	Route 28 - Godwin Drive Extension near Manassas*	Manassas/PW	37.2
NVTA-30	Route 28 Widening near Centreville	Fairfax	30.3
CTB-3	I-395 Southbound Widening	Alexandria	25.9
NVTA-2	Rolling Road Widening near Springfield	Fairfax	23.7
NVTA-19	Glebe Rd Corridor ITS Improvements	Arlington	19.3
NVTA-22	Northstar Blvd Extension near Brambleton*	Loudoun	17.2
CTB-4	Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	11.7
CTB-5	Fairfax County Pkwy – I 95 to US 1 near Ft. Belvoir (County Alt)	Fairfax	11.4
NVTA-4	Braddock Road Widening near I-495	Fairfax	10.6
NVTA-28	US 1 Widening near Woodbridge	Prince William	9.8
NVTA-10	Route 7 Bridge Widening near Tysons Corner	Fairfax	9.0
NVTA-18	Real-Time Adaptive Traffic Control & Management	Alexandria	8.1
NVTA-1	Columbia Pike Multimodal Streets in Arlington	Arlington	8.0
NVTA-12	US 1 Widening near Ft. Belvoir	Fairfax	7.9
NVTA-11	US 1 Widening and Relocation - Dumfries	Dumfries	7.8
NVTA-26	Route 7/Battlefield Pkwy Interchange	Leesburg	6.7
NVTA-3	US 29 Widening near Centreville	Fairfax	6.0
NVTA-23	Construct Route 7/690 Interchange near Purcellville	Loudoun	4.7
NVTA-5	South Van Dorn St & Franconia Rd Interchange	Fairfax	4.4
NVTA-16	Frying Pan Road Widening near Herndon	Fairfax	3.7
NVTA-8	Belmont Ridge Rd widening near Broadlands	Loudoun	3.0
NVTA-17	Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	2.6
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	2.1
NVTA-15	Jermantown/US 50 Roadway Improvements	City of Fairfax	2.0
CTB-1	Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	2.0
NVTA-24	Route 234/Grant Avenue Reconstruction in Manassas	Manassas	1.1
NVTA-21	Shirley Gate Road Extension to Fairfax County Parkway*	Fairfax	1.0
NVTA-31	Route 28 Widening near Manassas	Prince William	1.0
NVTA-20	Pohick Road Widening near Lorton	Fairfax	0.8
NVTA-6	Frontier Dr Extension in Springfield*	Fairfax	0.6
NVTA-14	Northfax Intersection (US29/50 @ VA123)	City of Fairfax	0.5
NVTA-29	Route 15 Widening near Gainesville	Prince William	0.4
NVTA-27	East Elden Street Widening in Herndon	Herndon	0.2
NVTA-25	Main St & Maple Ave Intersection in Purcellville	Purcellville	0.2

2040 Performance Measures

2040 Performance Measures (1/15/15 Draft Final)		Reduce Congestion Duration (hrs*In-mi)	Reduce Person Hours of Delay	Reduce Congested Person Hours in Autos	Reduce Congested Person Hours in Transit	Reduce Transit Crowding (PMT)	Increase Access to Jobs (45 min by auto)	Improve Emergency Mobility (hours)	
Project Name (* = new facilities)		Location	27.9%	20.3%	15.4%	11.8%	11.5%	9.5%	3.6%
NoVA-0	Northern Virginia Totals	NoVA	11,380	1,682,538	1,654,989	71,313	538,939	1,818,061	683,974
NVTA-1	Columbia Pike Multimodal Streets in Arlington	Arlington	(20.1)	(6,952)	(7,699)	(102)	-	2,741	(446)
NVTA-2	Rolling Road Widening near Springfield	Fairfax	(51.2)	(6,767)	(8,863)	(100)	-	3,325	(2,891)
NVTA-3	US 29 Widening near Centreville	Fairfax	(45.8)	(5,371)	(5,363)	0	-	4,826	(2,445)
NVTA-4	Braddock Road Widening near I-495	Fairfax	(23.8)	(3,177)	(4,145)	(91)	-	1,899	(1,223)
NVTA-5	South Van Dorn St & Franconia Rd Interchange	Fairfax	(14.8)	(839)	(1,123)	(9)	-	2,675	(536)
NVTA-6	Frontier Dr Extension in Springfield*	Fairfax	(4.3)	(594)	(782)	(84)	-	370	(254)
NVTA-7	Fairfax County Pkwy Improvements	Fairfax	(350.1)	(53,175)	(65,930)	(610)	-	23,269	(21,994)
NVTA-8	Belmont Ridge Rd widening near Broadlands	Loudoun	(25.7)	(1,035)	(1,679)	-	-	353	(401)
NVTA-9	Loudoun County Parkway extension to US 50*	Loudoun	(122.2)	(27,219)	(32,524)	(13)	-	2,082	(10,979)
NVTA-10	Route 7 Bridge Widening near Tysons Corner	Fairfax	(13.3)	(2,796)	(3,501)	(56)	-	1,138	(954)
NVTA-11	US 1 Widening and Relocation - Dumfries	Dumfries	(52.6)	(14,415)	(17,579)	(3)	-	986	(2,166)
NVTA-12	US 1 Widening near Ft. Belvoir	Fairfax	(48.6)	(3,569)	(4,562)	(201)	-	3,724	(1,543)
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	(10.7)	(1,469)	(1,191)	(1)	-	140	(668)
NVTA-14	Northfax Intersection (US29/50 @ VA123)	City of Fairfax	0.1	(91)	(66)	(5)	-	28	(32)
NVTA-15	Jermantown/US 50 Roadway Improvements	City of Fairfax	(7.1)	(425)	(589)	(15)	-	163	(203)
NVTA-16	Frying Pan Road Widening near Herndon	Fairfax	(10.0)	(914)	(1,167)	(26)	-	1,725	(411)
NVTA-17	Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	(19.5)	(1,655)	(2,149)	(29)	-	256	(1,198)
NVTA-18	Real-Time Adaptive Traffic Control & Management	Alexandria	(7.5)	(2,168)	(2,250)	(114)	-	642	(1,007)
NVTA-19	Glebe Rd Corridor ITS Improvements	Arlington	(15.0)	(1,839)	(1,908)	(285)	-	1,417	(757)
NVTA-20	Pohick Road Widening near Lorton	Fairfax	(6.6)	(973)	(1,370)	(21)	-	440	(179)
NVTA-21	Shirley Gate Road Extension to Fairfax County Parkway*	Fairfax	(5.2)	(247)	371	(2)	-	662	(506)
NVTA-22	Northstar Blvd Extension near Brambleton*	Loudoun	(78.8)	(9,754)	(12,729)	(1)	-	2,035	(4,048)
NVTA-23	Construct Route 7/690 Interchange near Purcellville	Loudoun	(38.1)	(5,209)	(5,325)	-	-	26	(1,049)
NVTA-24	Route 234/Grant Avenue Reconstruction in Manassas	Manassas	(9.4)	(828)	(963)	(1)	-	312	(350)
NVTA-25	Main St & Maple Ave Intersection in Purcellville	Purcellville	-	9	(0)	-	-	11	3
NVTA-26	Route 7/Battlefield Pkwy Interchange	Leesburg	(14.7)	(858)	(1,144)	(0)	-	33	(329)
NVTA-27	East Elden Street Widening in Herndon	Herndon	(0.7)	(106)	(20)	(5)	-	296	(62)
NVTA-28	US 1 Widening near Woodbridge	Prince William	(50.6)	(6,356)	(8,633)	(88)	-	870	(1,382)
NVTA-29	Route 15 Widening near Gainesville	Prince William	(3.3)	(243)	(239)	-	-	45	(197)
NVTA-30	Route 28 Widening near Centreville	Fairfax	(68.9)	(15,805)	(18,649)	(0)	-	2,410	(2,635)
NVTA-31	Route 28 Widening near Manassas	Prince William	(54.1)	(5,599)	(6,189)	-	-	1,009	(2,172)
NVTA-32	Route 28 - Godwin Drive Extension near Manassas*	Manassas/PW	(142.3)	(21,820)	(27,320)	(18)	-	5,300	(4,501)
CTB-1	Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	(3.8)	(2,028)	(1,224)	(10)	-	820	(769)
CTB-2	Route 7 Widening from Tysons Corner to Reston	Fairfax	(77.9)	(25,647)	(28,016)	(70)	-	1,700	(6,835)
CTB-3	I-395 Southbound Widening	Alexandria	(27.0)	(8,001)	(8,872)	(111)	-	1,718	(3,378)
CTB-4	Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	(23.8)	(8,979)	(9,072)	(225)	-	274	(4,025)
CTB-5	Fairfax County Pkwy – I 95 to US 1 near Ft. Belvoir (County Alt)	Fairfax	(23.3)	(9,043)	(9,053)	(230)	-	323	(4,004)

Projects Sorted by 2040 Ratings

2040 Draft Final Project Ratings (1/15/15)			Project Rating
Project Name (* = new facilities)		Location	
NVTA-7	Fairfax County Pkwy Improvements	Fairfax	88.5
NVTA-9	Loudoun County Parkway extension to US 50*	Loudoun	30.6
NVTA-32	Route 28 - Godwin Drive Extension near Manassas*	Manassas/PW	29.3
CTB-2	Route 7 Widening from Tysons Corner to Reston	Fairfax	25.7
NVTA-30	Route 28 Widening near Centreville	Fairfax	17.3
NVTA-11	US 1 Widening and Relocation - Dumfries	Dumfries	14.6
NVTA-22	Northstar Blvd Extension near Brambleton*	Loudoun	14.5
CTB-5	Fairfax County Pkwy – I 95 to US 1 near Ft. Belvoir (County Alt)	Fairfax	12.7
CTB-4	Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	12.6
NVTA-2	Rolling Road Widening near Springfield	Fairfax	12.5
NVTA-12	US 1 Widening near Ft. Belvoir	Fairfax	12.0
NVTA-28	US 1 Widening near Woodbridge	Prince William	10.8
CTB-3	I-395 Southbound Widening	Alexandria	10.7
NVTA-3	US 29 Widening near Centreville	Fairfax	9.3
NVTA-1	Columbia Pike Multimodal Streets in Arlington	Arlington	9.2
NVTA-31	Route 28 Widening near Manassas	Prince William	8.7
NVTA-19	Glebe Rd Corridor ITS Improvements	Arlington	8.6
NVTA-4	Braddock Road Widening near I-495	Fairfax	6.8
NVTA-23	Construct Route 7/690 Interchange near Purcellville	Loudoun	6.4
NVTA-10	Route 7 Bridge Widening near Tysons Corner	Fairfax	4.6
NVTA-18	Real-Time Adaptive Traffic Control & Management	Alexandria	4.6
NVTA-17	Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	3.5
NVTA-5	South Van Dorn St & Franconia Rd Interchange	Fairfax	3.1
NVTA-8	Belmont Ridge Rd widening near Broadlands	Loudoun	3.0
NVTA-16	Frying Pan Road Widening near Herndon	Fairfax	2.7
NVTA-6	Frontier Dr Extension in Springfield*	Fairfax	2.6
CTB-1	Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	2.0
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	1.9
NVTA-26	Route 7/Battlefield Pkwy Interchange	Leesburg	1.8
NVTA-20	Pohick Road Widening near Lorton	Fairfax	1.8
NVTA-24	Route 234/Grant Avenue Reconstruction in Manassas	Manassas	1.5
NVTA-15	Jermantown/US 50 Roadway Improvements	City of Fairfax	1.3
NVTA-21	Shirley Gate Road Extension to Fairfax County Parkway*	Fairfax	0.9
NVTA-29	Route 15 Widening near Gainesville	Prince William	0.5
NVTA-27	East Elden Street Widening in Herndon	Herndon	0.3
NVTA-14	Northfax Intersection (US29/50 @ VA123)	City of Fairfax	0.2
NVTA-25	Main St & Maple Ave Intersection in Purcellville	Purcellville	0.0

Next Steps

- **Post final ratings to VDOT website on January 23rd**
- **Final report documenting the analysis process and modeling results in February/March timeframe**
- **Evaluate sample transit projects**



THANKS!

www.virginiadot.org/projects/northernvirginia/evaluating_significant_projects.asp

Evaluation and Rating of Transportation Projects in Northern Virginia Transportation District

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: January 16, 2015

SUBJECT: Proposed Calendar Year 2015 Work Program

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed NVTA Work Program for Calendar Year (CY) 2015.
- 2. Explanation:** The Executive Director developed a draft CY 2015 Work Program for the consideration and subsequent approval of the Authority. The draft Work Program was reviewed by the Jurisdictional and Agency Coordinating Committee, the Technical Advisory Committee and the Planning Coordination Advisory Committee. In preparing the proposed CY 2015 work program, the Executive Director reviewed the work program for CY2014 and noted progress made on each of the items included in the program.

The proposed work program continues many of the activities undertaken by the NVTA during CY 2014. Many of the activities undertaken in CY2014 required for the initial implementation of HB 2313, are now complete.

Other notable activities in the proposed CY 2015 Work Program include the update of the Authority's Long-Range Transportation Plan-TransAction 2040; approval of the FY 15/16 Two Year Program; Call for Projects for FY 17, briefing on regional studies and initiatives, CMAQ/RSTP programming recommendations, review of the HB 599 process, development of a Capital Improvement Plan, approval of Financial Statements, etc.

The proposed work program may be amended to include additional NVTA strategic initiatives and activities.

Attachment: Draft CY 2015 Work Program



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

CY2015 Work Program

January 22, 2015 (Annual Meeting)

- Public Discussion – Open Forum on NVTA’s 2015 Work Program and Transportation Issues
- HB 599 Presentation of Final Ratings
- Approval of the NVTA Chairman, Vice Chairman and Town Appointee
- Approval of 2015 Work Program
- Discussion of Relevant Transportation Legislation Introduced during the General Assembly Session

February 26, 2015

- Discussion of Relevant Transportation Legislation Introduced during the General Assembly Session
- Presentation of Annual Report
- Approval of Draft FY2015-16 Two Year Program for Public Hearing (Date March 25th)
- Approval of FY2021 CMAQ/RSTP Recommendations (Strawman)
- Briefing on the I-66 Inside the Beltway Study
- Approval of PCAC, TAC, FC Chairmen/Vice-Chairmen
- Appointment/Reappointment of Committee Members in Rotation

March 26, 2015

- Approval of Debt Policy Revisions
- Discussion of TPB/MWAQC/MWCOG Issues
- Briefing on Regional Bus Staging, Layover and Parking Location Study
- Public Hearing on FY2015-16 Two Year Program (March 25th)

April 23, 2015

- Adoption of Testimony for CTB Spring Public Hearing on Six Year Improvement Program (tentative)
- Approval of Recommendations to CTB/VDOT for Enhancement of HB 599 Process, Including Transit Projects and Performance Measures
- Approval of Policy Recommendations for HB 2313 70% Funded Projects Not Advancing

- Approval of Proposed FY2015 Budget
- Approval of Budget for TransAction 2040 Update
- Review of Comments Received during Public Hearing on Draft FY2015-16 Two Year Program
- Approval of Final FY2015-16 Two Year Program

May 28, 2015

- Approval of TransAction 2040 Update Request for Proposal for Issuance
- Briefing on Regional Air Quality Activities
- Briefing on HB 2 Draft Process
- Status Report on Development of MAP-21 Performance Measures
- Review of Bylaws and Committee Restructuring

June 25, 2015

- Approval of Call for Projects for FY2017 Program (tentative)
- Approval of FY2017 Program Schedule (tentative)
- Update on the Distribution of Annual 30% Certification Forms

July 23, 2015

- Approval of TransAction 2040 Update Contract

August, 2015 – No Meeting

September 24, 2015

- Discussion of TPB/MWAQC/MWCOG Issues
- Presentation of Revised Bylaws and Committee Restructuring

October 22, 2015

- Adoption of Testimony for Fall CTB Public Hearing on Six Year Improvement Program
- Adoption of Joint Commission on Transportation Accountability Annual Report
- Update on TransAction 2040 Update

November 12, 2015

- Approval of Annual Financial Statements
- Approval of Annual Review of Investment Policy

December 10, 2015

- Appointment of Nominating Committee for 2016 Officers
- Acceptance of FY2016 Audit
- Adoption of 2016 State and Federal Legislative Program
- Approval of CY2016 Meeting Schedule
- Review of CY2016 Work Program
- Approval of Post Issuance Compliance Certification
- Approval of Mid-Year Budget Adjustments, if any

Additional Considerations:

- Work Program may be amended to incorporate substantive changes including, but not limited to the following:
 - Incorporate NVTa led transportation initiatives
 - Briefings on Regional Transportation Studies, Projects, or Initiatives
 - Amendment of TransAction 2040

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Ms. Backmon, Executive Director

DATE: January 15, 2015

SUBJECT: Approval of TransAction 2040 Amendment Recommendation

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of an approach to update TransAction 2040 without an amendment.
2. **Suggested Motion:** *I move approval to update TransAction 2040 as currently planned, without a parallel amendment, and to develop a one year funding program for FY2017.*
3. **Background.** At its meeting on September 11, 2014, Chairman York requested consideration be given to amending TransAction 2040, the Authority's current long range transportation plan. The rationale behind this request is Loudoun County's concern that, without an amendment, the Authority will not fund any regional projects in Loudoun County as part of the (then) envisioned FY2017-19 funding program. Loudoun County considers it does not have any eligible regional projects in TransAction 2040 that could be included in a FY2017-19 funding program.
4. **Considerations.** The Authority can only use its regional (70%) revenues to fund projects that are included in its long range transportation plan (TransAction 2040) or the 2010 version of the region's constrained long range plan (CLRP.) TransAction 2040 was adopted in November 2012, and is scheduled to be updated by 2017. This update will be the first since the Authority's revenue stream was established under House Bill 2313, effective in FY2014 starting on July 1, 2013. It is envisioned that regional projects in Loudoun County and most other member jurisdictions will be considered for inclusion during this update process, making them eligible for funding using the Authority's regional revenues after the Authority adopts the update. The schedule for adoption of the update to TransAction 2040 means that any new projects it contains cannot be funded until FY2018 at the earliest.

The Authority's FY2015-16 Two Year Program is currently on schedule to be approved in April 2015. This program will allocate the Authority's FY2015 and FY2016 regional revenues on a PayGo basis. How the Authority allocates its regional revenues from FY2017 onwards has not been finalized. While a FY2017-19 Three Year Program has some appeal – effectively completing the Authority's first Six Year Program (FY2014-19) – it is not the only option. Given the expected completion of the TransAction 2040 update in summer 2017

(FY2018), there is a strong case for a funding program in FY2017 that bridges the one year gap between the FY2015-16 Two Year Program and the funding program commencing in FY2018. Having an FY2017 program instead of a FY2017-19 program significantly reduces adverse effects on Loudoun County (and any other member jurisdictions similarly affected).

At its meeting on January 15, 2015, the Project Implementation Working Group (PIWG) discussed possible solutions to address Chairman York's concern. The PIWG reached broad agreement that a one year FY2017 Program without an amendment to TransAction 2040 is an acceptable approach that does not unduly disadvantage Loudoun County or any jurisdiction or agency that does not currently have eligible regional projects.

Proceeding without an amendment means that the only projects that are eligible for funding in FY2017 are those already included in TransAction 2040 (or the 2010 CLRP). The work to select projects for FY2017 is anticipated to begin with a Call for Projects in the late spring or summer of 2015. The resources needed to proceed without an amendment are available within NVTa.

It is assumed that highway and transit projects under consideration for the FY2017 one year program will be rated using the HB599 process.

5. **Recommendation.** Loudoun County's original concern was predicated on the reasonable assumption that the funding program following the FY2015-16 Two Year Program would be for FY2017-19. Instead, I recommend that the Authority pursues a one year funding program for FY2017, and that it proceeds with the update to TransAction 2040 without an amendment. I envision that proceeding with an amendment will carry significant risks and costs with minimal corresponding benefits.

In the event that the Authority considers the candidate regional projects for the FY2017 program are insufficiently strong in terms of their regional impact on congestion, it may subsequently choose to carry over some of the FY2017 revenues into the funding program starting in FY2018, by when the update will be complete.

6. **Next Steps.** If the Authority accepts my recommendation, the subcommittee will continue on its current path for the TransAction 2040 update, and NVTa staff will develop a Call for Projects in Spring/Summer 2015 for the FY2017 One Year Program.

NVTa staff and I will be available at the January 22nd NVTa meeting to answer questions.

Coordination: Members, NVTa Staff

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

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

SUBJECT: Approval of the Reallocation Fairfax County's Regional Surface Transportation Program (RSTP) funds

DATE: January 16, 2015

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

On January 7, 2015, Fairfax County requested the following reallocation to a new project:

- \$9 million in RSTP funds from UPC 100471 (Fairfax County's Columbia Pike Streetcar) to UPC Pending (Widening of Richmond Highway from Mount Vernon Highway to Napper Road) to initiate the design work for the Richmond Highway project.

At its meeting on January 8, 2015, the JACC recommended approval of the Fairfax County transfer request for the Richmond Highway project.

Attachment(s): Letters to VDOT NOVA District Administrator Cuervo, transfer request
Request Letter from Fairfax County

Coordination: Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

January 22, 2015

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) Funds for Fairfax County

Dear Ms. Cuervo:

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

On January 7, 2015, Fairfax County requested the following RSTP reallocation:

- \$9 million from UPC 100471 (Fairfax County's Columbia Pike Streetcar) to UPC Pending (Widening of Richmond Highway from Mount Vernon Highway to Napper Road) to initiate the design work for the Richmond Highway project.

On January 22, 2015, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Martin E. Nohe
Chairman

Cc: Monica Backmon, Executive Director, NVTA
Jan Vaughn, Transportation Planning Section, VDOT
Tom Biesiadny, Director, Fairfax County Department



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

January 7, 2015

Ms. Noelle Dominguez, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22030

Re: Reallocation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) Funds

Dear Ms. Dominguez:

Noelle

Fairfax County requests the approval of the Jurisdiction and Agency Coordinating Committee (JACC) to transfer the following funds:

- \$9 million in RSTP from Fairfax County's Columbia Pike Streetcar project (UPC 100471) to Fairfax County's project to widen Richmond Highway from Mount Vernon Highway to Napper Road (UPC Pending) to initiate the design work for the Richmond Highway project.
- \$18,968,000 in RSTP from Fairfax County's Tysons Corner Roadway Improvements (UPC 100478) to Fairfax County's Jones Branch Connector project (UPC 103907) now that the specific roadway project has been identified.
- \$20,800,000 in CMAQ from Fairfax County's Columbia Pike Streetcar project (UPC 100471) to Fairfax County's Springfield CBD Commuter Parking project (UPC 106274) to provide construction funding for the commuter parking project.

If you have any questions, please contact Brent Riddle at (703) 877-5659.

Sincerely,

Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, FCDOT
Ray Johnson, FCDOT
Bethany Mathis, Virginia Department of Transportation (VDOT)
Jan Vaughn, VDOT

Northern Virginia Transportation Authority
2015 Legislative Program
Adopted: December 11, 2014
Updated January 22, 2015

X

STATE

TRANSPORTATION FUNDING

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

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

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

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

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

The Commonwealth Transportation Board has the authority to allocate up to \$500 million to priority projects before funds are provided to the construction fund. Due to this provision, the secondary and urban construction programs are not expected to receive new funds until after FY 2020. This is especially concerning as localities have not received funds for this program since FY 2010. The continued lack of funding to improve these roads will seriously impact our economy and compromise the movement of people and goods to and from

Northern Virginia and other parts of the Commonwealth. It is recommended that this set aside be eliminated or modified to, at the very least, ensure equitable distribution of funds to each region.

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

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

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

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

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

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

HB 1470 was recommended for reporting by House Transportation Subcommittee #4. **SB 921** was reported by Senate Transportation. The other bills listed above are awaiting action.

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

- **HB 1887 (Jones, C)** makes various changes to transportation funding formulas and reporting, including:
 - Replacing the old 40-30-30 roadway funding system with a new formula. Under the old system, funds were given directly to the localities. The legislation proposes changing the old formula to the following:
 - 40 percent of the money will go to the rehabilitation of structurally deficient bridges and deteriorating pavement.
 - 30 percent of funding will go to projects of statewide importance, which will be completed under House Bill Two (HB2).
 - 30 percent will go to a construction district grant program. Under this third category, localities will be able to compete for funds under a regional version of HB2.
 - Providing an additional \$40 million annually for transit projects. Funding will be shifted from the Port and Aviation shares of the Transportation Trust Fund and multiple highway funding sources.
 - Updates VDOT's asset management practices to require the inclusion of a transparent methodology for the allocation of funds from the Highway Maintenance and Operating Fund to highway systems maintenance and operations programs, including the allocations among the highway construction districts and among the Interstate, primary, and secondary highway systems.
- **HB 1407 (Lingamfelter, L)** allocates 10 percent of state revenues allocated to state secondary highways for use in reconstructing deteriorated state secondary highway pavements. The bill reduces from 25 to 20 percent the share of such revenues currently allocated to advancing high priority projects statewide and reduces from 15 to 10 percent the share of such revenues currently allocated to projects undertaken pursuant to the Public-Private Transportation Act of 1995.

- **HB 1410 (Marshall, R)** reduces the motor fuels tax on gasoline and gasohol from 5.1% to 3.5% of the statewide average wholesale price of a gallon of unleaded regular gasoline.
- **HB 1886 (Jones, C)** makes changes to the Public-Private Transportation Act, including: establishes the requirements for a finding of public interest, requires such a finding prior to an initiation of procurement, and establishes the Transportation Public-Private Partnership Steering Committee to determine whether a proposal for the operation and development of a transportation facility serves a public purpose. The bill also requires certification of the finding prior to the execution of a comprehensive agreement and requires the public-private partnership guidelines to incorporate the finding. The bill also requires VDOT to establish (i) a process for identifying high-risk projects and (ii) procurement processes and guidelines for such projects to ensure that the public interest is protected.
- **SB 1023 (Stuart, R)** includes moneys from the Commonwealth Mass Transit Fund and highway aid to mass transit in the list of funds subject to the HB 2 statewide prioritization process. The bill also requires the Joint Commission on Transportation Accountability to review the prioritization of projects by the Commonwealth Transportation Board and to make necessary recommendations regarding the process to the General Assembly.
- **SB 1159 (Edwards, J)** requires the Commonwealth Transportation Board to develop a life-cycle cost analysis for all primary highway projects approved by the Board for which the total cost of initial construction exceeds \$500,000. The bill requires the analysis to include the total initial cost of the project and projected future maintenance costs and requires the Board to make project decisions accordingly.
- **SB 1274 (Barker, G)** allocates 10 percent of state revenues allocated to state secondary highways for use in reconstructing deteriorated state secondary highway pavements. The bill reduces from 25 to 20 percent the share of such revenues currently allocated to bridge reconstruction and rehabilitation and reduces from 15 to 10 percent the share of such revenues currently allocated to projects undertaken pursuant to the Public-Private Transportation Act of 1995.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING

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

Momentum: The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system already nearing capacity. To address this need, Metro developed Momentum, their strategic plan which will guide decisions over the next 10 years and ensure that the system continues to support the region's competitiveness in the future. Within Momentum, Metro proposes a set of capital initiatives called Metro 2025, including: enhancement of rush-hour capacity by upgrading to the use of all eight-car trains, resulting in the ability to move an additional 35,000 customers per hour; expansion of high-volume rail stations to ease congestion;

and, completion of the bus Priority Corridor Network that includes a variety of improvements allowing buses to bypass traffic congestion. Continued support of Momentum and Metro 2025 will help keep Metro, Northern Virginia, and the Commonwealth moving forward. *(Revises and Reaffirms Previous WMATA Position)*

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

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

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

EQUAL TAXING AUTHORITY FOR COUNTIES, CITIES AND TOWNS

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

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

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

PEDESTRIAN AND TRANSIT SAFETY

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

HB 2159 (Krupicka) requires motorists to stop for pedestrians in crosswalks where the speed is 35 mph or less and yield to pedestrians in crosswalks where the speed is more than 35 mph.

MAXIMIZING USE OF EXISTING FACILITIES

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

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

(Revises and Reaffirms Previous Position)

LAND USE PLANNING

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

COORDINATION DURING REGIONAL STUDIES

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Foreman, Chair, Planning Coordination Advisory Committee

DATE: January 22, 2015

SUBJECT: Report from the Planning Coordination Advisory Committee

1. **Purpose.** To provide a report on the activities of the Northern Virginia Transportation Authority's (NVTa) Planning Coordination Advisory Committee (PCAC) meeting.
2. **Comments.** The PCAC held a meeting on Thursday, December 18, 2014. There were no Action Items for consideration. However, the following items were Information/Discussion Items for the Committee:
 - a. NVTa Executive Director's Report. Ms. Backmon reminded the Committee that the NVTa received AA+, Aa1 and AA+, with a stable outlook, from Fitch, Moody's and Standard & Poor's, respectively. She noted that on Tuesday, December 16, 2014, the Authority settled on its first bond sale and is fully financed for FY2014 projects.

Ms. Backmon informed the Committee that the development of the FY2015-16 Two Year Program is underway. As part of the selection process for the FY15-16 Two Year Program, the Virginia Department of Transportation (VDOT) is conducting an Evaluation and Rating Study of the highway projects as required by HB 599. These ratings are taken into consideration as part of the greater NVTa project selection criteria. The NVTa staff is meeting with jurisdictional staff to review submitted projects to ensure all applicant information is accurate. The draft Two Year Program is anticipated to be presented to the Authority in February for approval to be released to the public for a public hearing in March. The final Two Year Program is anticipated to be adopted at the April 2015 NVTa meeting.

Ms. Backmon updated the Committee on the proposal for a TransAction 2040 amendment in conjunction with the current update of TransAction. She added that the Authority has directed the NVTa staff to research the necessary process, costs and

resources for conducting an amendment. The PIWG will review this information at their January meeting. A recommendation will be made to the Authority at the January 22, 2015 meeting. Potential consideration of future amendments will be considered as part of the TransAction 2040 update.

Ms. Backmon informed the PCAC that she is scheduled to meet with Chairman Foreman and Vice Chairman Way on January 9, 2015 to discuss the roles and responsibilities of the PCAC as well as the CY2015 work plan.

- b. Presentation on HB 599 Evaluation and Ratings Study. Ms. Maria Sinner from the Virginia Department of Transportation (VDOT) and Ms. Dalia Leven (AECOM) provided the PCAC with a presentation of the HB 599 Evaluation and Ratings Study. The presentation included highlights of the statutory framework for the study, performance measure summary, evaluation performance measure weights, performance measure scores and project rating, evaluation and rating process, and a sample project with its primary impact area. No specific project scores were shared.

There was a discussion on how larger projects are rated against smaller projects. It was acknowledged that the model favors larger projects by the very nature of congestion reduction with the greatest impact. While the PCAC was created to give towns a voice in the Authority's planning process, HB 2313 states that 70% Regional Revenues must be spent on transportation projects of regional significance. The 30% Local Revenues are required to be distributed based on the taxes fees raised in the locality (provided certain provisions are met) with a fair share to towns with populations greater than 3,500.

A discussion occurred about the HB 2313 long term benefit requirement. It was noted that the Authority adopted the Principals for the Determination of Long Term Benefits on December 11, 2014, which include a ten year analysis on geographic distribution and modal balance of projects funded by 70% Regional Revenues.

- c. Review of CY2015 NVTa Work Program and Meeting Schedule. Ms. Backmon reviewed the draft CY2015 NVTa work program and meeting schedule by highlighting the Two Year Program and long range plan, TransAction 2040, update process.
 - d. PCAC CY2015 Meeting Schedule. Due to the NVTa moving its meetings to the fourth Thursday of the month, the Committee discussed holding its meetings on the third Thursday of the month. In addition, the Committee discussed meeting quarterly or every other month as long as its efficiency is not negatively impacted.
3. The next meeting of the PCAC is scheduled for February 19, 2015 at 6:30 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
TECHNICAL ADVISORY COMMITTEE

MEMORANDUM

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

FROM: Randy Boice, Chair, Technical Advisory Committee

DATE: January 14, 2015

SUBJECT: Report from the Technical Advisory Committee

1. **Purpose.** To provide an update to the Authority on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Discussion.** At our meeting on December 17, 2014 we received a briefing from VDOT staff on the measures of effectiveness that were used in the HB599 Evaluation and Rating Study to evaluate each highway project.
3. **CY2015 Organizational Structure.** We also discussed our preferences for the structure of the TAC during CY2015. Given the upcoming update to the Authority's TransAction long range transportation plan, we recognize that continuity of TAC membership is important over the next two to three years. To this end, all eight existing TAC members have agreed to continue to serve if this is the wish of the Authority. Current terms are:

NVTA Appointees

- **CY2015-17** Armand Ciccarelli, Agnes Artemel, and Pat Turner
- **CY2013-15 and CY2016-18** Randy Boice and Meredith Judy

Secretary of Transportation Appointees

- Doug Fahl, Robert Dunphy, and Shanjiang Zhu

It is also the wish of TAC members that I continue to serve as Chair of the TAC, with Doug Fahl continuing to serve as the Vice Chair.

4. **Next steps.** At our next meeting on January 21, 2015 I anticipate that we will receive a briefing on the findings from the HB599 Evaluation and Rating Study for each highway project. We will also review the initial recommendations for the Authority's FY2015-16 Two Year Program.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

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

SUBJECT: Inform the Authority of JACC approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County and Regional Surface Transportation Program (RSTP) funds for Fairfax County and the City of Falls Church

DATE: January 16, 2015

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

On January 7, 2015, Fairfax County requested the following reallocations to previously approved projects:

- \$18,968,000 in RSTP funds from UPC 100478 (Tysons Corner Roadway Improvements) to UPC 103907 (Jones Branch Connector project) now that the specific roadway project has been identified.
- \$20,800,000 in CMAQ funds from UPC 100471 (Fairfax County's Columbia Pike Streetcar project) to UPC 106274 (Springfield CBD Commuter Parking project) to provide construction funding for the commuter parking project.

On December 23, 2014, Falls Church requested the following reallocation to a previously approved project:

- Approximately \$69,007 in FY 2009 RSTP funds from UPC 102552 (LED Signal Head Conversion to LED) to UPC 103632 (Roosevelt St. Sidewalk improvements). The Roosevelt Street project is a priority project for the City of Falls Church, but it is underfunded. This project will increase pedestrian access to the East Falls Church

Metrorail station and increase pedestrian safety. The LED Signal Head Conversion Project was completed and closed in November 2014.

At its meeting on January 8, 2015, the JACC approved the Fairfax County transfer requests for the Jones Branch Connector project and the Springfield CBD Commuter Parking project, as well as the City of Falls Church request for the Roosevelt St. Sidewalk Improvements project.

Attachment(s): Letters to VDOT NOVA District Administrator Cuervo, transfer request Request Letters from Fairfax County and the City of Falls Church

Coordination: Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

January 22, 2015

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ)
 Reallocation Request for Fairfax County and RSTP Reallocation Request for Fairfax
 County and the City of Falls Church

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Jurisdiction and Agency Coordinating Committee (JACC).

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On January 7, 2015, Fairfax County requested the following reallocations:

- \$18,968,000 in RSTP funds from UPC 100478 (Tysons Corner Roadway Improvements) to UPC 103907 (Jones Branch Connector project) now that the specific roadway project has been identified.
- \$20,800,000 in CMAQ funds from UPC 100471 (Fairfax County's Columbia Pike Streetcar project) to UPC 106274 (Springfield CBD Commuter Parking project) to provide construction funding for the commuter parking project.

NVTA's delegation requires that the JACC notify the NVTA of these requests. The JACC approved these requests on January 8, 2015, and the NVTA was informed on January 22, 2015. The NVTA has not objected to this reallocation.

Ms. Helen Cuervo
January 22, 2015
Page Two

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Noelle Dominguez
NVTA JACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Jan Vaughn, Transportation Planning Section, VDOT
Tom Biesiadny, Director, Fairfax County Department
Paul Stoddard, Senior Planner, City of Falls Church



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

January 7, 2015

Ms. Noelle Dominguez, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22030

Re: Reallocation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) Funds

Dear Ms. Dominguez:

Noelle

Fairfax County requests the approval of the Jurisdiction and Agency Coordinating Committee (JACC) to transfer the following funds:

- \$9 million in RSTP from Fairfax County's Columbia Pike Streetcar project (UPC 100471) to Fairfax County's project to widen Richmond Highway from Mount Vernon Highway to Napper Road (UPC Pending) to initiate the design work for the Richmond Highway project.
- \$18,968,000 in RSTP from Fairfax County's Tysons Corner Roadway Improvements (UPC 100478) to Fairfax County's Jones Branch Connector project (UPC 103907) now that the specific roadway project has been identified.
- \$20,800,000 in CMAQ from Fairfax County's Columbia Pike Streetcar project (UPC 100471) to Fairfax County's Springfield CBD Commuter Parking project (UPC 106274) to provide construction funding for the commuter parking project.

If you have any questions, please contact Brent Riddle at (703) 877-5659.

Sincerely,

Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, FCDOT
Ray Johnson, FCDOT
Bethany Mathis, Virginia Department of Transportation (VDOT)
Jan Vaughn, VDOT

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot





CITY OF FALLS CHURCH

January 15, 2015

Noelle Dominguez, Vice-Chair
Jurisdiction and Agency Coordinating Committee (JACC)
Northern Virginia Transportation Authority (NVTa)
3060 Williams Drive, Suite 510
Fairfax, Virginia 22031

Dear Ms. Dominguez:

The City of Falls Church requests the following:

Transfer of approximately \$69,007 in Fiscal Year 2009 RSTP funds from "LED Signal Head Conversion to LED," UPC 102552 to "Roosevelt St. Sidewalk improvements," UPC 103632

The Roosevelt Street project is a priority project for the City of Falls Church, but it is underfunded. This project will increase pedestrian access to the East Falls Church Metrorail station and increase pedestrian safety. The LED Signal Head Conversion Project was completed and closed in November 2014.

Both of these projects were previously approved by the Northern Virginia Transportation Authority (NVTa).

If you have any questions, please contact me at 703-248-5041 or pstoddard@fallschurchva.gov.

Sincerely,

Paul Stoddard
Senior Planner

Cc: Jan Vaughan, Urban Program Manager, VDOT
Cindy Mester, Assistant City Manager
Richard LaCondre, Finance Director
James Snyder, Director of Development Services
Mike Collins, Director of Public Works
Karin Battle, Contract Manager
James Mak, Capital Improvements Projects Engineer and Manager
Jina S. Freiberg, Grants Administrator

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Scott York, Chair - Finance Committee

DATE: January 20, 2015

SUBJECT: January 16, 2015, Finance Committee Meeting Report

1. **Purpose.** To provide a monthly report of the activities of the NVTa Finance Committee.
2. **Comments.** The Finance Committee last met on January 16, 2015. The next Committee meeting is scheduled for February 20, 2015.
 - a. **Fiscal 2016 Budgets** - The Finance Committee discussed and provided initial guidance to staff on the NVTa budgets for FY2016. Staff is expected to use this guidance and present draft budgets at the February meeting for review and comment. The budgets are anticipated to be presented to the Authority in March or April. The budgets and initial guidance are:
 - i. Operating Budget. The operating budget is expected to carryforward a positive FY2015 end of year balance to reduce member jurisdiction support costs for FY2016. Several startup expenses (furnishings/moving) will be offset by increased full year expenses most notably lease cost. No changes in staffing level are contemplated. In recognizing the importance of ensuring Authority issues are framed accurately the committee requested more information on public outreach.
 - ii. Regional Revenue Budget (70% Revenues). The regional revenue budget is largely programmed through the Authority's approval of PayGo projects, after all debt service obligations are met for a fiscal year. Other issues discussed related to ensuring a conservative revenue estimation process remained in place and building in some contingency for the Authority to react to project requests.
 - iii. Local Distribution Revenues (30% Funds). The Committee, recognized a budget is required for the Local Distribution Revenues and directed no changes to be made to the objective of distributing all appropriate funds to member jurisdictions in accord with HB2313(2013).
 - iv. TransAction Update. The Committee requested more information on funding options for the update of TransAction 2040. Estimated cost of the update is \$2.5 million.

- b. Monthly Revenue Report.** The Committee received and reviewed a report on FY2015 Regional Revenue and Local Distribution Revenues. No changes in the estimates are expected at this time.
- c. Operating Budget Report.** The Committee received and reviewed a report of operational expenditures.
- d. FY2015 Audit Planning.** The Finance Committee is also the Audit Committee for the Authority. The Committee discussed options and requested information for the FY2015 audit to be presented at the February meeting.
- e. Sole Source Notice.** Authority staff is required to notify the Finance Committee, at the next meeting, anytime a sole source process is used to acquire goods or services. The Committee was notified that on December 16, 2014, the Authority entered into a sole source personal services agreement with Ms. Kala Quintana to complete time sensitive, on-going work related to the Authority's annual report and communications plan.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Monthly Revenue Report

DATE: January 16, 2015

1. **Purpose:** Update of HB 2313 receipts, revenue estimates and distributions.
2. **Background:** The attached reports reflect funding received or in process through December 2014.
3. **Comments:**
 - a. **FY 2015 Revenues (Attachment A)**
 - i. The Authority has received approximately \$104.8 million through the December transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through December show a 17.97% positive variance in Grantors Tax receipts, a 2.50% positive variance in Sales Tax receipts and a 1.99% positive variance in Transient Occupancy Tax receipts.
 - b. **FY 2015 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, five jurisdictions had completed the HB2313 required annual certification process to receive FY2015 30% funds. Postponements of transfers have been discussed with jurisdictional staff where appropriate.
 - ii. Of the \$104.8 million received by the Authority for FY2015, approximately \$31.5 million represents 30% local funds.
 - iii. Of the \$31.5 million eligible to be distributed, \$23.9 million has been transferred, the balance is on hold pending certification from four jurisdictions.
 - iv. In December, the Authority received \$105,436 of interest earned from the Commonwealth NVTAFund representing five quarters of interest earned since July 2013.
 - c. **FY2014 to FY2015 Year to date Revenue Comparison (Attachment C).**
 - i. This chart reflects a month to month comparison of revenue by tax type and a year to year comparison of total revenues received through December.
 - ii. While the chart reflects positive growth in the three revenue types the year to year history for the Authority is very limited.
 - iii. No changes to the FY2015 revenue estimates are recommended at this time.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTAs Estimates, Through December 2014
- B. FY2015 30% Distribution by Jurisdiction
- C. Month to Month Comparison By Tax Type and YTD Receipts Through December 2014 and 2013

Coordination:

Finance Committee

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTB BUDGET
Based on: Revenue Data Through December 2014
FYE June 30, 2015

Grantors Tax		Received		NVTA		Projected Variance
Transaction Months	5	To Date	Annualized	FY 2015 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 1,684,241	\$ 4,042,178	\$ 3,195,000	\$ 847,178	
Arlington County		\$ 1,695,274	\$ 4,068,658	\$ 4,574,287	\$ (505,629)	
City of Fairfax		\$ 117,233	\$ 281,360	\$ 290,799	\$ (9,439)	
Fairfax County		\$ 7,963,004	\$ 19,111,209	\$ 15,169,980	\$ 3,941,229	
City of Falls Church		\$ 126,800	\$ 304,321	\$ 263,319	\$ 41,002	
Loudoun County		\$ 3,999,684	\$ 9,599,242	\$ 8,466,000	\$ 1,133,242	
City of Manassas		\$ 120,728	\$ 289,747	\$ 272,917	\$ 16,830	
City of Manassas Park		\$ 81,887	\$ 196,528	\$ 149,692	\$ 46,836	
Prince William County		\$ 2,351,308	\$ 5,643,138	\$ 4,521,672	\$ 1,121,466	
Total Grantors Tax Revenue		\$ 18,140,159	\$ 43,536,382	\$ 36,903,666	\$ 6,632,716	17.97%

Regional Sales Tax*		Received		FY 2015		Projected Variance
Transaction Months	4	To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria		\$4,456,092	\$ 13,368,277	\$ 14,891,000	\$ (1,522,723)	
Arlington County		\$8,079,297	\$ 24,237,890	\$ 23,984,390	\$ 253,500	
City of Fairfax		\$2,516,302	\$ 7,548,906	\$ 6,536,626	\$ 1,012,280	
Fairfax County		\$35,173,780	\$ 105,521,341	\$ 100,596,000	\$ 4,925,341	
City of Falls Church		\$777,380	\$ 2,332,141	\$ 2,498,666	\$ (166,525)	
Loudoun County		\$13,516,137	\$ 40,548,410	\$ 40,086,000	\$ 462,410	
City of Manassas		\$1,645,371	\$ 4,936,112	\$ 4,620,629	\$ 315,483	
City of Manassas Park		\$440,785	\$ 1,322,356	\$ 930,903	\$ 391,453	
Prince William County		\$11,321,058	\$ 33,963,174	\$ 33,928,982	\$ 34,192	
Total Sales Tax Revenue*		\$ 77,926,202	\$ 233,778,606	\$ 228,073,196	\$ 5,705,410	2.50%

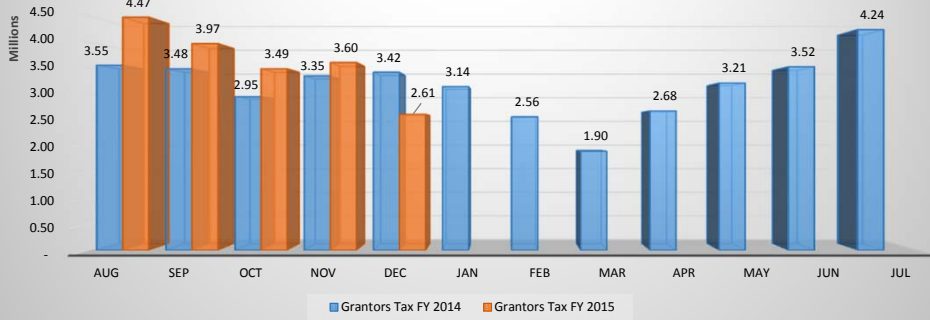
Transient Occupancy Tax (TOT)		Received		FY 2015		Projected Variance
Transaction Months	3.00	To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria	4.00	\$ 1,186,290	\$ 3,558,870	\$ 3,364,000	\$ 194,870	
Arlington County	4.00	\$ 3,174,407	\$ 9,523,220	\$ 8,890,830	\$ 632,390	
City of Fairfax	4.00	\$ 195,069	\$ 195,069	\$ 349,526	\$ (154,457)	
Fairfax County	1.33	\$ 2,641,104	\$ 7,943,169	\$ 8,965,800	\$ (1,022,631)	
City of Falls Church	4.00	\$ 17,959	\$ 53,876	\$ 143,309	\$ (89,433)	
Loudoun County	1.33	\$ 976,652	\$ 2,937,300	\$ 2,020,000	\$ 917,300	
City of Manassas	4.00	\$ 20,915	\$ 62,746	\$ 78,546	\$ (15,800)	
City of Manassas Park		\$ -	\$ -	\$ -	\$ -	
Prince William County	1.33	\$ 494,368	\$ 1,486,821	\$ 1,446,000	\$ 40,821	
Total TOT Revenue		8,706,764	25,761,070	\$ 25,258,011	503,059	1.99%
Total Revenue Received		\$ 104,773,125	\$ 303,076,058	\$ 290,234,873	\$ 12,841,185	4.42%

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

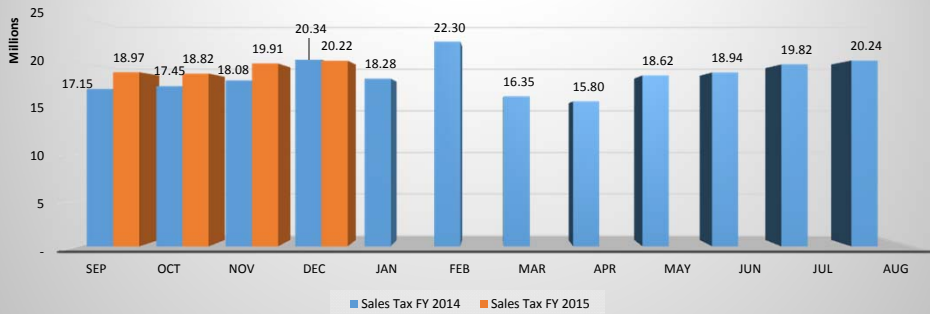
August Receipt	\$ -
September Receipt	\$ -
October Receipt	\$ 22,065
November Receipt	\$ 1,035
December Receipt	\$ 22,310
	<u>\$ 45,410</u>

- 1 Net of Dept. of Taxation Fees
- 2 County TOT includes any town collections
- 3 Interest earned through 11/30/2014

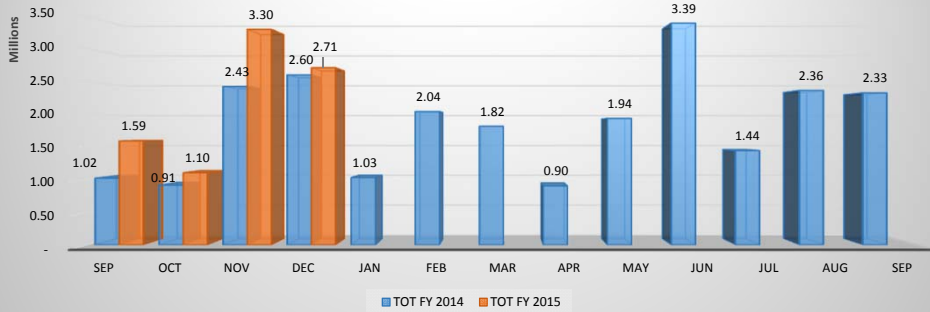
**Grantors Tax
(month received)**



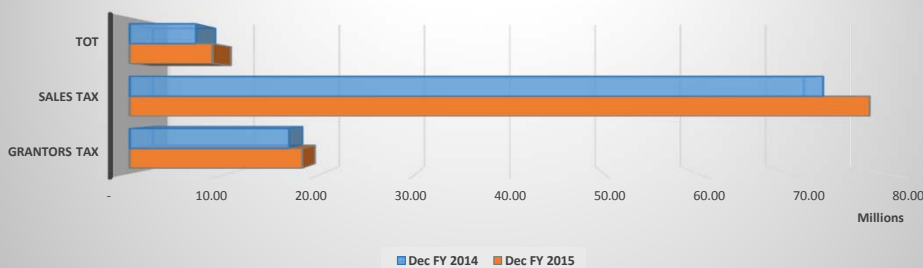
**Sales Tax
(month received)**



**Transient Occupancy Tax
(month received)**



**YTD Receipt Comparison
December FY2014 and FY2015**



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Operating Budget Report

DATE: January 16, 2015

1. **Purpose:** To update the Authority on the NVTa Operating Budget for FY2015.
2. **Background:** The NVTa operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2015 operating budget.
3. **Comments:**
 - a. Operating Revenue at over 100% of estimate.
 - b. December represents 50% of the fiscal year. Through December, the Authority has utilized 43.01% of its expenditure budget.
 - c. No changes are expected to the Operating Budget.

Attachment: FY2015 Operating Budget through December 31, 2014

Coordination:
Finance Committee

XVI.ATTACHMENT

Northern Virginia Transportation Authority FY 2015 Operating Budget December 31, 2014			
INCOME:	Approved Budget	Actual Receipts	Variance Budget to Actual
Budget Carryforward	\$ 270,000.00	\$ 294,142.00	\$ 24,142.00
Interest (70% Regional Revenues) *			-
Billed to Member Jurisdictions	1,149,473.00	1,149,473.00	-
Misc. Income		2,929.09	2,929.09
Reimbursement -LOC Cost of Issuance			-
Total Income	1,419,473.00	1,446,544.09	27,071.09
EXPENDITURES:	Approved Budget	Actual Expenditures	Variance Budget to Actual
Personnel Expenditures			
Salaries	\$ 611,290.00	\$ 312,772.20	\$ 298,517.80
Benefits	180,350.00	56,634.75	123,715.25
Taxes	48,100.00	21,775.81	26,324.19
Personnel Subtotal	839,740.00	391,182.76	448,557.24
Professional Service			
Audit/Accounting	27,500.00	27,369.00	131.00
Banking Services	1,000.00	129.57	870.43
Insurance	3,700.00	3,811.00	(111.00)
Payroll Services	2,000.00	451.90	1,548.10
Transaction Update Outreach	46,200.00	-	46,200.00
Public Outreach	23,800.00	10,069.40	13,730.60
Professional Subtotal	104,200.00	41,830.87	62,369.13
Technology/Communication			
Accounting & Financial Reporting System	25,000.00	5,031.25	19,968.75
Hardware Software & Peripherals Purchase	7,000.00	2,824.99	4,175.01
IT Support Services including Hosting	11,794.00	5,753.97	6,040.03
Phone Service	7,060.00	2,498.52	4,561.48
Web Development & Hosting	30,000.00	1,080.00	28,920.00
Subtotal Technology/Communication	80,854.00	17,188.73	63,665.27
Administrative Expenses			
Advertisements	6,000.00	-	6,000.00
Dues & Subscriptions	2,500.00	410.00	2,090.00
Duplication/Printing	15,000.00	3,033.35	11,966.65
Furniture/Fixtures	58,000.00	39,621.53	18,378.47
Meeting Expenses	3,600.00	3,689.74	(89.74)
Mileage/Transportation	7,200.00	632.62	6,567.38
Miscellaneous Expense (moving expense)	5,000.00	825.31	4,174.69
Office Lease	50,000.00	5,535.00	44,465.00
Office Supplies	5,200.00	3,205.80	1,994.20
Postage/Delivery	600.00	95.05	504.95
Professional Development/Training	5,000.00	1,459.88	3,540.12
Subtotal Administrative Expenses	158,100.00	58,508.28	99,591.72
Expenditure Subtotal	1,182,894.00	508,710.64	674,183.36
Operating Reserve (20%)	236,579.00	-	236,579.00
Total Expenditures	1,419,473.00	508,710.64	910,762.36
Budget Balance	\$ -	\$ 937,833.45	\$ 937,833.45
Member Jurisdiction Support			
Jurisdiction	2010 Population	FY 2015 Support Amounts	
City of Alexandria	6.30%	\$ 72,417	
Arlington County	9.40%	\$ 108,050	
City of Fairfax	1.00%	\$ 11,495	
Fairfax County	48.00%	\$ 551,747	
City of Falls Church	0.60%	\$ 6,897	
Loudoun County	14.20%	\$ 163,225	
City of Manassas	1.70%	\$ 19,541	
City of Manassas Park	0.60%	\$ 6,897	
Prince William County	18.20%	\$ 209,204	
		\$ 1,149,472	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

PROJECT IMPLEMENTATION WORKING GROUP

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Chairman Martin E. Nohe, NVTa

DATE: January 15, 2015

SUBJECT: NVTa FY2015-16 Two Year Program Development

- 1. Purpose.** To provide an update to the Authority on the development of the FY2015-16 Two Year Program.
- 2. Background.** At its meeting on July 24, 2014, the Authority approved a schedule to develop and adopt the FY2015-16 Two Year Program. Consistent with this schedule, the Authority approved project selection criteria at its meeting on October 9, 2014. At its meeting on December 11, 2014, the Authority approved a revised schedule to allow sufficient time for VDOT to coordinate with project stakeholders with respect to the HB599 Evaluation and Rating Study. This revised schedule resulted in a one month delay in the planned adoption of the FY2015-16 Two Year Program, from March 2015 to April 2015.

NVTa staff worked with jurisdictional and agency staff to review its interim evaluations of candidate projects using the approved project selection criteria. These evaluations were discussed with the Project Implementation Working Group (PIWG) at its meeting on January 15, 2015, after incorporating draft highway project ratings from the HB599 Evaluation and Rating Study, which were released to project stakeholders on January 6, 2015.

- 3. Status.** NVTa staff is coordinating with Technical Advisory Committee, the Planning Coordination Advisory Committee, and the Jurisdiction and Agency Coordination Committee in January/February 2015 to seek their comments and inputs to the development of the draft FY2015-16 Two Year Program.
- 4. Next Steps.** The PIWG will meet on February 13, 2015 to finalize a draft FY2015-16 Two Year Program for review by the Authority at its meeting in February 2015. The PIWG will be seeking approval from the Authority at its meeting in February 2015 to proceed to a Public Hearing, tentatively scheduled for March 25, 2015 (snow date: March 31 or April 1) at NVTa. Based on comments received at the Public Hearing, the PIWG will make any needed changes to the draft FY2015-16 Two Year Program, and will present a recommendation for adoption by the Authority at its meeting in April 2015.

PIWG members and NVTA staff will be available at the January 22nd NVTA meeting to answer questions.

5. **Other.** The PIWG received a presentation on the draft final ratings from the HB599 Evaluation and Rating Study. It also considered the Loudoun County request (from the September 11, 2014 Authority meeting) for an amendment to made to the TransAction 2040 long range transportation plan. This is the subject of a separate action item.

PIWG members and NVTA staff will be available at the January 22nd NVTA meeting to answer questions.

Coordination: Members, NVTA Project Implementation Working Group

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: January 22, 2015

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **NVTA Road Show:** A Roadshow PowerPoint presentation has been developed to help educate member localities, agencies, stakeholders and citizens on the progress the Authority has made since the enactment of HB 2313 and the steps the Authority is undertaking regarding future planning, programming and implementation.
3. **FY2015-16 Two Year Program:** The Authority will be asked to release the draft FY2015-16 Two Year Program for public comment at the February 26th meeting. The draft program will include the project scores from the 11 NVTA project selection criteria and the HB 599 ratings for the highway projects. The Authority will be asked to adopt the FY2015-16 Two Year Program at the April NVTA meeting.
4. **2015 State and Federal Legislative Program:** As approved at the December 11th meeting, the 2015 State and Federal Legislative Program was distributed to the Virginia Delegation. Staff is tracking any bills that impact the Authority. I will continue to keep the members updated.
5. **NVTA Annual Report:** The NVTA staff is nearing the completion of the Authority's first Annual Report. This report is our way of connecting with you and highlighting the progress we've made in regional collaboration and a variety of transportation initiatives. Reviewing our accomplishments over the past year is a reminder to me that the work we do at the Authority affects every resident, business and visitor to our region in a very real way.
6. **Advancing FY2014 Projects:** The Authority has approved 26 Standard Project Agreements (SPAs) for the FY2014 projects. The approval of these agreements is the first step to advancing the approved FY14 projects. The attached handout details the status of the projects with approved SPAs.

- 7. Employee Handbook/Organizational and Financial Policies:** NVTA staff has implemented the NVTA Employee Handbook and Organizational and Financial Policies approved at the December 11th meeting.
- 8. NVTA FY2015/16 Communication Plan:** As identified in the NVTA FY2015/16 Communication Plan, the NVTA staff has begun a several outreach efforts as identified in the Plan. NVTA staff has just sent its second if a series of bimonthly electronic newsletters designed to increase our grassroots communication. Staff is currently exploring options to create a better visual appeal, a better email campaign management program and to grow our distribution list. Please consider sharing these enewsletters or their messaging with your constituents' as you send out your messaging. Additionally, the NVTA staff is preparing to send the second quarterly press release updating the media on project advancement and other newsworthy quarterly happenings.
- 9. NVTA Presentations:** At the request of outside organizations interested in the NVTA, I have spoken recently at two different events to the members of the American Society of Highway Engineers (ASHE) – Potomac Section and the American Society of Civil Engineers (ASCE) – National Capital Section.

Attachment: FY2014 Transportation Projects Advancing, with project updates, as of January 22, 2015.



NVTA Projects Continue to Move Forward in 2015!

26 Regionally Significant Transportation Projects Are On Track to Provide Real Congestion Relief as of January 2015.

ARLINGTON COUNTY

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

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

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

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

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

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

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

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

LOUDOUN COUNTY

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

- **NVTA Funds:** \$1 million
- **Status:** In process of acquiring the identified property.

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

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

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

- **NVTA Funds:** \$20 million
- **Status:** Contractor selection in process for Design/Build. RFP advertisement date is January 2015.

PRINCE WILLIAM COUNTY

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

- **NVTA Funds:** \$3 million
- **Status:** Project is in design phase with RDA acting as the consultant.

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

- **NVTA Funds:** \$28 million
- **Status:** Final plans and bid document for Phase I construction is currently in review by VDOT for a realigned Vint Hill Road.

CITY OF ALEXANDRIA

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

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

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

- **NVTA Funds:** \$450,000
- **Status:** An Invitation to Bid is expected within two months; installation is expected to commence in spring 2015.
- **Completion:** Winter 2016/2017

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

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

CITY OF FAIRFAX

Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widens Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.

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

CITY OF FALLS CHURCH

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

- **NVTA Funds:** \$200,000
- **Status:** Final engineering review; easement acquisition and procurement expected to commence during winter 2014/15.
- **Completion:** Fall 2015

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

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

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

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

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

VIRGINIA RAILWAY EXPRESS (VRE)

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

- **NVTA Funds:** \$1.5 million
- **Status:** RFP was issued December 2014; awards anticipated in spring 2015.

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

- **NVTA Funds:** \$1.3 million
- **Status:** Feasibility study and conceptual design studies complete. Ready to begin preliminary engineering.

Lorton Station Second Platform – This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.

- **NVTA Funds:** \$7.9 million
- **Status:** Preliminary engineering underway.

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

- **NVTA Funds:** \$12.4 million
- **Status:** Agreement finalized and awaiting final signature. Anticipated Notice to Proceed January 2015, expected complete in mid-2016.

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

- **NVTA Funds:** \$20 million
- **Status:** Agreement finalized and awaiting final signature. Anticipated Notice to Proceed January 2015, expected complete at end of 2016.

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

- **NVTA Funds:** \$11.1 million
- **Status:** Agreement finalized and awaiting final signature. Anticipated Notice to Proceed January 2015, expected complete in mid-2016.

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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

- **NVTA funds:** \$838,000 (100 percent of study cost)
- **Status:** Study underway, NVTC Issued the full Notice to Proceed in November; currently developing an outreach plan.
- **Completion:** Study expected to be complete in February 2016.

TOWN OF HERNDON

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

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

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

- **NVTA funds:** \$500,000
- **Status:** Procurement, award expected in January 2015.
- **Completion:** Expected in 2016

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

- **NVTA funds:** \$1.1 million
- **Status:** Procurement, award expected in January 2015; ROW acquisition/street dedication is to begin in late 2015/early 2016 to be ready for construction in 2016-2017.
- **Completion:** Expected in 2017

Correspondence Section



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 22, 2014

Mr. Pierre Holloman
Acting Chief of Transit and Regional Transportation
City of Alexandria
421 King Street, Suite 401
Alexandria, Virginia 22314

Dear Mr. Holloman,

I am responding to your email dated December 15, 2014, requesting a determination of eligibility for the use of 30 percent NVTA funding for a new Engineer II position in the Transportation Division, per the requirements identified in Va. Code Ann. Section 33.2-2510. Your request has been reviewed by the NVTA staff and a response is noted below.

The NVTA staff concluded that the new Engineer II position in the Transportation Division is an eligible use of NVTA 30% funding provided that the position is dedicated, and limited to, projects that qualify for the 30% funds for purposes authorized by Chapter 766.

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

Best regards,

A handwritten signature in black ink, appearing to read "Monica Backmon", is written over the typed name and title.

Monica Backmon
Executive Director

cc: NVTA Council of Counsels

Camela Speer

From: Pierre Holloman <Pierre.Holloman@alexandriava.gov>
Sent: Monday, December 15, 2014 1:04 PM
To: Monica Backmon
Subject: Use of 30% for new staff

Importance: High

Hi Monica,

Alexandria staff is currently developing an operating budget for FY 2016. One division within Transportation has proposed a new position – Engineer II in their budget request by which \$30K for the new position is proposed to be funded through the City's NVTA 30% funds. Is this allowed? Do you know what the CofC's opinion is on this? Please advise!

Thanks,

Pierre Holloman
Acting Chief of Transit and Regional Transportation
City of Alexandria, Virginia
421 King Street, Suite 401
Alexandria, Virginia 22314
703.746.4080
www.alexandriava.gov

Mr. Fahrney,

Below are comments to the Route 28 Corridor Safety and Operations Study - Short-Term Safety & Congestion Candidate Improvements as provided on the project website.

Note: It appears likely NVTa will fund the design phase of widening of Route 28 in Fairfax County in March 2015 – FAIRFAX COUNTY/NVTa (**This covers items 4, 6 and 11 below**). **Significant modeling has already been completed for this section of Route 28 by VDOT under HB599.**

Capacity Improvement Recommendations in order of importance:

4 - Add third NB through lane from Upperridge Dr to Darkwood Dr (1500 feet south of New Braddock Rd). – FAIRFAX COUNTY

6 - Add third NB through lane from Darkwood Dr to Tallvest Dr (850 feet south of Green Trails Blvd.). – FAIRFAX COUNTY (**Recommend Extending down the Bradenton**)

11 - Add third through lane SB from south of New Braddock Rd to Compton Rd – FAIRFAX COUNTY (**Recommend third lane become right turn lane at Compton Rd (14)**)

10 – New Braddock Rd - Nontraditional intersection design (displaced lefts, median U-turn, etc.) – FAIRFAX COUNTY (**Recommend Four phase Continuous Flow Intersection Improvement**)
<https://www.youtube.com/watch?v=LxI4b62SW3Q>

16 - Compton Rd - Nontraditional intersection design - roundabout at Ordway/Compton, re-evaluate 4 way stop intersection operations (**Recommend Three phase Continuous Flow Intersection Improvement**) – FAIRFAX COUNTY
<https://www.youtube.com/watch?v=Npb6LmgFwLI>

39 - Provide roadway connection behind Home Depot to Phoenix Dr and/ or Euclid Ave to relieve Liberia Ave – CITY OF MANASSAS

Additional Recommendations:

1. **Route 28/Liberia Ave. Continuous Flow Intersection Improvement (One Approach from Route 28 South)** – CITY OF MANASSAS
<https://www.youtube.com/watch?v=XrIfIIHS85U>
2. **Old Centreville Rd/Yorkshire Intersection Improvements (Recommend Adding right turn lanes to Old Centreville Rd.)** – PRINCE WILLIAM COUNTY
3. **Connection between the Orchard Bridge Development and Lake Dr.** – PRINCE WILLIAM COUNTY
4. **Connection between Lake Dr. and Euclid Avenue** – PRINCE WILLIAM COUNTY/CITY OF MANASSAS PARK

5. Do not recommend lane expansion along Route 28 in Prince William County do to conflicts with businesses. Recommend aesthetic streetscape improvements (sidewalks, landscaping, and burying power and communication lines underground) – PRINCE WILLIAM COUNTY
6. Prefer a Managed Lane/Transit Improvements along the Godwin Dr. Extension corridor to I-66 (VA28 Bypass) FAIRFAX COUNTY/PRINCE WILLIAM COUNTY
http://novarapidtransit.org/VA28Bypass-GodwinDrExtension_October2014.pdf

Safety Improvements

In general, I support the installation of sidewalks on any road with dense businesses development

Thanks,

Mark Scheufler

NOVA resident

www.facebook.com/FixRoute28

www.novarapidtransit.org

[\(571\) 229-7551](tel:5712297551)



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

January 9, 2015

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

Dear Ms. Block Sanford,

I am responding to your letter dated December 18, 2014 requesting a determination of eligibility for the use of HB 2313 30% revenues for the following projects:

- Sidewalk widening throughout downtown City of Fairfax. Sidewalks throughout the downtown area range in width from three to four feet, and in some instances the passable width is constrained by the presence of light poles. The City plans to utilize existing City right of way or purchase right of way/easements from private property owners to expand the sidewalks closer to the buildings (versus expansion in front of the curb, where lane widths are already narrow). The City would like to utilize 30% funding to purchase right of way, where needed, and construct the sidewalk expansion.
- Repurposing travel lanes to create on-road bicycle facilities. The City would like to study the feasibility of converting a five-lane roadway into a three-lane roadway with outside bicycle lanes. The study would analyze the impacts to traffic flow and circulation through the downtown area. The City would like to utilize 30% funding to fund both the feasibility study and the implementation of this project.

The NVTA staff members have reviewed the request and concluded that both projects are consistent with the use of the 30% funds as identified in the legislation.

As stated in the HB 2313, 30% funding can be used for the purposes identified below:

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

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

Best regards,



Monica Backmon
Executive Director

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



City of Fairfax

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

December 18, 2014

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3060 Williams Drive, Suite 510
Fairfax, Virginia 22031

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

Dear Ms. Backmon:

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

- Sidewalk widening throughout downtown City of Fairfax. Sidewalks throughout the downtown area range in width from three to four feet, and in some instances the passable width is constrained by the presence of light poles. The City plans to utilize existing City right of way or purchase right of way/ easements from private property owners to expand the sidewalks closer to the buildings (versus expansion in front of the curb, where lane widths are already narrow). The City would like to utilize 30% funding to purchase right of way, where needed, and construct the sidewalk expansion.
- Repurposing travel lanes to create on-road bicycle facilities. The City would like to study the feasibility of converting a five lane roadway into a three-lane roadway with outside bicycle lanes. The study would analyze the impacts to traffic flow and circulation through the downtown area. The City would like to utilize 30% funding to fund both the feasibility study and the implementation of this project.

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

Sincerely,

Wendy Block Sanford

Wendy Block Sanford
Transportation Director

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

FOIA AND MEMBERS OF PUBLIC BODIES

E-MAIL AND MEETINGS: The VA Supreme Court has held that e-mails may constitute a "meeting" under FOIA if there is simultaneous e-mail communication between three or more board members. Avoid "reply to all" as a general rule. See FOIA Council handout entitled "*Email and Meetings*" available on the FOIA Council website.

RECORDS

WHAT is a PUBLIC RECORD?

ALL writings and recordings that consist of letters, words or numbers, or their equivalent, set down by handwriting, typewriting, printing, photostating, photography, magnetic impulse, optical or magneto-optical form, mechanical or electronic recording or other form of data compilation, however stored, and regardless of physical form or characteristics, prepared or owned by, or in the possession of a public body or its officers, employees or agents in the transaction of public business.

ALL public records are OPEN to the public UNLESS a specific exemption in law allows the record to be withheld.

FOIA AND MEMBERS OF PUBLIC BODIES

WHAT about RETENTION of PUBLIC RECORDS?

Public records **MUST** be retained according to retention schedules set by the Library of Virginia. The length of retention depends on the content of the record. After expiration of the applicable retention period, the records may be destroyed or discarded.

E-MAILS

Emails that relate to the public business are public records, regardless of whether you use your home or office computer, text or other forms of social media. It is the **content** of the record, not the equipment used, that controls.

As such, these emails must be retained as required by the VA Public Records Act. For practical advice for email use, access and retention, see FOIA Council handout entitled "*Email: Use, Access and Retention*" available on the FOIA Council website.

VA Freedom of Information Advisory Council:

Maria J.K. Everett, *Executive Director and Senior Attorney*

Alan Gernhardt, *Staff Attorney*

Email: foiacouncil@dls.virginia.gov

Telephone (804) 225-3056

Toll-Free 1-866-448-4100

<http://foiacouncil.dls.virginia.gov>

A Guide to the Freedom of Information Act for Members of Boards, Councils, Commissions, and other Deliberative Public Bodies



*Prepared by the Virginia Freedom of
Information Advisory Council*

FOIA AND MEMBERS OF PUBLIC BODIES

POLICY OF FOIA

By enacting this chapter, the General Assembly ensures the people of the Commonwealth ready access to records in the custody of public officials and free entry to meetings of public bodies wherein the business of the people is being conducted. The affairs of government are not intended to be conducted in an atmosphere of secrecy since at all times the public is to be the beneficiary of any action taken at any level of government.

Unless a public body or public official specifically elects to exercise an exemption provided by this chapter or any other statute, every meeting shall be open to the public and all public records shall be available for inspection and copying upon request. All public records and meetings shall be presumed open, unless an exemption is properly invoked.

FOIA AND MEMBERS OF PUBLIC BODIES

MEETING REQUIREMENTS

What is considered a MEETING under FOIA?

ANY gathering, including work sessions, of the constituent membership, sitting (or through telephonic or video equipment pursuant to § 2.2-3708 or § 2.2-3708.1) as:

- the board, or
- an informal assemblage of
 - (i) as many as three members, or
 - (ii) a quorum, if less than three, of the constituent membership,

WHEREVER the gathering is held;

REGARDLESS OF WHETHER minutes are taken OR votes are cast.

NOTE: This requirement also applies to ANY meeting, including work sessions, of any subgroup of the board, regardless how subgroup is designated (i.e. subcommittee, task force, workgroup, etc.).

WHAT is NOT a MEETING?

- The gathering of employees; or
- The gathering or attendance of two or more board/council members at:
 - Any place or function where no part of the purpose of such gathering or attendance is the discussion or transaction of any public business, and such gathering or attendance was not called or prearranged with any purpose of discussing or transacting any business; OR
 - A public forum, candidate appearance, or debate, the purpose of which is to inform the electorate and not to discuss or transact public business.

FOIA AND MEMBERS OF PUBLIC BODIES

OTHER FOIA PROVISIONS

MINUTES: Minutes **ARE REQUIRED** for any meeting of the board/subgroup of the board.

VOTING: **NO secret or written ballots are ever allowed.**

POLLING: You MAY contact individual members **separately (one-on-one)** to ascertain their positions by phone, letter or email. **REMEMBER:** This exemption CANNOT be used in lieu of a meeting. **REMEMBER ALSO:** If you choose to use email to poll, you are creating a public record!

CLOSED MEETINGS: Allowed **ONLY** as specifically authorized by FOIA or other law and **REQUIRES** a motion stating the purpose, the subject *and* Code cite. [See § 2.2-3711 of FOIA for allowable purposes for closed meetings.]

E-MEETINGS: Are allowed for state public bodies under heightened procedural and reporting requirements (i.e. quorum must be physically assembled in one location, remote meeting locations must be open to the public, etc.). For all public bodies, limited individual participation by electronic means is allowed under certain circumstances (emergency or personal matter, medical reason, or distance in the case of regional public bodies). [See § § 2.2-3708 and 2.2-3708.1 of FOIA.]