



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, January 14, 2016
7:00 pm
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

AGENDA

Public Comment

[7:00pm]

Annual Organizational Meeting

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the December 10, 2015 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentations

- IV. 2015 Annual Report** Ms. Backmon, Executive Director
- V. WMATA Update** Mr. Wiedefeld, WMATA GM
- VI. VRE Gainesville-Haymarket Extension Study Update**
Mr. Allen, VRE CEO

Action Items

- VII. Election of NVTA Chairman and Vice-Chairman for Calendar Year 2016**
Nominating Committee
Recommended action: Approval of Chairman and Vice Chairman
- VIII. Adoption of Amendments to the Bylaws** Ms. Backmon, Executive Director
Recommended action: Adoption of Amendments to the Bylaws
- IX. Appointment of Town Representative for Calendar Year 2016**
Chairman Nohe

- X. **Appointment of Finance Committee Chairman and Vice Chairman, Two New Members and Reappointment of One Member for Two Year Terms**
Chairman Nohe
- XI. **Reappointment of Two Technical Advisory Committee Members for Three Year Terms**
Chairman Nohe
- XII. **Appointment of Five Governance and Personnel Committee Members for Staggered Two Year Terms**
Chairman Nohe
- XIII. **Appointment of Five Planning and Programming Committee Members for Staggered Two Year Terms**
Chairman Nohe
- XIV. **CMAQ/RSTP Reallocation Request for the Town of Vienna**
Ms. Backmon, Executive Director

Discussion/Information

- XV. **2016 Legislative Update** Ms. Dominguez, Chairman, RJACC
- XVI. **Technical Advisory Committee Report** Mr. Boice, Chairman
- XVII. **Planning Coordination Advisory Committee** Mayor Foreman, Chairman
- XVIII. **Executive Director's Report** Ms. Backmon, Executive Director
- A. **CMAQ/RSTP Reallocation Request for Prince William County and the Town of Herndon**

- XIX. **Chairman's Comments**

Closed Session

- XX. **Adjournment**

Correspondence

- City of Fairfax 30% Funding Determination Response

Next Meeting: February 11, 2016– 7:00 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 10, 2015

6:00 pm

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

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 6:13pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova (arrived 6:21pm); Supervisor Letourneau; Chair Hynes; Mayor Euille; Mayor Parrish; Council Member Rishell; Council Member Snyder (arrived 6:14pm); Delegate Rust; Senator Ebbin (arrived 6:21pm); Delegate Minchew.
- Non-Voting Members: Ms. Cuervo; Ms. Mitchell.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Peggy Teal (Assistance Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

V. TransAction Update Mr. Jasper, Program Coordinator

(Council Member Snyder arrived.)

- Mr. Jasper briefed the Authority on the update to TransAction. He reviewed the findings of the benchmark survey and discussed the next steps in the process.
- Chairman Nohe introduced the TransAction information cards, noting that the cards identify the ways for the public to get involved and comment on the process. He encouraged Authority members to distribute them.

(Chairman Bulova and Senator Ebbin arrived.)

III. Minutes of the November 12, 2015 Meeting

- Chair Hynes moved approval of the November 12, 2015 minutes; seconded by Chairman Bulova. Motion carried with seven (7) yeas and four (4) abstentions

[with Supervisor Letourneau, Mayor Parrish, Council Member Snyder and Delegate Rust abstaining as they were not at the November 12 meeting].

Presentations

IV. Recognition of Outgoing NVT A Members Chairman Nohe

- Chairman Nohe recognized and thanked outgoing NVT A members Delegate Rust, Chairman York, Mayor Euille and Chair Hynes for their service and dedication to the Authority.

Action Items

V. Project Agreement for Fairfax County – Regional Funding Project 059-10601 (Innovation Center Metrorail Station)

- Chairman Bulova moved approval of the proposed Standard Project 059-10601 (Innovation Center Metrorail Station), in accordance with NVT A’s approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority; seconded by Chair Hynes. Motion carried unanimously.

VI. Adoption of Vision and Goals for TransAction Update

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

- Mr. Malouff briefed the Authority on the proposed Vision and Goals for the TransAction update. He noted that one of the first steps in any good planning effort is to review the overall vision and goals. Mr. Malouff reviewed the process undergone by the TransAction Subcommittee in recommending the proposed vision and goals and highlighted the following:
 - ✓ The vision and goals are the ends we are working toward.
 - ✓ The objectives and measures are the means to get to the end.
 - ✓ Next, the TransAction Subcommittee will be working to clarify the objectives and the measures.
 - ✓ Asking for Authority approval of the vision and goals this evening.
- Mr. Malouff reviewed the vision statement from the previous plan, TransAction 2040. He stated that the vision statement was good overall, but that a lot has changed in the five years since this statement was adopted and noted some of the major changes:
 - ✓ Primarily that the NVT A has funding.
 - ✓ Increased focus on concrete transportation objectives, particularly congestion reduction.
- Mr. Malouff stated that the Subcommittee has made proposed modifications to the vision statement to reflect these realities. He reviewed the proposed vision statement, noting that the underlined sections are the differences from the

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

- Mr. Malouff reviewed the changes to the proposed vision statement.
 - ✓ Removed “fiscally sustainable”. Not because it is not important, but now that there is funding the plan will have a different focus and the Subcommittee suggested it did not need to be included in the vision statement.
 - ✓ Moved “quality of life” before “economic growth” to reflect the NVTa’s charge to build a system that enhances quality of life.
 - ✓ Added statement about strong transportation benefits to reflect the charge of congestion reduction.
- Mr. Malouff reviewed the proposed TransAction goals, noting that there are three broad goals.
 - ✓ Enhance quality of life and economic strength of Northern Virginia through transportation. This is intended to mean that we want a transportation system that is usable and works. He suggested potential objectives under this goal would be congestion reduction, increased access, improved reliability and additional connections.
 - ✓ Enable optimal use of the transportation network and leverage the existing network. The focus of this goal would be efficiency, for example, we do not want to build things just for the sake of building them and to look at ways to optimize existing infrastructure. He suggested examples of objectives for this goal would be to improve operations and manage demand.
 - ✓ Reduce negative impacts of transportation on communities and the environment. This goal reflects things we know are important, but are not specifically related to travel. He suggested examples of objectives for this goal might include safety, protecting the environment and mitigating community impacts.
- Delegate Rust expressed concern about removing “fiscally sustainable” from the vision statement. He noted that he understands the rationale that the original statement was done some years ago and that the fiscal picture of transportation was not what it is today, but noted that we cannot sustain a system if we are not considering the finances of it. Delegate Rust requested including “fiscally sustainable” in the vision statement. Mr. Malouff responded that from the Subcommittee’s perspective, there is no great reason not to include “fiscally sustainable”. He suggested that the phrase could be added in the sentence, “... investments in the system will provide strong transportation benefits, be fiscally sustainable, promote areas ...”

- Mayor Parrish stated that he agreed “fiscally sustainable” should be included in the vision statement, adding that none of the jurisdictions would suggest that they have revenue that is more than they would like it to be.
- Mayor Parrish moved approval of the TransAction vision and goals, with the addition of “fiscally sustainable” as suggested; seconded by Delegate Rust.
- Council Member Snyder questioned the meaning of the phrase “strong transportation benefit,” asking if it implies only to large projects and suggested if so, this would be a problem. He suggested that if it means effective benefits, this wording would be better.
- Senator Ebbin suggested revising the vision statement to read, “...provide effective transportation benefits...” and add “fiscally sustainable” at the end to read, “...interconnected network that is fiscally sustainable.”
- Chair Hynes agreed with Senator Ebbin’s suggestion to added “fiscally sustainable” at the end of the statement, partly because it is closer to the “interconnected network” being fiscally sustainable and that is our goal. It is not that our program is fiscally sustainable, it is that our network is.
- Mayor Parrish and Delegate Rust agree with the two changes as proposed by Senator Ebbin. Motion carried unanimously.

VII. Approval of Projects to be Evaluated for Consideration in the FY2017 Program Chairman Nohe, Chair, PIWG

- Chairman Nohe briefed the Authority on the recommended list of projects for the FY2017 Program. He noted that this has been vetted by the Project Implementation Working Group (PIWG). Chairman Nohe stated that the capacity for projects to be reviewed under HB 599 is 25 and 25 applications were submitted, adding that one application was withdrawn by the sponsoring agency when it was determined not to be eligible. Chairman Nohe stated that all the other projects are on the recommended list for inclusion in the HB 599 analysis.
- Ms. Backmon added that there are still some resolutions for individual projects that need to be obtained or modified due to the need to wordsmith the original resolutions. She added that this is expected to be completed before the Authority’s January meeting.
- Delegate Minchew questioned the need for the Leesburg Town Council to reword or reconsider its proposal, asking if this was a substance or a procedure issues. Ms. Backmon suggested it is more of a procedural issue, adding that Loudoun and Leesburg both submitted resolutions in support of the project, but that the dollar amounts were different in the two resolutions. NVTa staff contacted both localities to clarify and make sure the dollar amounts are equal and consistent with the amounts in the project description. She noted that Loudoun has completed their process, but Leesburg needs to go back to their Council for approval. Delegate Minchew asked if the town will need to

conform to the county resolution. Ms. Backmon responded that she believes it was an error in how the dollars were shown in their resolution. She added that Leesburg staff has approved the correction, it is just awaiting Town Council approval.

- Chairman Nohe added that one of the Washington Metropolitan Area Transit Authority (WMATA) projects has not received a board resolution of support yet, but that the NVTa will move this project forward, assuming the resolution will be received in the coming weeks. Ms. Backmon responded that the resolution is anticipated to be approved by WMATA on December 17, 2015, and submitted to the Authority shortly thereafter.
- Mayor Parrish asked for the total funding numbers involved in this list of projects. Ms. Backmon responded that the Authority has approximately \$230 million available in pay-go funds for this one year program. She stated that the total requested dollar amount of all the proposed projects is \$667 million, so the Authority cannot fund all the projects being recommended for evaluation, unless bond financing or other financing opportunities are considered. Ms. Backmon reminded the Authority that this request is just to approve the recommended project list to be evaluated under HB 599 and the NVTa's project selection process. She recalled that in the last two year program, there were a total of 44 projects submitted for a total of \$775 million.
- Mayor Parrish clarified that there is one project in the list that is substantial in its cost, with that cost being more than the amount available to fund the entire program.
- Mayor Euille asked when the NVTa will consider the bond issuance option for the \$370 million project. Ms. Backmon responded that the consideration would happen when the FY2017 Program comes to the Authority for adoption. She noted that the draft program is anticipated to go to public hearing in May 2016, with an adoption of the program in July 2016. Ms. Backmon added that when the proposed program goes to public hearing, and certainly prior to adoption, the Authority will be presented with the proposed funding dollar amounts of the projects and whether proposed funding will be pay-go or bond issuance.
- Mayor Euille asked if any of the projects that still require clarification will delay HB 599 evaluation. Ms. Backmon responded that it is not anticipated that the requested clarifications will delay the process. She added that the NVTa staff is working with VDOT and have requested that the projects needing clarification be the last evaluated in case the qualifying materials are not received. If this is the case, the Authority will be notified next month that those projects have been removed. Ms. Backmon noted that this is not anticipated to be a problem.
- Supervisor Letourneau asked if, by approving this project list for evaluation, the Authority is stating that it is open to considering funding for all of these projects, including item seven, the \$370 million project. Ms. Backmon responded that item seven is a little different and clarified that for this action, the Authority is only approving the projects for evaluation. Supervisor Letourneau questioned that this project has been previously evaluated, but now

needs to be re-evaluated. Ms. Backmon explained that it has been evaluated under TransAction 2040, but has not undergone the evaluations needed for the Authority to fund the project. Supervisor Letourneau asked if the project has been previously evaluated and rated under HB 599. Chairman Nohe responded it has not and that this action will put it into the HB 599 evaluation.

- Chairman Nohe stated that from a strictly legal perspective, action on this approval of projects for evaluation does not address whether the Authority is considering funding the projects, as we are not at that phase yet. He added that since we can only consider those projects that go through the evaluation process, there is a strongly reasonable implication that this is tantamount to consideration of funding. Chairman Nohe explained that no projects can be considered that are not on this list, but that projects can be taken off the list at the time of consideration. Ms. Backmon affirmed this statement.
- Chair Hynes noted that projects will be taken off the list because there is not enough money to fund all. Chairman Nohe responded that in the April-May time frame, the Authority will begin considering the proposed project list for public hearing. He noted some projects may score so low that the Authority chooses not to include them for public hearing.
- Chairman Bulova moved approval of the list of 24 candidate projects for the Authority's FY2017 evaluation process, to include submission for the HB 599 rating and evaluation; subject to the resolution of individual project application clarifications; seconded by Chair Hynes.
- Senator Ebbin referenced projects on the list that do not have estimated funds listed for future years. He asked if these projects can change these future funding requests after the evaluation process, or if the Authority can only fund it for what is currently be requested. Ms. Backmon responded that the project cost is important to ensure that projects selected for funding provide the greatest level of congestion reduction relative to cost. She noted that at last month's meeting the Authority adopted the methodology to coincide with this determination. She added that if the Authority adopted the project at a higher cost than was submitted, the higher cost would need to be evaluated through the process to ensure that the score is consistent with the funding amount.
- Senator Ebbin asked for clarification that Fairfax has asked for \$5 million in funding on a project with a total cost of \$215 million, but has made no requests for funding in future years. He asked if this means that the Authority cannot fund future years at a later time. Ms. Backmon responded that this is just a one year program and that once TransAction is updated in the fall of 2017, the Authority anticipates doing a full Six Year Program for FY2018-2023. She added that at that time there will be another call for projects and that project can be submitted again at that time. Chairman Nohe noted that this request was for particular phases – engineering and right-of-way. He asked Mr. Biesiadny if this fully funds these phases. Mr. Biesiadny responded that with the money that was previously allocated it does fully fund these phases. He added that Fairfax has also applied for HB 2 funding for this project, so they

are waiting to see how that process works before applying for additional future funding. Mr. Biesiadny noted that it is likely this project will be submitted for FY2018 funding.

- Motion carried unanimously.

VIII. Adoption of Policy Number 17 – FY2017 Program First Drawdown

Commitment

Chairman York, Chair, Finance Committee

- Chairman Bulova briefed the Authority on the substance of the proposed Policy Number 17 – FY2017 Program First Drawdown Commitment. She stated that this policy provides a mechanism for the Authority to be able to remove funding commitments for projects in the FY2017 Program that do not seek reimbursement within three years of funding approval. She noted that if jurisdictions and agencies do not request their first drawdown by the deadline, they can ask for a cancellation. Chairman Bulova added that this policy is to help manage projects that cannot move forward and defines what happens to the NVTa project funds if a project is not advancing.
- Chairman Bulova moved approval of the draft FY2017 Program – First Drawdown Commitment, in a form approved by legal counsel; seconded by Mayor Parrish. Motion carried unanimously.

IX. Adoption of Resolution 16-04 for the I-66 Outside the Beltway Project

Chairman Nohe

- Ms. Backmon updated the Authority on the proposed Resolution 16-04 for the I-66 Outside the Beltway Project. She recalled that Secretary Layne had addressed the Authority at the June meeting regarding the I-66 Outside the Beltway project. She noted that he was seeking financial support from the Authority via an eligible project for the I-66 Outside the Beltway project. Ms. Backmon stated that the I-66 Outside the Beltway Committee had met twice to consider Secretary Layne's request. She highlighted the items discussed at the meetings.
 - ✓ The Authority can only fund projects that are in its long range transportation plan.
 - ✓ A list of eligible projects in the I-66 Outside the Beltway corridor was shared with the members.
 - ✓ Discussion centered around one particular project and now that the Call for Projects for the FY2017 Program is complete and the list has been approved for evaluation, the project discussed was the I-66 at Route 28 interchange at a cost of \$370 million.
 - ✓ Discussed Authority's capacity for a bond issuance to cover the cost of a project totaling that amount, or more.
- Ms. Backmon stated that, working with Council of Counsels, staff drafted a resolution regarding the potential funding of projects directly or indirectly

related to the I-66 Outside the Beltway projects as part of the FY2017 Program. She noted this resolution was discussed at the November Authority meeting and it was a robust discussion. Ms. Backmon recalled that the outcome of last month's discussion was to ask staff to review the resolution and a subsequent PIWG meeting was held. She stated that the PIWG had recommended adding verbiage to the resolution stating that, if the Authority does consider funding a project at this dollar amount, it does not set a precedent for future funding requests from the Commonwealth. Ms. Backmon stated that the revised resolution is being presented with the original resolution for Authority consideration this evening.

- Ms. Backmon added that as part of the request to review this resolution, she has invited Deputy Secretary Donohue to address the Authority this evening to respond to any outstanding questions or concerns the Authority may have.
- Deputy Secretary Donohue updated the Authority on the progress of the I-66 Outside the Beltway project. He outlined the process so far:
 - ✓ The Commonwealth has issued a Request For Proposal (RFP) to move forward with the Transform I-66 Outside the Beltway project under the Virginia Public-Private Transportation Act.
 - ✓ As part of the RFP process, the State compared three types of procurement, including public financing and private financing with a full toll concession, similar to the I-95 and I-495 Express Lanes.
 - ✓ For each procurement option, a draft term sheet was published.
 - ✓ Each procurement option assumed that there would be a maximum amount, up to \$600 million, of public funding that would be needed upfront, in combination with toll financing, whether public or private.
 - ✓ In the current HB 2 cycle there is a total of \$1.2 billion available. Based on the modification of the formula distribution by the legislature in the last session there is \$600 million available for discretionary funding statewide. There is another \$600 million available and divided to each of the districts, with the Northern Virginia district receiving about \$120 million of this money.
- Deputy Secretary Donohue stated that Mr. Kasproicz and Mr. Dyke, At Large Urban Commonwealth Transportation Board (CTB) members who live in Northern Virginia, were with him this evening. He noted that this issue was discussed at the last CTB meeting and at other events. It has been made clear by other members of the CTB that they do not believe all \$600 million of the statewide discretionary funds will be allocated by the CTB to the I-66 Outside the Beltway project. As a result, Secretary Layne is requesting that the Authority partner with the Commonwealth on this project.
- Deputy Secretary Donohue stated:
 - ✓ If the Authority is willing to partner with the Commonwealth, the Commonwealth will commit to splitting any public funding cost with the Authority on a 50/50 basis. For example, if the project costs were to come in at \$400 million, the Commonwealth would only request \$200 million from the Authority and the Commonwealth would pay the other \$200 million.

- ✓ The Secretary will commit to the Authority that the State, or its private partner, will maintain all downside risk with regard to any toll financing, but would provide to the Authority any upside revenue sharing that is available.
 - ✓ The draft term sheet does request from all proposers that the Commonwealth receive \$350 million over the 50 year term, in today's net present value, which is at a 6% discount rate. He added that this is a little higher than the discount rate typically used in public discussions.
 - ✓ The Commissioner of Highways has recommended moving forward with a private financing option, based on the responses received from the proposers.
 - ✓ There will be up to \$600 million in public funding necessary and if the Authority is willing to partner with the Commonwealth, the Commonwealth will insure that \$350 million, in net present value, excess revenues would be returned to the Authority for projects of the Authority's selection.
- Chairman Nohe stated that the Deputy Secretary has just spoken of this as a partnership and noted that the resolution does not reference a partnership as the Authority is not currently in a position to put funding toward the I-66 toll lane project. He added that anything the Authority funds must be framed and identified as a stand-alone project that is eligible for Authority funding. Ms. Backmon confirmed that any project funded by the Authority must be in the long range transportation plan that was adopted several years ago and underwent the bond validation process. She confirmed that the project must be a stand-alone project.
 - Chairman Bulova requested clarification that the resolution does not specifically say what project the Authority is considering funding. Ms. Backmon confirmed that the resolution does not specifically state what project, partially because the resolution was first presented prior to the close of the FY2017 Call for Projects and there was a desire not to predetermine which projects would be submitted.
 - Mayor Euille asked if there are any expectations that a similar approach could be applied to the I-395 project. Ms. Backmon stated that the discussion at the PIWG was important and noted that if the Authority is willing to consider funding a project directly or indirectly related to the I-66 corridor, it does not set a precedent. She added that there could be future requests and the Authority can consider a resolution at that time, the revised resolution is not precedent setting. Deputy Secretary Donohue stated that the Commonwealth is committed to working with the private sector partner to deliver the I-395 project at no cost to the region or any of the local governments. He added that if there are any public costs for this, and it is believed there will not be, the Commonwealth will bear that responsibility.
 - Delegate Rust requested clarification that there is \$600 million in the Commonwealth's Six Year Program that is discretionary. He noted that in discussions with members of the CTB not in Northern Virginia, it has been made clear that not all the discretionary money will go to Northern Virginia, or

for that matter any particular area. Deputy Secretary Donohue responded that this is a distinct part of the conversation and mentioned that the CTB members who have been part of the CTB dialogues are here tonight and are happy to answer any questions and support this information. He added that several members of the CTB have been very vocal as to how the money should be distributed and not to a single region.

- Delegate Rust suggested that if the NVTa agrees to the resolution that we are in essence saying that we will partner with the Commonwealth for some amount of money and the Commonwealth will pay half of that. Deputy Secretary Donohue responded that should the NVTa choose to fund a project that is a component of the larger I-66 project, the Commonwealth would ensure that whatever the aggregate amount of public funding necessary to deliver the broader project; the Commonwealth will pay half of the public funding necessary and ask the Authority to pay the other half. He gave the example that if the overall public funding necessary to deliver both the interchange and the rest of the I-66 Outside the Beltway project were \$400 million, the Commonwealth would pay \$200 million and only ask the Authority to pay \$200 million for the interchange.
- Delegate Rust noted that this will be a toll facility with revenues flowing to the Commonwealth, after maintenance and bond payments. He asked if any of this money will come to the NVTa. Deputy Secretary Donohue stated that as the Secretary has proposed the plan and if the toll concession goes forward, the Commonwealth will ensure that at least \$350 million, net present value, comes back to the Authority for the projects it selects.
- Delegate Rust asked about the toll revenues coming to the Authority and whether they would be monies given directly to the Authority or whether the Authority will chose projects and the Commonwealth will fund them. Deputy Secretary Donohue suggested that these specifics and mechanics will be determined as part of the final negotiations with the private sector teams which the Commonwealth is currently in discussion with.
- Supervisor Letourneau stated that the NVTa has just submitted the I-66/Route 28 interchange for consideration as part of our discussion. He asked if the Secretary is requesting this resolution and, if so, why and what does it accomplish. Deputy Secretary Donohue responded when moving forward with these large projects that involve toll financing, most toll financed projects in the United States apply for the TIFIA (Transportation Infrastructure Finance and Innovation Act) loan program and when you meet with the TIFIA loan approvers one of the requirements is a plan of finance demonstrating that there are mechanisms by which the applicant can move forward to fully fund this project. He concluded that this resolution, while not a commitment from the Authority, just as the Commonwealth cannot commit to funding the broader I-66 project until the HB 2 process is complete, would be very helpful to take to the TIFIA loan office to demonstrate that there is a mechanism to fund this project. Supervisor Letourneau suggested the Commonwealth could simply demonstrate the fact that the NVTa has asked for the project to be included in its FY2017 evaluation process and a potential funding award. Deputy

Secretary Donohue stated that, respectfully, the current program is a one year program of which the amount available is less than the amount necessary to fund the interchange in the broader Transform I-66 project. This would leave a hole of approximately \$70 million in the plan of finance and this would be a problem for the TIFIA office. Chairman Nohe stated that the primary value from the TIFIA perspective is not in stating that the Authority is considering the project, it is that the Authority is considering using bond funding to finance the project, demonstrating how we would generate these monies beyond what is in the one year plan. Deputy Secretary Donohue clarified that the importance is that the Authority has the ability to fund the interchange even though the one year program is insufficient to fund the cost of the interchange. He added that, similarly, in discussions with the CTB members about the Transform I-66 project, and the interchange is a component of that, the members will ask if the region is engaged in this project and if there is funding coming from that engagement. Deputy Secretary Donohue stated that the impression the Secretary has received from the CTB members is that they would like to see Northern Virginia investing in this project as they have seen similarly from the Hampton Roads region.

- CTB members Mr. Kasprovicz and Mr. Dyke confirmed that this would be a hard case for the Northern Virginia CTB members to make without the region's support.
- Supervisor Letourneau asked how the Authority can make this kind of commitment for a future program, added that essentially the Authority is saying that we are committed to funding, through bonds, a project which is not even going to be in this program for our future members and asked what weight this has. Deputy Secretary Donohue responded that from the State's perspective, the Authority has a one year program in front of it, due to the TransAction update. He added that the value to the Commonwealth is understanding that should the Authority choose to fund that interchange and should the Commonwealth choose to fund the broader I-66 project, there is a financial plan that is viable and implementable for this. Deputy Secretary Donohue stated that the Commonwealth has received competitive bids from the private sector who similarly are going to want to understand that they are putting private equity into this project and how the Commonwealth and its political subdivisions are working together to bring this project to fruition. He suggested that the NVRTA expressing a willingness to go to the bond market and including this in the upcoming program is the way in which the full interchange project would be fundable. Supervisor Letourneau stated that the resolution is a little more specific than that.
- Delegate Minchew asked if the project has been scored under HB 599 and, if so, what the project was that was scored and what score it yielded. Deputy Secretary Donohue asked Delegate Minchew if he was referring to the full Transform I-66 project. Delegate Minchew stated that he was asking about the I-66 project that Authority was being asked to be willing to extend up to \$403 million on. Deputy Secretary Donohue responded that the specific interchange has not been scored yet. Delegate Minchew asked a portion of the project that

is not part of the interchange has been evaluated. Deputy Secretary Donohue replied that the entire Transform I-66 Outside the Beltway project has been scored and was evaluated with the top scoring projects from the first round of HB 599 analysis. He stated that in the first round, the widening of the Fairfax County Parkway for approximately 23 miles was the top scoring project and at that time received a score of 88. He reminded the Authority that scores are relative to the projects being scored in the same evaluation, so the top scoring project determines every other project score below it. Deputy Secretary Donohue stated that when the top scoring projects from the first analysis were scored with Transform I-66 Outside the Beltway, Transform I-66 Outside the Beltway was the top scoring project with a score of 80.4. The Fairfax County Parkway was the next highest scoring project with a score of 60 and a decimal.

- Chairman Nohe clarified that the Transform I-66 Outside the Beltway project was not scored under HB 599 as part of the NVTAs FY2015-16 Program. He explained that VDOT can separately decide to score projects and does not need NVTAs action to score projects. He added that even though the project has been scored under HB 599, the Authority cannot fund the overall project because it is not in TransAction. The scoring is valuable to show that this is a significantly congestion relieving project. Chairman Nohe stated that at this time we are talking about a willingness to provide funding. He added that this resolution does not say that the NVTAs is willing to provide funding. It says the NVTAs is willing to consider providing funding, which is extremely important because we cannot say that we are willing to provide funding until the project been fully evaluated. The Authority has now approved running the program through the HB 599 process, and it will be scored not only for its congestion relief on I-66, but also on Route 28, as this project is in TransAction as being part of Route 28, not I-66. Ms. Backmon responded that this is correct and added that the project must not only undergo the HB 599 evaluation process, but also the NVTAs project selection process.
- Senator Ebbin noted that it has been stated that the I-66 project will require up to \$600 million in public funding and asked how much private funding will be involved. Deputy Secretary Donohue responded that there will be a mix of private funding and toll financing that will likely be between \$1.5 billion and \$1.7 billion.
- Mayor Parrish noted that earlier the Deputy Secretary had talked about three potential methods for trying to accomplish this project. Deputy Secretary Donohue responded that there were three different procurement options that were offered to the private sector, all three were reviewed and the recommendation was for a full toll concession, with the private sector funding the project through a mix of bonds and private equity and taking the risk for the toll revenue. He stated that the other two options were:
 1. A project where the private sector agreed to design, build and maintain it for approximately 15 years, with the Commonwealth publically financing it with a bond issuance which would require authorization from the General Assembly.

2. A project where the private sector would design, build and have the opportunity during procurement to compete with each other to come up with innovative designs and the proposer with the most innovative designs could win the contract. The public sector would then operate and maintain it for the life, with financing that also requires General Assembly approval.
- Deputy Secretary Donohue concluded that the recommendation is to move forward with the full toll concession. Mayor Parrish asked for clarification that the full toll concession would add tolls to I-66 in order to finance the project, but also have \$600 million in public funding within the funding mix. Deputy Secretary Donohue responded that all options included tolls for express lanes on I-66, three general purpose lanes, two express lanes, reconstruction of interchanges, increased commuter bus service, new park and ride lots and several other improvements of that nature. He added that all options assumed that up to \$600 million could be available through public funding and that the rest would be covered through toll financing and private equity, or some mix thereof. Deputy Secretary Donohue noted that the Commonwealth did work with several different financial firms to analyze the degree in which tolls could support this project and multiple firms concluded that up to \$600 million in public funding would be needed.
 - Delegate Rust clarified that in P3 agreements in Virginia there has always been a public funding source of some percentage and that this is not unusual. Deputy Secretary Donohue confirmed that nationally and internationally there have always been some amount of public funding that is necessary in these projects, as a public asset is being built that will be in place after the term of the deal has expired and it does provide public benefit. He added that the I-495 express lanes required approximately \$525 million in upfront public funding. The I-95 express lanes, because of reconstruction of an existing asset, required less, approximately \$90 million in upfront public funding, and in this project the public sector also funded the transit components that otherwise would have been part of the project to get to the lower funding cost. In the I-66 project, the commuter buses and the park and ride lots are included within the private funding framework.
 - Delegate Rust asked for clarification that if the NVTAA agrees to fund this project in the future, up to \$600 million, the Commonwealth will match that amount. In other words, it would be a half and half partnership. Deputy Secretary Donohue responded that it would be a half and half of upfront funding, with the Commonwealth providing \$350 million, net present value, back to the Authority over the term of the deal, which will be a 50 year contract.
 - Delegate Rust stated that his understanding is that there is a maximum project cost of \$600 million and if the Authority funds half, \$300 million, there is a possibility that over 50 years, the Authority will get all their contribution back in additional projects in Northern Virginia that are selected by the Authority. Deputy Secretary Donohue responded that the three private sector firms that have offered to privately finance this project have all indicated that they can

provide the \$350 million return within the term in their existing models with the traffic and revenue reports they have seen.

- Senator Ebbin noted that the revised resolution says that the Authority's willingness to consider providing such funding shall not be regarded as a precedent for future requests. He asked who had provided this wording. Ms. Backmon responded that the wording had been developed by staff, in consultation with the Council of Counsels to address some of the concerns that were raised at the PIWG meeting.
- Senator Ebbin stated that the resolution says that the Authority is considering providing up to \$403 million, which is more than a third of the public funds needed. He asked when the Authority would begin receiving the toll revenue. Deputy Secretary Donohue responded that this would be figured out in the coming months as discussions continue with the private sector. He added that the full amount will not be returned in the first five years, but over the term \$350 million would come back to the Authority. He noted that some private firms might want to provide an amount upfront and then incremental payments every decade, so this needs to be discussed with the private sector firms.
- Council Member Snyder asked what proceeds would pay off the bond holders if the NVTa issues bonds for \$350 million, if it would be toll revenue or tax monies that would be used to pay off the bond holders. Mr. Longhi responded that this would be paid from the Regional Revenue Fund, the tax money. Council Member Snyder stated that this is a very large project that will consume much of the Authority's ability to fund projects, generally. He asked who will own the interchange and if the Authority is funding it, what will the Authority get in return. Deputy Secretary Donohue responded that the Authority would be getting an improved interchange that will be owned by the Commonwealth of Virginia and \$350 million, in today's dollars, over the next 50 years. Council Member Snyder suggested that \$400 million over 50 years would be much more than \$350 million. Deputy Secretary Donohue responded that the current draft term sheet does not indicate that that amount will be necessary, that it states up to \$600 million, so \$300 million from the Authority. He added that the dollar amount in the resolution might consider other project, but he cannot speak to the dollar amounts in the resolution, just the Transform I-66 Outside the Beltway project and the interchange.
- Council Member Snyder pointed out that the Authority is putting in \$400 million today and over 50 years \$350 million will be returned. He asked how much is assumed to be provided by the Authority to receive the \$350 million in return. Deputy Secretary Donohue responded that the amount requested from the Authority is 50% of up to \$600 million, which could be \$200 million, \$100 million or \$300 million. Council Member Snyder stated that assuming the Authority puts in \$300 million today and gets \$350 million in return over 50 years, this is not a great return. He asked if the Authority votes to approve this resolution tonight, does it still have the ability to review the financial arrangements and make a decision as to whether this is a good investment of the tax money, considering all the other projects we have to do. Or, if we vote for this tonight and the project scores well, we are automatically committed to

funding the project. He asked for clarification on what is being voted on tonight.

- Chairman Nohe stated that there is a confusing piece of this, adding that the resolution calls for funding up to \$403 million. He noted that the project, as approved for evaluation this evening, is identified as a \$370 million project. He asked where the number \$403 million comes from and for confirmation that the Authority is being asked to put in no more than half of the overall I-66 public funding, up to \$600 million. He noted that \$300 million is less than \$403 million and \$370 million. Ms. Backmon responded that the \$403 million total comes from bond funding the project at \$370 million plus the debt service reserve and the cost of issuance. Chairman Nohe requested confirmation that the \$403 million is the total cumulative cost of the bond financing and all associated costs. Mr. Longhi confirmed that the \$403 million is comprised of the \$370 million in project funds. The additional costs included are cost of issuance and the debt service reserve fund, which would be bond funded in order to reduce the impact on the pay-go funds and financing in future years, which is estimated at \$30 million and is calculated at approximately one year's worth of debt service. That \$30 million would be used in the final year of bond repayment to make that bond payment. Chairman Nohe stated that this information was provided to the I-66 Outside the Beltway Committee in August by the Authority's financial advisor. He added that using the mechanism where the debt service reserve is funded up front but then gets paid back at the back end is part of how the Authority maintains its AA+ bond rating. Mr. Longhi responded affirmatively.
- Chairman Nohe stated that \$403 million is more than half of \$600 million and asked how we fix that problem. He asked if the State would put money toward this to reduce the Authority's cost relative to the State's cost, adding that this question is separate from the \$350 million, net present value, of future toll revenues. Mr. Longhi stated that if the project fund would be \$300 million, the amount that the Authority would need to issue in order to provide for the cost of issuance and debt service reserve fund would be \$327 million.
- Chairman Nohe clarified that Deputy Secretary Donohue said that whatever money the NVTA puts into this project, the State will put in the exact same amount. Therefore, if the NVTA is talking about putting in \$403 million, the State, if they keep their promise, is going to put in \$403 million and then the total amount is \$806 million, which is more than is envisioned for this project. He added that it seems like, at the CTB's expense, some of the \$300 million that the State is willing to put toward this has to be used to buy down the NVTA's \$403 million down to \$300 million, and then they need to find another \$197 million to spend somewhere else to keep us at 50/50. Deputy Secretary Donohue responded that if the NVTA chooses to fund the interchange, assuming the estimate of \$370 million is 100% accurate, the State will put the interchange out to bid as part of the broader project. If the broader cost of the project is \$600 million the State will not ask for a penny over \$300 million. He added that it would not matter that the NVTA had expressed a willingness to fund more than this, the State would not ask for more.

Chairman Nohe stated that the answer is that we do not know how this will work out, but it is something that will need to be worked out between now and June when the final funding decision is made. Deputy Secretary Donohue responded that is correct and noted that \$350 million reflects a 6% discount rate and in talking to the financial staff at the county offices, this is a much higher discount rate than what is used traditionally at public authorities when considering revenues. He added, for example, if this were a 3% discount rate over this term, it would be a dramatically larger number by several factors. He stated that the State used this rate for the purposes of discussions with the private sector teams, but that this is a much higher rate than is traditionally used for public sector finance assumptions.

- Chair Hynes suggested it is instructive that we learned that the extra \$30 million is in debt service. She added that it was discussed at the I-66 Outside the Beltway Committee meeting that when the Authority makes a decision to issue a \$300 million bond, what we are taking from our annual revenues is the \$30 million per year. Chair Hynes noted that for a rough number, the Authority is going to take \$30 million – roughly 10% of \$300 million – and commit it over some number of years in order to pay for this project. She added the Authority is not coming up with \$300 million today, but over time like paying a mortgage or bond debt service in jurisdictions. Chair Hynes also noted that Deputy Secretary Donohue stated that the State believes from a concession point of view, there will be \$350 million to return to the Authority over a time period. She added that this project is included in TransAction 2040 and is a huge congestion point, making a strong argument for funding consideration. Chair Hynes stated that she has been concerned about the Authority agreeing to “upfront” the funding stream to make this project happen. She clarified that it is going take 10% over some years to make it happen, and the Commonwealth is saying that they will pay us back, albeit it not over the same amount of time, but there will be revenue from this. She suggested that with this information, the Authority is making out OK, it is balancing itself out. Chair Hynes stated that the ongoing conversation as the Memorandum of Understanding for the I-66 Inside the Beltway has been crafted, the trick of all of this is what is in the final agreed documents and if all feel the documents fairly capture the conversations between parties. She added that, as an intimate participant in the I-66 Inside the Beltway documents and in talking with the Council of Counsels and the Northern Virginia Transportation Commission, although the Commonwealth drives a hard bargain, when they promise to do something, it has shown up in the documents. Chair Hynes suggested that if the Authority decides collectively that this is important to us, the Commonwealth will find a way to work with the Authority to get to that document and the document will have legal standing. She concluded that for her, this is not a big lift any more. The answers we asked about toll revenue, the top amount of the project, all of this, while fundamentally a partnership, it is a partnership based in our rules which say that the NVTa has to fund things that are in our programs and that we think will reduce congestion. She added

there can be no question that this I-66/Rt 28 interchange is an enormous problem and that this is not a mistake, it is the right thing to do.

- Chairman Nohe observed that we are discussing two different projects at the same time. There is the I-66 Outside the Beltway project and there are people in this region who ideologically oppose this project for various reasons. He suggested several possible outcomes to the decisions the Authority is making:
 - ✓ If one's goal is to stop the I-66 Outside the Beltway project, one way to make that project difficult is to say that the Authority is not willing to consider funding the I-66/Rt 28 interchange.
 - ✓ Another way to make the project difficult is for the NVTa to say we are willing to have the conversation, see what kind of agreement we can negotiate and at the end decide that the agreement negotiated is not good, so the Authority will not approve funding the project.
 - ✓ If the Authority decides tonight not to fund a part of the I-66 Outside the Beltway project, then in June the I-66/Rt 28 interchange project receives a high HB 599 score, is determined to relieve a great deal of congestion relative to cost, and the Authority approves the project for funding, we will be left with how this ties into the fact that we still have congestion on I-66.
- Chairman Nohe concluded that we could find ourselves trying to fix the congestion problem on Rt 28, that can also fix a problem on I-66, and we end of fixing neither because the NVTa is caught up in whether this is "willing to fund" or "willing to consider funding". Chairman Nohe stated he is not sure if he likes the deal, but he is willing to stand by the NVTa is "willing to consider funding" because we can consider it and still say no later.
- Chairman Bulova moved adoption of NVTa Resolution 16-04 - Potential Funding of Projects Directly or Indirectly Related to the Commonwealth's I-66 Outside the Beltway Project for the FY2017 Program, as revised; seconded by Delegate Rust.
- Chairman Bulova pointed out the Chairman Nohe had very succinctly described the action before the Authority, that the Authority is essentially agreeing to consider and "the now, therefore let it be resolved" is very carefully and artfully worded that "the Authority expresses its interest in and willingness to consider providing funding..." She concluded that this essentially says the Authority is interested in continuing to work with the Commonwealth on a funding plan that will continue to be developed. She noted there were a lot of assurances made this evening that have raised her comfort level. She added that all are probably thinking we need to see these commitments in writing and that she expects we will, but first the Authority needs to take this first step. Chairman Bulova stated that in working on the I-66 Outside the Beltway project, she wanted to compliment the Commonwealth, that they have been fantastic about meeting with the community and ironing out all the community concerns. She added that many who originally opposed the project have seen their issues worked out. Chairman Bulova noted that this process is not finished, that the private sector

will still have the opportunity make some changes, like bringing down the cost of the project and minimizing the effect on adjacent properties. She stated that she has found the Commonwealth to be a really good partner, better than she has ever experienced before, in working with the community to make changes to the project and that she expects the same kind of cooperation and helpfulness in working in good faith to complete the financial aspects of the project. Chairman Bulova concluded that she feels better about this arrangement than she had previously and that she hopes her fellow members will support the motion.

- Delegate Minchew observed that this is an interesting motion because the Authority is not approving a standard project agreement for a project, or approving a \$403 million project, we are expressing a willingness to consider funding a project. He noted that when voting, he will need to determine if this is a good idea or a bad idea. Is it a good idea to put up \$403 million, even though it's got the prefatory language? He agreed with Council Member Snyder that when voting on every other Authority project, members have been able to consider the opportunity costs. For this project, we cannot do this as we do not know the opportunity costs. Delegate Minchew also observed that in reference to HB 2313, the Northern Virginia region continues to receive its fair-share of funding from the Commonwealth for road improvements and everything we do supplements that. He suggested that what this action is doing is creating a hybrid, something that is unanticipated. Rather than say the region gets its "fair-share" of the \$600 million and everything we do is on top of that, this is a hybrid that he believes was not contemplated by the HB 2313 legislation.
- Senator Ebbin observed that the resolution states that this should not set a precedent for future requests and while it is good that we are saying it, it is a precedent for future requests, regardless. He added that if the Authority does fund this project, he hopes that the Authority receives toll revenues for as long as there is tolling on the road, not for just 50 years. Senator Ebbin suggested that if the Authority does receive toll revenues, the revenues should be used for the whole region, not just for this corridor.
- Council Member Rishell stated that she appreciates the additional clause placed in the resolution and that she feels more comfortable after the commitments made this evening. She noted that I-66 and the I-66/Rt 28 interchange are extremely important and that in light of issues with the lack of State funding, our responsibility is to do everything we can to reduce congestion and that is a very serious responsibility. Council Member Rishell stated that she will put aside her concerns, the fact that this is a high dollar project and the affect this may have on the NVTAs ability to choose projects with regional balance when project selection time comes, because in the end, our priority is to do all we can to reduce congestion.
- Supervisor Letourneau suggested that adding the language to the resolution that this does not set a precedent, does set a precedent and this does not mean much. He expressed concern about how broad the resolution is. He added that it does not say that the NVTAs is willing to consider the I-66/Rt 28 interchange

project, it says I-66 Outside the Beltway directly. Supervisor Letourneau noted that due to TransAction 2040, the only way for the NVTa to fund I-66 Outside the Beltway is through this project. He noted that we do not know how this project will score and that we are going out of order in this process. He suggested that by doing this we are giving this project a greater deference over the other projects submitted for consideration in the FY2017 Program. Supervisor Letourneau added that the intent of the NVTa doing this is to indicate something beyond what the Authority is actually doing, otherwise it is not valuable in any way. He stated that the NVTa has already proven it is willing to consider the interchange by adopting the FY2017 list for evaluation. He suggested the only way this is really valuable is to indicate to others that the Authority is in fact going to do this. Supervisor Letourneau stated he does not think we are there yet and we don't know if we are willing to do this or not. He expressed concern about the overall cost of up to \$403 million and added that he does not think, philosophically, that localities should have to fund up to 2/3 of the public money being put into a project that is a federal interstate and a state project. He added that he is "all in" if we are talking about "skin in the game", but that this is more than that, it is a majority of the funding of the public money being put into this project, and that is too much. Supervisor Letourneau concluded that he does not like the message that this sends and that Loudoun does have concerns. He stated it is not that Loudoun does not support the project, as a whole, or the concept, or the interchange, it is that Loudoun does not think this resolution is necessary given the NVTa actions taken to demonstrate that this project is something we are willing to consider through the I-66/Rt 28 interchange.

- Council Member Snyder clarified that the NVTa is not voting to approve the funding for this project tonight. He added that we still have the option to refuse to do this, or to negotiate terms that may be very different from those presented tonight. Chairman Nohe confirmed this is true. Council Member Snyder stated that the NVTa is able to consider this in the context of the other projects when it comes time to approve the FY2017 Program. He concluded that he is willing to go forward with this, but that the issues that have been raised are fundamental issues and he assumes we are not precluding a full decision and debate on those issues in the future.
- Mayor Parrish thanked the Deputy Secretary and members of the CTB for their attendance at the meeting and for their hard work on this issue. He acknowledged that they have difficult decisions to make, as we all do, for our communities. Mayor Parrish stated that the concern he has with this issue is multifold. He expressed concern that there is a precedent setting statement in the resolution, because it does set a precedent by taking this action. Mayor Parrish also expressed concern that the NVTa is a relatively new organization that has only had funding for a short period of time and we are working very hard to ensure we follow what the legislature set out for us to do. He reminded all of the statement that the funds provided to the Authority shall not be used to reduce the share of local, federal or state revenues otherwise available for participating jurisdictions. Mayor Parrish stated that we have very little

knowledge of where the money is going to come from to accomplish this, noting that it is an interstate roadway and should be funded by the federal government in some large way. He added that he has not heard anything about federal funding. Mayor Parrish suggested that there has been little documentation provided to make a decision about this project, noting that when the NVTa makes decisions a lot of information is provided by NVTa staff prior to the decision. He added that the information provided is not as much as he would like to see. Mayor Parrish noted that he appreciates Chairman Bulova's comments about what Fairfax has heard from the Commonwealth, but that Manassas has not heard much. He invited the State to come to Prince William, Manassas and Manassas Park to talk about this project in more detail. Mayor Parrish concluded that he has concerns about the action asked for tonight and that frankly he does not see that it accomplishes anything. He added that the NVTa still has the ability and the right to make the decision based upon the information that will be provided in the months to come. He suggested that what we are being asked to do tonight seems a little bit out of order, based upon the NVTa's enabling legislation and HB 2313.

- Chairman Nohe observed that there was extensive conversation about the question of this setting a precedent. He noted that in this body, and other bodies, we encounter the concept of precedent often. He suggested that whether this sets a precedent or not, may not be relevant. Chairman Nohe stated that in the FY2014 Program, the State requested funding from the Authority that the CTB wanted to prioritize for use on the Fairfax County Parkway and on I-95, but the Authority did not approve those projects. Chairman Nohe suggested that if precedent is a question, precedent is already established, one might argue. He stated that regardless of whether this sets a precedent or not, there is nothing that ever prevents the State, or anyone, from coming back to the Authority for future funding. Mayor Euille thanked everyone for the extra staff work that has gone into this issue, especially from the legal standpoint to craft the resolution. He stated while he had expressed his concerns at the last NVTa meeting, he is now in support of the resolution.

- Chairman Nohe called for a roll call vote.

Chairman Nohe	yea
Vice Chairman Euille	yea
Chair Hynes	yea
Supervisor Letourneau	nay
Chairman Bulova	yea
Mayor Parrish	nay
Council Member Rishell	yea
Council Member Snyder	yea
Senator Ebbin	yea
Delegate Rust	yea
Delegate Minchew	nay

- Motion carried with eight (8) yeas and three (3) nays.

X. Approval of the Executive Director's Contract Amendment

Mayor Parrish, Chair, Personnel Committee

- Mayor Parrish briefed the Authority on the Personnel Committee's work to amend the Executive Director's employment contract. He stated that the Committee had completed an annual evaluation with the Executive Director and had a discussion regarding her future with the NVTa with regard to salary, longevity and other things. He reported that the Committee took a great deal of time in discussion and reviewed a lot of information. He offered to share this information with any member that is interested.
- Mayor Parrish moved acceptance of the evaluation of Ms. Backmon and continuation of her employment contract at the pay level recommended by the Authority; seconded by Chairman Bulova. Motion carried unanimously.
- Chairman Nohe stated that he agreed with Mayor Parrish and that Ms. Backmon has done an extraordinary job so far.
- Mayor Parrish stated that Ms. Backmon has agreed to the continued employment agreement which extends through December of 2018.
- Ms. Backmon thanked the Authority members.

Discussion/Information

XI. Review of Draft Amendments to the Bylaws

Chair Hynes, Chair, Bylaws Committee

- Chair Hynes stated that based on last month's discussion, some small changes have been made to the draft amendments to the Bylaws.
 - ✓ Corrected the section on the Senate member appointment to reflect that the Senate Committee on Rules appoints the NVTa Senate member.
 - ✓ Added the suggestion that the NVTa "strives in the appointment of Committee members to reflect the diversity of views among the membership."
- Chair Hynes concluded that these changes are incorporated in the document and that the draft amendments to the Bylaws will come to the Authority for approval at the January meeting.
- Chairman Nohe thanked Chair Hynes for her work on this amendment. He noted that some of the committees are being revamped and others have members with terms ending. He asked that all members consider what committees they would like to participate on.

XII. Finance Committee Report

Chairman York, Chair, Finance Committee

- No verbal report.

XIII. Monthly Revenue Report

Mr. Longhi, CFO

- No verbal report.

XIV. Operating Budget Report

Mr. Longhi, CFO

- No verbal report.

XV. Executive Director's Report

Ms. Backmon, Executive Director

- No verbal report.

XVI. Chairman's Comments

- No verbal report.

Adjournment

XVII. Adjournment

- Meeting adjourned at 8:11pm.

Gainesville-Haymarket Extension Study

Northern Virginia Transportation Authority
Board Briefing
January 2016



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Why GHX Now?

I-66 is a corridor of statewide significance

VRE is a part of the regional multimodal solution

VRE is one of the most cost-effective ways to increase peak capacity

Rapid land development in PWC is increasing congestion and travel options must keep pace



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

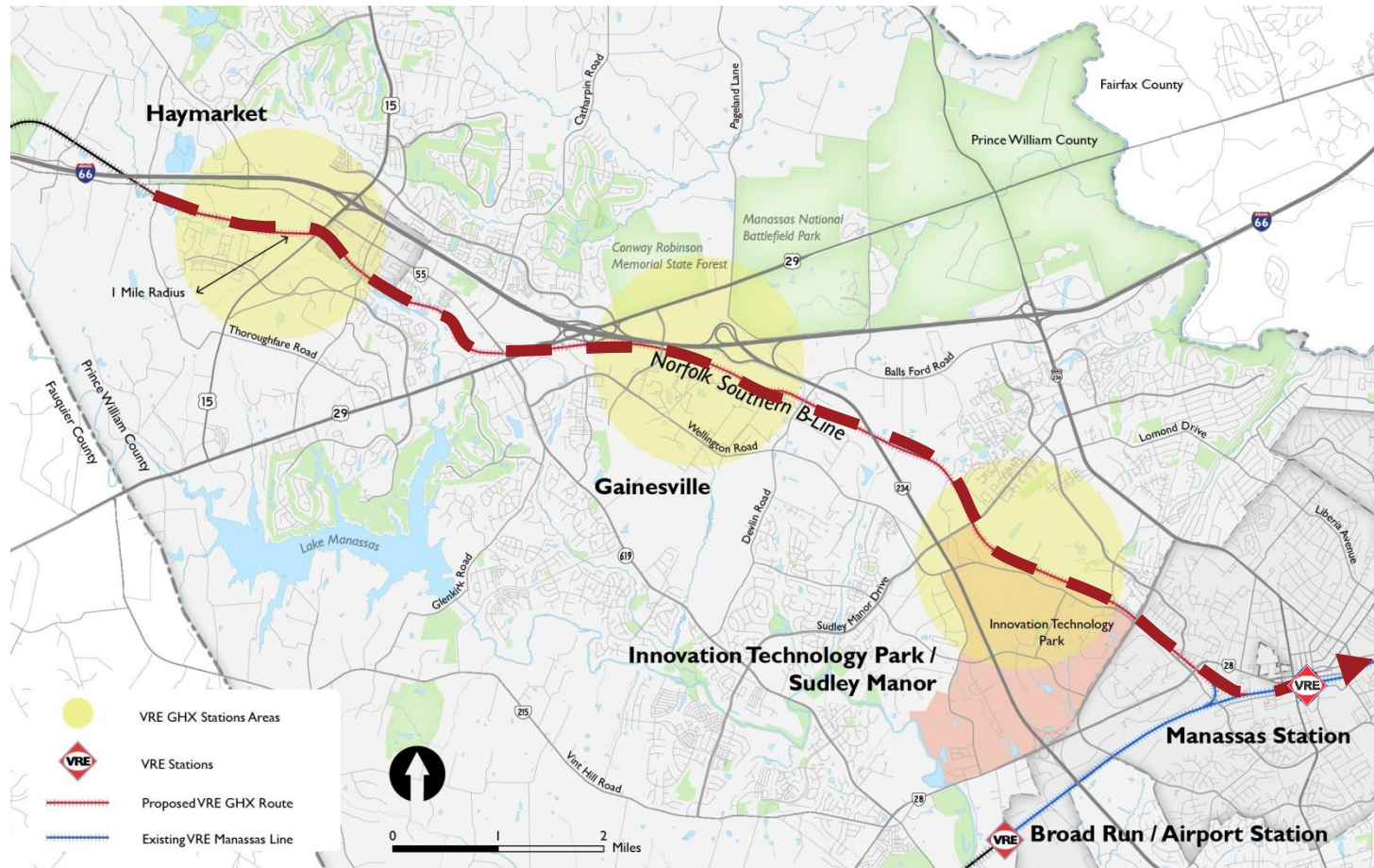
GHX Study Area

Up to 3 new
stations

Track and
right-of-way

Yard expansion

Higher peak
frequency,
new reverse
peak & midday
service



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension



Kickoff Meetings: Nov 6-10, 2015

Policy Advisory Committee (PAC)

Elected officials

Executive Steering Committee (ESC)

Senior jurisdiction and agency staff

Technical Advisory Committee (TAC)

Jurisdictions, regional and resource agency technical staff

Community Advisory Committee (CAC)

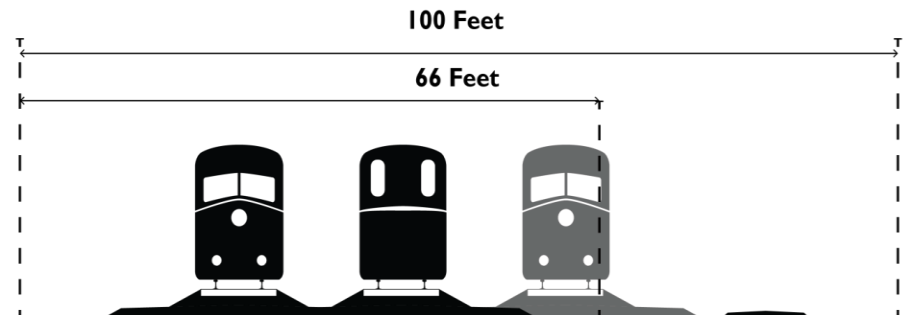
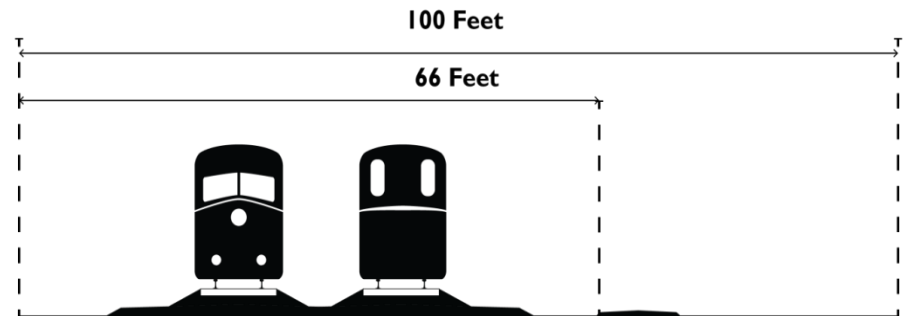
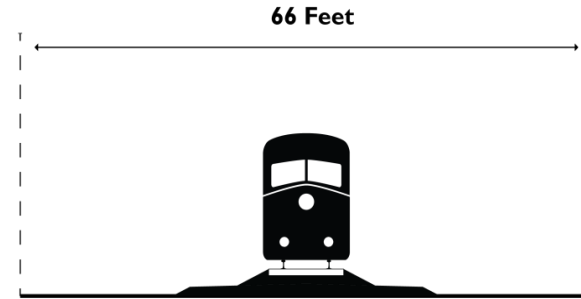
Community representatives, planning commissioners, etc.



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Key Consideration: Alignment

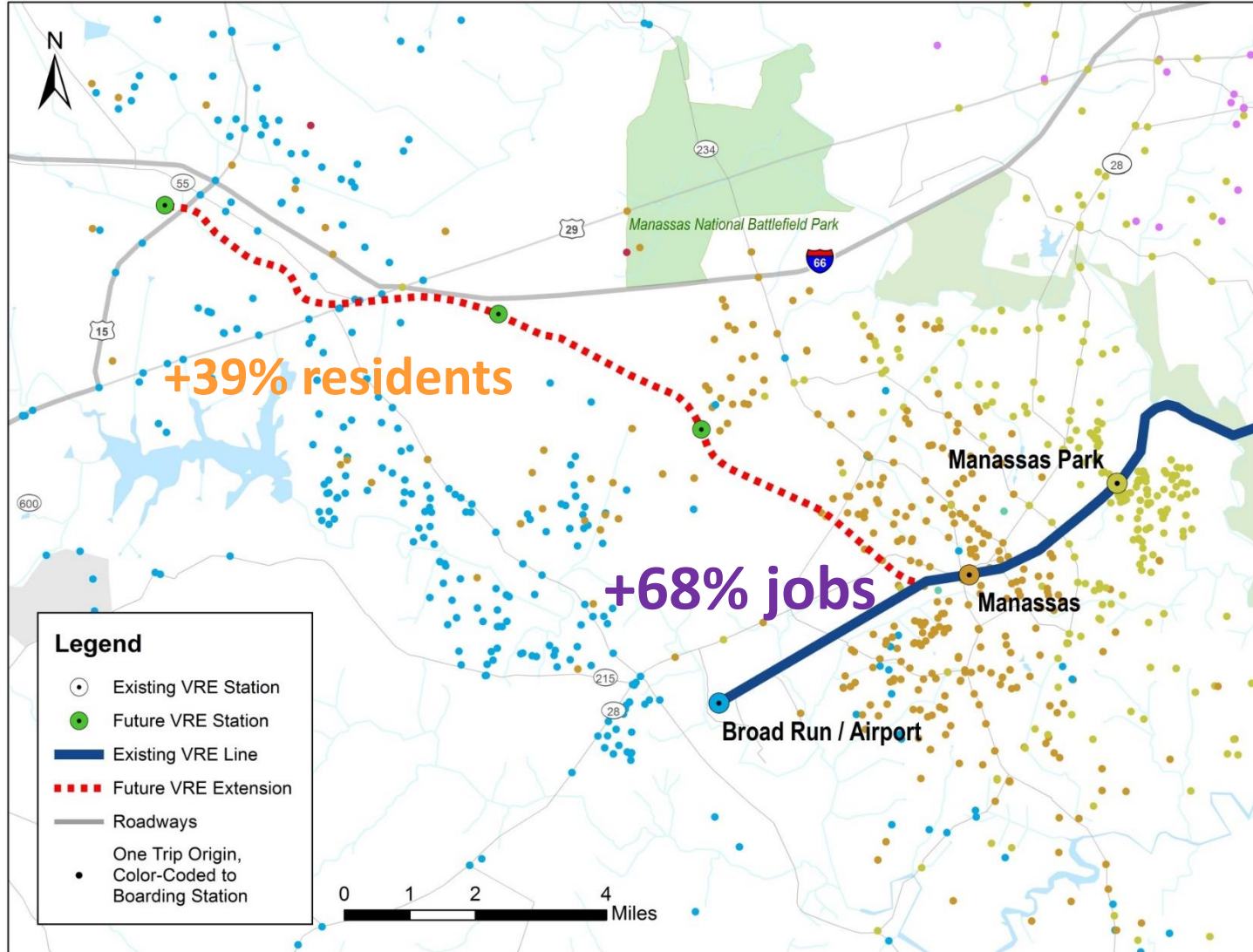
- Norfolk Southern owns the Railroad and approves VRE service
- Extension proposed on Norfolk Southern B-Line
- Existing: Single track with passing siding at Gainesville
- Long-term need is for three tracks
- Expansion of right-of-way may be necessary



Key Consideration: Station Site Selection



Key Consideration: Ridership Potential

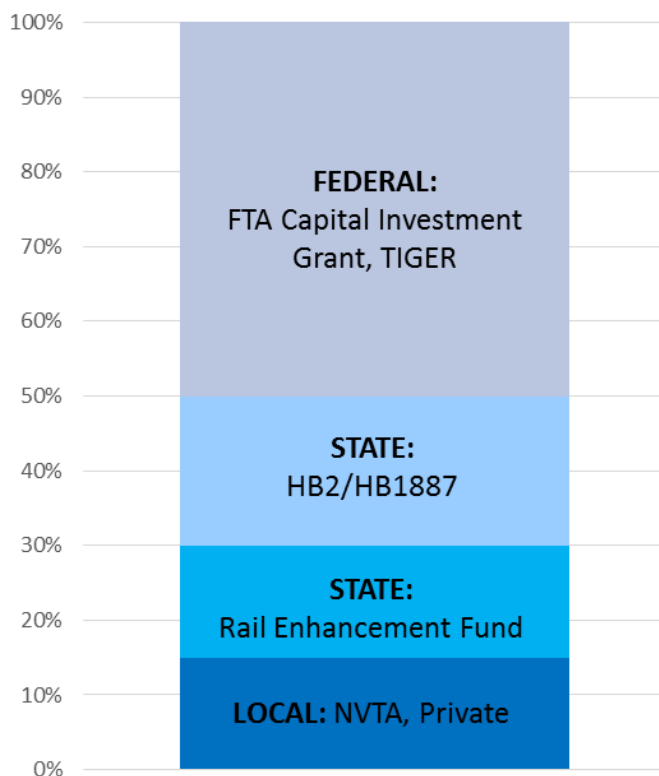


VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Broad Run and GHX travel markets overlap

Key Consideration: Funding Package

Capital Funding Sources

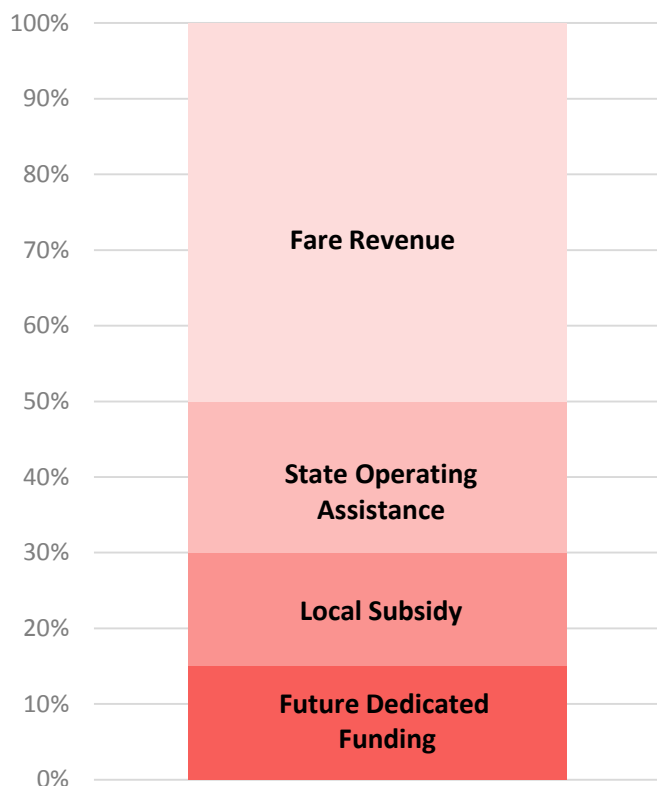


- GHX Funding Plan under development
 - Most likely sources (federal, state, local, private)
 - Mix/amount from each source
 - Initial draft mid-2016
- Plan covers capital and operating funding



Key Consideration: Funding Package

Operations Funding Sources



- Minimum 50% fare recovery
- Operating subsidy paid by VRE jurisdictions
 - Total annual subsidy recommended to PRTC/NVTC
 - Each VRE jurisdiction pays a percentage based on ridership
 - Varies year to year
- Additional revenue source required for future operations + extension
- Mix of state/local/new operating revenue for GHX TBD



Additional Information



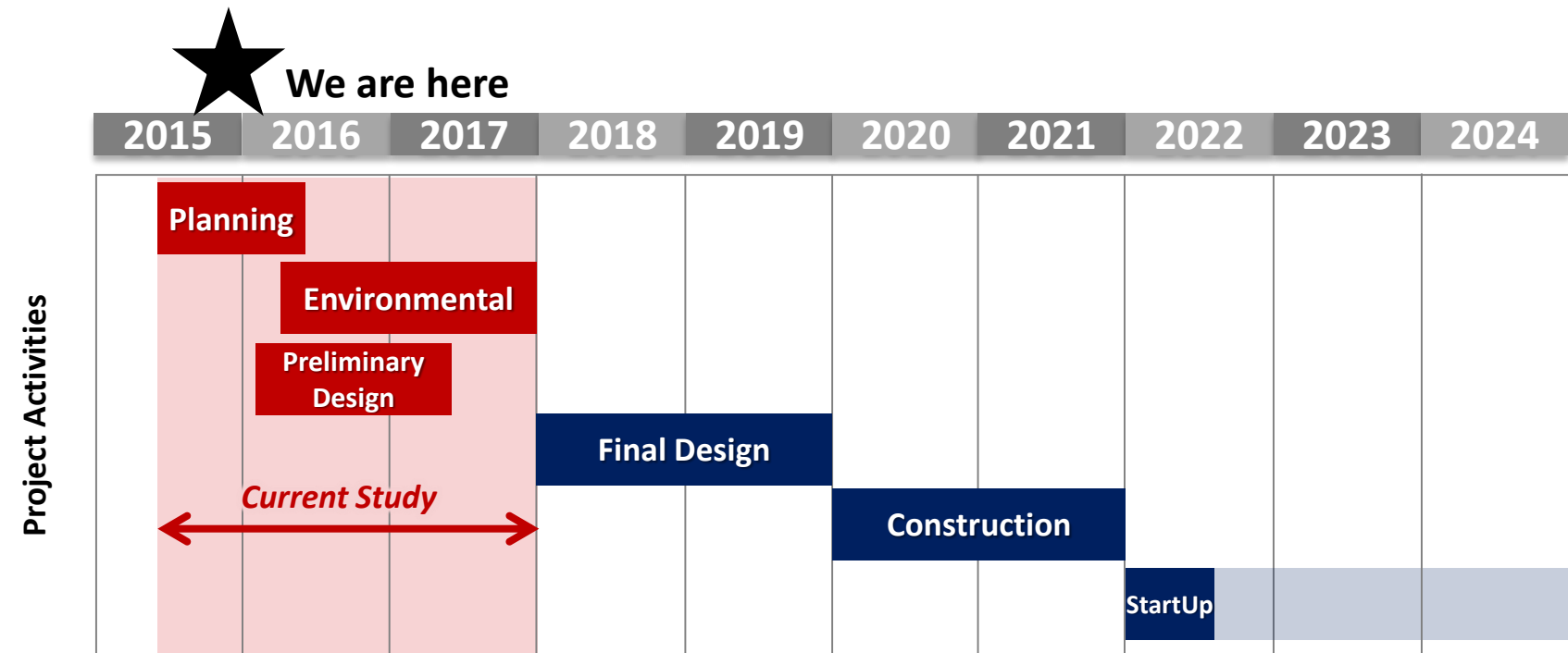
GHX Goals

1. Add capacity to the I-66 corridor
2. Accommodate current and future freight operations
3. Provide cost-effective and reliable mobility options
4. Enhance service on existing line for current and future riders
5. Support local and regional economic development and plans



VIRGINIA RAILWAY EXPRESS
Gainesville-Haymarket Extension

Project Overview



Contingent upon Norfolk Southern approval and funding availability.



Schedule as of September 2015

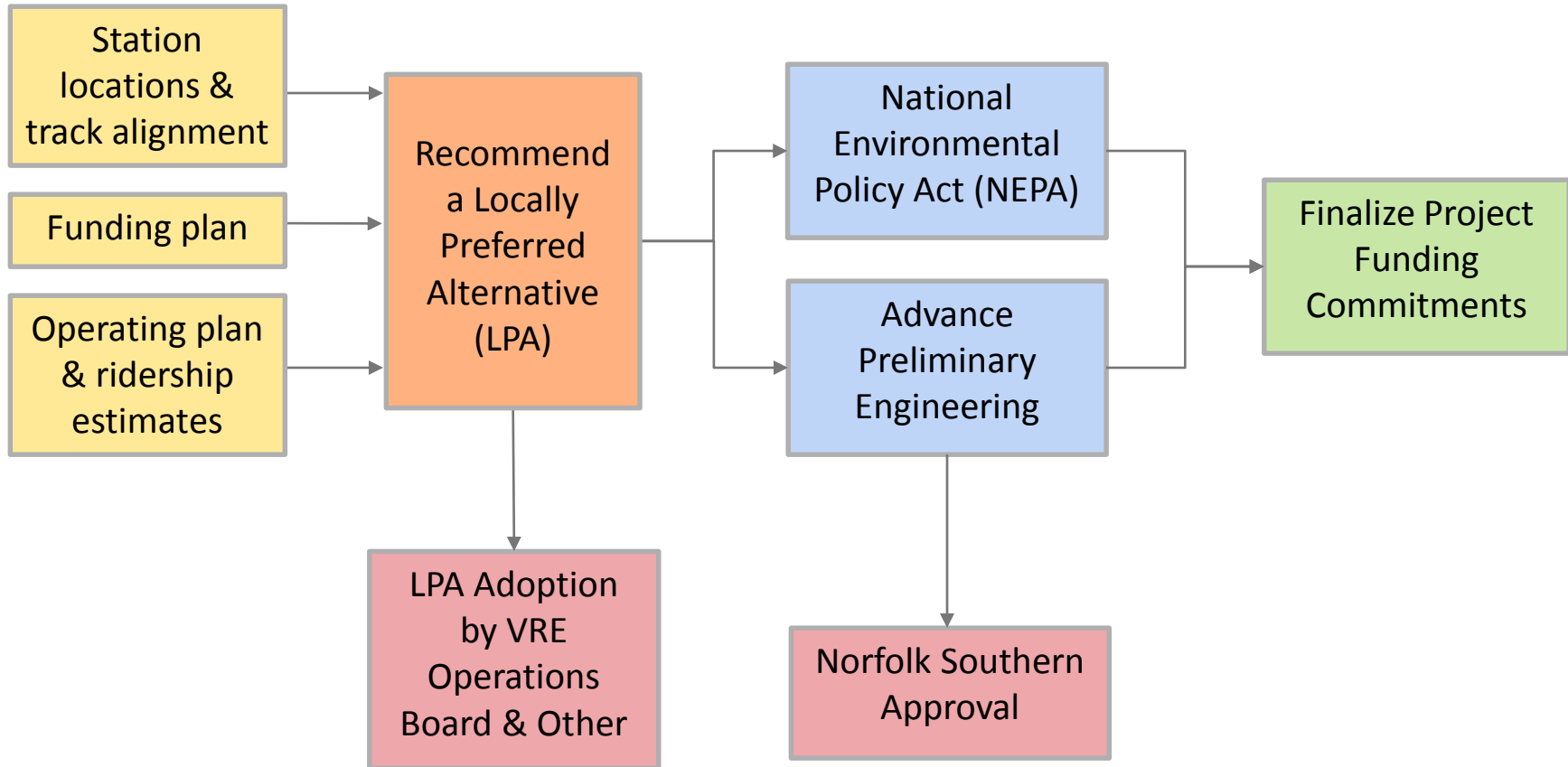


Decision Making Process

2015-2016

2016-2017

2018-2019



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Recommended Amendments to Bylaws

DATE: January 7, 2016

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

2. Governance and Personnel Committee.

- g. Clarifies the process for amendment, repeal or alteration of the Bylaws.
- h. The first read of the Bylaws was held at the November 12, 2015 Authority meeting. The following suggestions were recommended and have been incorporated into the draft:
 - i. Bylaws currently read that the NVTa Senate member is appointed by the Senate Committee on Privileges and Elections. This has been changed to reflect that the Senate Committee on Rules makes the appointment.
 - ii. A sentence (#6) was added in the opening section of the Committees' article (Article V) stating the Authority will strive in the appointment of members to committees that represent various perspectives.
- b. The recommended amendments to the Bylaws were also presented at the December 10, 2015 Authority meeting for additional comments.

Attachment: Recommended Amendments to Bylaws

Approved 6/12/08 – Revised 1/8/10; [edited 12-4-15](#)

BYLAWS

OF

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

ARTICLE I

POWERS AND DUTIES

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

ARTICLE II

MEMBERSHIP

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

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

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

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

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

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

- (2) One member of the Senate who resides in a county or city embraced by the Authority. The Senate member shall be appointed by the Senate Committee on ~~Privileges and Elections~~Rules and shall be, to the extent practicable, from the membership of the Senate Committee on Finance and the Senate Committee on Transportation.
- (3) Two citizens appointed by the Governor. One of the citizens shall be a member of the Commonwealth Transportation Board who resides in a county or city embraced by the Authority. The other citizen appointed by the Governor shall be a person who has significant experience in transportation planning, finance, engineering, construction, or management who resides in a county or city embraced by the Authority but who is not a resident of the same county or city as the other citizen appointed by the Governor to the Authority. The gubernatorial appointee who is not a member of the Commonwealth Transportation Board shall serve for a term of four years.
- (4) The Director of the Virginia Department of Rail and Public Transportation, or his or her designee, shall be a non-voting member of the Authority.
- (5) The Commonwealth ~~Transportation Commissioner~~Commissioner of Highways, or his or her designee, shall be a non-voting member of the Authority.
- (6) The chief elected officer of one town in a county which the Authority embraces to be chosen by the Authority shall be a non-voting member of the Authority. The Town member shall be selected at the annual meeting and shall be rotated on an annual basis.

ARTICLE III

OFFICERS AND DUTIES

- A. **Officers.** The Authority shall annually elect from its voting members a Chairman and a Vice Chairman. The Authority may further elect such other subordinate officers from among its voting members as it may from time to time deem appropriate. The election of officers shall be conducted in accordance with the voting procedures set forth in Article IV, section L.
- B. **Terms of Office.** Officers of the Authority shall be elected at the annual organizational meeting of the Authority to serve for a term of one (1) year, unless

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

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

ARTICLE IV

MEETINGS

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

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

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

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

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

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

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

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

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

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

(1)

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

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

K.L. Voting.

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

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

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

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

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

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

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

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

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

THIS SECTION IS MOVING TO PROCEDURES

P.Q.—Order in Conduct of Business.

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

Q.R.—Decorum.

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

ARTICLE V

COMMITTEES

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

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

(a) Technical Advisory Committee

(b) Planning Coordination Advisory Committee

(2) The Authority shall have three standing committees:

(a) Finance Committee

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

(c) Governance and Personnel Committee

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

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

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

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

A.B. Finance Committee.

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

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

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

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

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

C. Governance and Personnel -Committee.

(1) Charge. This committee shall be responsible for the following:

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

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

B-D. Planning and Programming Committee.

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

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

C.E. Technical Advisory Committee (TAC).

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

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

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

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

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

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

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

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

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

ARTICLE VI

NVTa TRANSPORTATION PLAN

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

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

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

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

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

ARTICLE VII

ADMINISTRATION

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

ARTICLE VIII

FINANCES

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

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

ARTICLE IX

AMENDMENTS

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

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

ARTICLE X

PROCEDURES

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

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

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

DATE: January 11, 2016

1. **Purpose.** To seek Authority approval for the CMAQ Reallocation Request for the Town of Vienna.
2. **Suggested Motion:** *I move approval of the reallocation of Congestion Mitigation and Air Quality funds for the Town of Vienna.*
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 Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

On September 11, 2015, the Town of Vienna requested the following reallocations:

- Transfer \$130,000 from UPC 100489 (Traffic Signal Reconstruction) to UPC 105283 (Cottage Street Sidewalk). Two of the traffic signal reconstruction projects anticipated as part of UPC 100489 have been funded through a different funding source, allowing this funds to be transferred to another project.

At its meeting on October 8, 2015, the JACC recommended the Town of Vienna's requests for approval.

Attachment(s): Letter to VDOT NOVA District Administrator Cuervo
Request Letters from the Town of Vienna

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

January 14, 2016

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

Reference: Request to Reallocate CMAQ funds for the Town of Vienna

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 Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On September 11, 2015, the Town of Vienna requested the following reallocations:
Transfer \$130,000 from UPC 100489 (Traffic Signal Reconstruction) to UPC 105283 (Cottage Street Sidewalk). Two of the traffic signal reconstruction projects anticipated as part of UPC 100489 have been funded through a different funding source, allowing this funds to be transferred to another project.

On January 14, 2016, 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
Dennis Johnson, PE, Public Works Director, Town of Vienna



Department of Public Works

Dennis Johnson, P.E.
Director

September 11, 2015

Noelle Dominguez, Legislative Liaison
Coordination and Funding Division
Fairfax County Department of Transportation
Northern Virginia Transportation Authority, JACC
4050 Legato Road, 4th Floor
Fairfax, VA 22030

RE: Reallocation of CMAQ funds, UPC 100489 to UPC 105283

Dear Ms. Dominguez,

The Town of Vienna requests NVT A JACC concurrence to move \$130,000 from UPC 100489 Traffic Signal Reconstruction to UPC 105283 Safe Routes To School - Cottage Street Sidewalk. Two of the traffic signal reconstruction projects anticipated as part of 100489 have been funded through a different funding source, freeing up these funds to be reallocated.

My contact information is 703-255-6386 or email at djohnson@viennava.gov.

Sincerely,

Dennis Johnson, PE
Public Works Director

Enclosure: CMAQ/RSTP Transfer Request Form

cc: Nassre Obeed, VDOT
Anne Fortune, VDOT
Jan Vaughan, VDOT

CMAQ/RSTP Transfer Request Form
(One Sheet Needed Per Donor Project)

Date: 9/11/2015

Name of Jurisdiction/Agency Requesting: Town of Vienna

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$5,863

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDO)	Committed (VDO)
100489	Traffic Signal Reconstruction	CMAQ	Y		\$130,000.00	105283	Cottage Street Sidewalk - Safe Routes to School	N				8/13/2015	

TOTAL OF TRANSFER

\$130,000.00

Attach Signed Request of Transfer Letter

2016 General Assembly Update

January 14, 2016

XV

Bill #	Patron	NVTA-Related or Referenced
HB190	Bulova	Northern Virginia Transportation Authority; use of population estimate in connection with decisions. Provides that the population criterion required for decisions of the Northern Virginia Transportation Authority shall be the estimates, not the projections, made by the Weldon Cooper Center for Public Service of the University of Virginia.
HB403	Herring	Northern Virginia Transportation Authority. Provides that the population criterion required for decisions of the Northern Virginia Transportation Authority shall be the estimates, not the projections, made by the Weldon Cooper Center for Public Service of the University of Virginia.
HB718	LeMunyon	Commonwealth Transportation Board; project proposals to regional organizations. Requires the Commonwealth Transportation Board (CTB) to annually solicit input from localities, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process. The bill requires the CTB to annually propose transportation projects to metropolitan planning organizations and the Northern Virginia Transportation Authority. The CTB shall consider such input prior to submission of projects to be evaluated under the statewide prioritization process.
HB723	LeMunyon	NOVA; transfer of powers and duties to NOVA Authority. Transfers the powers and duties of the Northern Virginia Transportation Commission to the Northern Virginia Transportation Authority.
HB724	LeMunyon	Northern Virginia Transportation Commission; quorum and voting procedures. Provides quorum and voting procedures for the Northern Virginia Transportation Commission that are analogous to those followed by the Northern Virginia Transportation Authority.
HB726	LeMunyon	Northern Virginia Excess Toll Revenue Fund; created. Establishes the Northern Virginia Excess Toll Revenue Fund into which all moneys collected by a toll facility in Planning District 8 that exceed amounts necessary for the design, development, operation, maintenance, or financing of the highway where the toll is collected will be deposited. Moneys in the Northern Virginia Excess Toll Revenue Fund will be distributed to the Northern Virginia Transportation Authority and used for alleviating highway congestion.
HB727	LeMunyon	Northern Virginia Transportation Authority; decision-making procedure. Requires the Northern Virginia Transportation Authority to make certain information concerning projects in its regional transportation plan publicly available at least 30 days prior to any decision for the expenditure of funds to create or improve a transportation facility.
HB728	LeMunyon	State and local transportation planning; results of reviews related to homeland security. Requires that the results of Department of Transportation reviews of proposed local comprehensive plan amendments for issues related to homeland security be provided concurrently to the submitting locality and the Northern Virginia Transportation Authority.
HB901	Marshall, R.G.	Use of certain revenues by the Northern Virginia Transportation Authority. Requires that 50% of the funds the Northern Virginia Transportation Authority has remaining after distribution to localities be used for bus rapid transit on Interstate 66 or expansion of Virginia Railway Express that benefit the Interstate 66 corridor from Haymarket to Interstate 495, or Interstate 66 construction outside the Capital Beltway until July 1, 2031.
HB949	Keam	Northern Virginia Transportation Authority (NVTA); membership composition. Increases from 17 to 18 the membership of the NVTA and provides that the additional non-legislative citizen member represent towns that receive funds for urban highway systems.
SB112	Petersen	NVTA; use of certain funds for sidewalk projects. Use of certain revenues by NVTA. Allows new sidewalk projects to be funded by the Northern Virginia Transportation Authority.
SB113	Petersen	Northern Virginia Transportation Authority; membership composition. Increases from 17 to 18 the membership of the NVTA and provides that the additional nonlegislative citizen member represent towns that receive funds for urban highway systems.

2016 General Assembly Update

January 14, 2016

SB413	Barker	Northern Virginia Transportation Authority. Provides that the population criterion required for decisions of the Northern Virginia Transportation Authority shall be the estimates, not the projections, made by the Weldon Cooper Center for Public Service of the University of Virginia and provides that the population estimates shall be adjusted once the estimates are available for July 1 of the fifth year after the decennial census. Under current law the population estimates are adjusted on July 1 of the fifth year, which requires them to use the previous year's data.
SB471	Wagner	Commonwealth Transportation Board; regional membership. Increases from 17 to 19 the membership of the Commonwealth Transportation Board by the addition of two nonlegislative citizen members: one from the Hampton Roads Transportation Accountability Commission and one from the Northern Virginia Transportation Authority. The terms of the new nonlegislative citizen members begin July 1, 2016.
Items in NVTA Legislative Program		
HB716	LeMunyon	Commonwealth Transportation Board; project evaluation. Requires the congestion mitigation factor to be given a weight twice that of all other factors combined by the Commonwealth Transportation Board when evaluating projects in the Northern Virginia highway construction district using the statewide prioritization process.
HB717	LeMunyon	Transportation projects; evaluation of in Northern Virginia. Directs the Department of Transportation to complete evaluations of certain significant transportation projects in the Northern Virginia Transportation District by December 31, 2016.
HB719	LeMunyon	Commonwealth Transportation Board; value of statewide prioritization factors. Requires the Commonwealth Transportation Board to make public the criteria used to determine the value of each factor used in the statewide prioritization process for project selection no later than 30 days prior to a vote on such project or strategy.
HB1008	Levine	Motor vehicle fuels sales tax in certain transportation districts; price floor. Places a floor on the 2.1 percent tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by ensuring that the average sales price be no less than the statewide average sales price on February 20, 2013, which is the date used as a floor on the statewide motor vehicle fuels sales tax.
SB477	Wagner	Motor vehicle fuels sales tax in certain transportation districts; price floor. Places a floor on the 2.1 percent tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by ensuring that the tax is not imposed on a sales price less than the statewide average sales price on February 20, 2013, which is the date used as a floor on the statewide motor vehicle fuels sales tax.
I-66 Outside the Beltway		
HB224	Marshall, R.G.	Interstate System components; approval of tolls. Requires prior approval by the General Assembly before any tolls may be imposed or collected for the use of any component of the Interstate System.
HB380	Marshall, R.G.	Interstate 66; tolls prohibited from Haymarket to Interstate 495. Prohibits the imposition or collection of any toll on Interstate 66 from Haymarket to Interstate 495.
HB407	Bulova	Interstate 66; designation of HOV lanes. Prohibits HOV-2 lanes of Interstate 66 from being converted to HOV-3 lanes or a more restrictive designation prior to January 1, 2020.
HB712	Marshall, R.G.	Interstate 66; tolls prohibited from Haymarket to Interstate 495. Prohibits the imposition or collection of any toll on Interstate 66 from Haymarket to Interstate 495 and requires the same portion of Interstate 66 to include not less than four lanes in each direction.
HB713	Marshall, R.G.	Interstate 66; advisory referendum on collection of tolls. Provides for an advisory referendum in each county and city in Planning District 8 on the questions of whether tolls should be imposed and collected on Interstate 66 inside the Capital Beltway and whether tolls should be imposed and collected on Interstate 66 outside the Capital Beltway. The results of the referendum would be advisory only and are intended to demonstrate the preference of the qualified voters in those counties and cities that would be affected by tolling on Interstate 66.

2016 General Assembly Update

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HB715	LeMunyon	Interstate 66; requirements that VDOT must satisfy prior to change in HOV-2 designation. Applies the minimum requirements that the Department of Transportation (the Department) must satisfy prior to a change in HOV-2 designation to a more restrictive designation on Interstate 66 to all interstate highways in Planning District 8. The bill adds to the criteria on which the Commonwealth Transportation Board must base its decision whether the change in designation has been screened and evaluated by the Department in accordance with its responsibilities for analysis of transportation projects in the Northern Virginia Transportation District.
HB722	LeMunyon	Tolls; prohibits imposition or collection of tolls on certain highways in Planning District 8. Prohibits the imposition or collection of tolls on primary, secondary, or urban highways in Planning District 8 not tolled as of January 1, 2016.
HB841	Webert	Tolling additional capacity and designations of HOV and HOT lanes on Interstate 66. Prohibits tolls on any component of Interstate 66 outside the Capital Beltway existing prior to July 1, 2016. The bill provides that if additional lanes are added to an interstate highway, those additional lanes may be tolled. The bill prohibits HOV-2 lanes of Interstate 66 from being converted to HOV-3 lanes or a more restrictive designation and prohibits a HOT lane occupancy requirement of more than two. The bill allows vehicles bearing clean special fuel vehicle license plates to use HOT lanes; such vehicles may currently use HOV lanes. The bill contains a technical amendment.
HB916	Bulova	Tolling on interstate highways. Prohibits the imposition or collection of tolls on any component of Interstate 66 existing prior to July 1, 2016.
HB1067	Jones	Bonds; tolls on I-66. Authorizes the Treasury Board to issue bonds pursuant to Article X, Section 9 (c) of the Constitution of Virginia in an amount up to \$1.5 billion plus financing costs to finance the costs of acquiring, constructing, and equipping dynamically tolled lanes on a portion of Interstate 66. Issuance of the bonds is contingent on the Transportation Public-Private Partnership Advisory Committee, prior to January 1, 2018, finding that the issuance is necessary due to the inability of private parties to meet the term sheet published by the Department of Transportation in September 2015 pursuant to the procurement initiated under the Public-Private Transportation Act of 1995.
SB405	Vogel	Tolling additional capacity and designations of HOV and HOT lanes on Interstate 66. Prohibits tolls on any component of Interstate 66 outside the Capital Beltway existing prior to July 1, 2016. The bill provides that if additional lanes are added to an interstate highway, those additional lanes may be tolled. The bill prohibits HOV-2 lanes of Interstate 66 from being converted to HOV-3 lanes or a more restrictive designation and prohibits a HOT lane occupancy requirement of more than two. The bill allows vehicles bearing clean special fuel vehicle license plates to use HOT lanes; such vehicles may currently use HOV lanes. The bill contains a technical amendment.
SB516	McPike	Tolling on interstate highways. Prohibits tolls on any component of interstate highways existing prior to July 1, 2016. The bill provides that if additional lanes are added to an interstate highway, those additional lanes may be tolled. The bill contains a technical amendment.
Other Items Discussed By NVT		
Regional Planning, Projects, Operations		
HB720	LeMunyon	Transportation projects in Planning District 8; public hearings. Requires the Department of Transportation (VDOT) or the Department of Rail and Public Transportation to hold a public hearing regarding any transportation project valued in excess of \$10 million in Planning District 8 at the conclusion of the project's preliminary design phase but before the detailed design phase begins and requires VDOT to evaluate such projects and make public the results of such evaluations not less than 14 days prior to such hearing.
HB730	LeMunyon	Commuter parking; lot signage in Planning District 8. Requires that signage in commuter parking lots owned by the Virginia Department of Transportation in Planning District 8 clearly indicate that parking in such lots is only for commuters using mass transit or who are car pool riders.

2016 General Assembly Update

January 14, 2016

HB732	LeMunyon	State and local transportation planning; review of proposed rezoning; impact on roads. Provides that in Planning District 8 (Northern Virginia) the Department of Transportation's review of a proposed rezoning shall consider the transportation impact of the proposed rezoning on all Interstate, primary, and secondary roads within a five-mile radius of the proposed rezoning.
HB733	LeMunyon	VDOT and DRPT employees; performance evaluations. Requires half of the performance evaluations of Department of Transportation and Department of Rail and Public Transportation employees in Planning District 8 to be based on the extent to which congestion in the planning district has been relieved.
HJ52	Marshall, R.G.	Interstate Highway System; State Route 28 to be included in System. Requests the Department of Transportation to study the feasibility of including State Route 28 from Interstate 66 to State Route 7 in Loudoun County in the Interstate Highway System.
HJ100	Bell, J.J.	Study; Department of Transportation; Dulles Greenway ownership; report. Requests the Department of Transportation to study whether reductions in operating costs could be obtained through partial Commonwealth ownership of the Dulles Greenway.
HJ101	Bell, J.J.	Study; Department of Transportation; purchase of the Dulles Greenway; report. Requests the Department of Transportation to study the feasibility of purchasing the Dulles Greenway.
HJ109	LeMunyon	Study; Washington Metropolitan Area Transit Authority. Requests the Governor to review the Washington Metropolitan Area Transit Authority Compact of 1966 and enter into discussions with his counterparts in Washington, D.C., and Maryland to identify possible improvements to the agreement, particularly with regard to the governance, financing, and operation of the Authority.
HJ159	Torian	Study; Department of Rail and Public Transportation; improved transportation services; report. Requests that the Department of Rail and Public Transportation (the Department) evaluate the level of study necessary to identify and advance potential public transportation services from the Franconia-Springfield Metro Station to Marine Corps Base Quantico in Prince William and Stafford Counties, including the feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. Following the evaluation, the Department shall proceed to the recommended level of study for improved public transportation services along the U.S. Route 1 corridor. The Department shall report on its findings and recommendations on the first day of the 2017 and 2018 Regular Sessions of the General Assembly.
I-66 Inside the Beltway		
HB1	LeMunyon	Interstate 66; tolls on existing components east of mile marker 67 prohibited. Prohibits tolls on existing components of Interstate 66 inside the Beltway.
HB631	Bell, J.J.	Tolling on Interstate 66. Prohibits tolls on existing components of Interstate 66 east of mile marker 67. The bill contains a technical amendment.
HB721	LeMunyon	Toll Facilities Revolving Account; statewide prioritization process. Requires funds allocated from the Toll Facilities Revolving Account to be evaluated using the statewide prioritization process.
HJ110	LeMunyon	Study; Secretary of Transportation; tolling alternatives on Interstate 66; report. Requests the Secretary of Transportation to study alternatives to add vehicle capacity to Interstate 66 inside the Capital Beltway.
SB234	Petersen	Interstate 66; tolls on existing components east of mile marker 67 prohibited. Prohibits tolls on existing components of Interstate 66 east of mile marker 67. The bill provides that if additional lanes are added after January 1, 2017, toll revenues from use of the additional lanes shall be used only for the construction and maintenance of such additional lanes.
Other Regional HOV/HOT/Tolling Bills		
HB97	Cole	HOT lanes; extension of lanes on Interstate 95. Directs the Department of Transportation to enter into negotiations with the toll operator of the existing HOT lanes on Interstate 95 to extend the HOT lanes south to U.S. Route 17 in Stafford County by 2020.

2016 General Assembly Update

January 14, 2016

HB99	Cole	High-occupancy vehicle (HOV) lanes; certain vehicles use of HOT lanes on Interstate 395, exceptions. Allows vehicles that have fewer than three occupants that display an installed E-ZPASS transponder and have paid the toll on the Interstate 95 HOT lanes to use HOV lanes of Interstate 395 during peak traffic periods.
HB225	Albo	Interstate System components; approvals of tolls on I-395. Requires approval of the General Assembly prior to the imposition and collection of tolls for the use of Interstate 395. The bill contains a technical amendment. The bill contains an emergency clause.
SB255	Surovell	Toll relief; Department of Transportation to study. Requires the Department of Transportation to conduct a survey of other states' toll relief programs and evaluate potential methods of toll relief for citizens of the Commonwealth. The Department shall submit a report of its findings no later than the first day of the 2017 Regular Session of the General Assembly.
HRTAC Bills		
HB274	Yancey	Hampton Roads Transportation Fund; distribution of Fund. Ensures that the moneys in the Hampton Roads Transportation Fund are distributed to the Hampton Roads Transportation Accountability Commission and allows the Commission to invest moneys in excess of those required to meet current needs in accordance with applicable law.
HB275	Yancey	Hampton Roads Transportation Accountability Commission; composition. Allows an elected official of any of the four counties embraced by the Hampton Roads Transportation Accountability Commission who serves on the county's governing body and has been appointed by resolution of such governing body to represent the county on the Commission. Currently, only the chief elected officer of such county may serve on the Commission.
HB276	Yancey	Hampton Roads Transportation Accountability Commission; administrative expenses. Allows the Hampton Roads Transportation Accountability Commission to spend Hampton Roads Transportation Fund moneys on administrative and operating expenses and removes the requirement that, if no other funds are available, administrative expenses of the Commission be allocated among the localities within Planning District 23 on the basis of relative population. The bill states that it does not result in the expiration of the contingently effective provisions of Chapter 896 of the Acts of Assembly of 2007 or Chapter 766 of the Acts of Assembly of 2013.
HB1111	Villanueva	Hampton Roads Transportation Accountability Commission. Ensures that the moneys in the Hampton Roads Transportation Fund are distributed to the Hampton Roads Transportation Accountability Commission and allows the Commission to invest moneys in excess of those required to meet current needs in accordance with applicable law. Allows the Hampton Roads Transportation Accountability Commission to spend Hampton Roads Transportation Fund moneys on administrative and operating expenses and removes the requirement that, if no other funds are available, administrative expenses of the Commission be allocated among the localities within Planning District 23 on the basis of relative population. The bill states that it does not result in the expiration of the contingently effective provisions of Chapter 896 of the Acts of Assembly of 2007 or Chapter 766 of the Acts of Assembly of 2013. The bill allows an elected official of any of the four counties embraced by the Hampton Roads Transportation Accountability Commission who serves on the county's governing body and has been appointed by resolution of such governing body to represent the county on the Commission to serve on the Commission. Currently, only the chief elected officer of such county may serve on the Commission. The bill also allows a member representing a city or county to designate a current elected officer of the same governing body to serve in his place on the Commission after making such designation to the Chairman and limits such designation to two meetings or 25% percent of the Commission's meetings per year.
SB47	Lucas	Hampton Roads Transportation Accountability Commission; local representation. Allows the chairman of the board of supervisors of a county within Planning District 23 to designate a current elected officer of the same governing body to serve in his place on the Hampton Roads Transportation Accountability Commission.

2016 General Assembly Update

January 14, 2016

SB472	Wagner	Hampton Roads Transportation Accountability Commission; local representation. Allows a chief elected officer to designate a current elected officer of the same governing body to serve in his place on the Hampton Roads Transportation Accountability Commission for one meeting if 48-hour notice is provided to the Chairman.
SB476	Wagner	Hampton Roads Transportation Accountability Commission. Ensures that the moneys in the Hampton Roads Transportation Fund are distributed to the Hampton Roads Transportation Accountability Commission and allows the Commission to invest moneys in excess of those required to meet current needs in accordance with applicable law. Allows the Hampton Roads Transportation Accountability Commission to spend Hampton Roads Transportation Fund moneys on administrative and operating expenses and removes the requirement that, if no other funds are available, administrative expenses of the Commission be allocated among the localities within Planning District 23 on the basis of relative population. The bill states that it does not result in the expiration of the contingently effective provisions of Chapter 896 of the Acts of Assembly of 2007 or Chapter 766 of the Acts of Assembly of 2013. The bill allows an elected official of any of the four counties embraced by the Hampton Roads Transportation Accountability Commission who serves on the county's governing body and has been appointed by resolution of such governing body to represent the county on the Commission to serve on the Commission. Currently, only the chief elected officer of such county may serve on the Commission. The bill also allows a member representing a city or county to designate a current elected officer of the same governing body to serve in his place on the Commission after making such designation to the Chairman and limits such designation to two meetings or 25% percent of the Commission's meetings per year.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

2016 Legislative Program

Adopted: November 12, 2015

STATE

TRANSPORTATION FUNDING

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

- Ongoing Coordination with the Commonwealth: The Authority is working diligently to implement the regional components of HB 2313 (2013) as adopted by the General Assembly and validated by the Fairfax Circuit Court in 2013 as part of the bond validation suit. The Authority will continue to work together to ensure that it is fully utilizing 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 actions. Due to the key role that VDOT has in 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. In addition, the Authority remains focused on implementing HB 2313, HB 599 and its original authorizing legislation, and seeks to limit changes to these statutes that could make it more difficult to provide the congestion relief it has been directed to provide.

Through the enactment of HB 2 (2014) and HB 1887 (2015), the Commonwealth Transportation Board (CTB) will be allocating transportation funds through new processes. At the same time, the Authority is required to use a congestion-related evaluation process (HB 599 – 2012), as a criteria for the distribution of the regional funds it allocates. Continued discussions and collaboration between us is essential, as projects may need to be evaluated under both to receive state and regional funding they may need to move forward. Additionally, the two processes should be compatible. Further, the Authority believes it is important that the implementation of the HB 2 and HB 1887 processes be closely monitored, especially during the initial years, to determine if changes and improvements are necessary.

- 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 Authority is concerned that Northern Virginia is currently expected to receive only 10.6 percent (\$36.1 million) of State of Good Repair funds. According to VDOT's Dashboard, 83 percent of roads in Northern Virginia are in Fair or Better Condition. Secondary pavement conditions are even worse, with only 31 percent of these roads in Northern Virginia in Fair or Better Condition, far less than the Commonwealth's average of 60 percent. Millions of people drive on our roads every day and these deteriorated pavements will only get worse until something is done to address them.

The Authority is also concerned about efforts to substantially decrease funding for the Revenue Sharing program over the next six years. This program significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects. This program has been a success in Northern Virginia, where our localities regularly apply for and are awarded these funds, several for the maximum amount allowed. By design, the Revenue Sharing program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds with local sources. Reducing the funding in this program will only slow the efforts to improve our transportation system.

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: Last year, the General Assembly helped address the significant decline in state transit funding expected to occur in 2018. The Authority supports efforts to fully address this anticipated funding reduction to ensure that transit systems continue to receive the state resources needed to provide critical transit services.
- Regional Gas Tax Floor: A 2.1 percent motor vehicle fuels tax is levied on fuels sold/delivered in bulk in the Northern Virginia area. The revenues from these taxes, which must be spent on transportation purposes, have fallen significantly due the reduction in the price of gas. The Authority supports establishing a floor on the regional gas tax that would put it on par with the floor for the statewide gas tax established in HB 2313.
- 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. On January 1, 2015, the Commonwealth's gas tax increased by 1.6% per gallon, because the Marketplace Fairness Act had not been enacted, but these funds are primarily directed toward road maintenance. If Marketplace Fairness is acted on in the future, the Commonwealth can begin collecting taxes on remote sales and gas tax will revert to its previous level, while funding for construction and transit projects will increase.

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)*

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. This funding is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- 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. While the region must address future capacity needs for WMATA, the primary focus must be on safety and state of good repair. The Authority supports WMATA's efforts to address these critical needs as well as enhancing safety and security of the system and its riders through adequate funding and oversight. *(Revises and Reaffirms Previous Position)*

FUNDING FOR THE VIRGINIA RAILWAY EXPRESS (VRE)

As VRE implements the 2040 System Plan, it is developing an accompanying Financial Plan that identifies capital and operating requirements needed for its implementation. The Authority supports VRE's efforts to secure state funding of VRE Capital and Operating for the plan. *(New 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)*

FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. *(Revises and reaffirms previous position)*

PEDESTRIAN AND TRANSIT SAFETY

Safe access to bicycle, pedestrian, and 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)*

MAXIMIZING USE OF FACILITIES AND OPERATIONS

A High performance multimodal network requires smart usage of existing and new facilities. The Commonwealth, in cooperation with localities, should ensure that design standards for transportation system components can 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. Additionally, a vital component of our transportation network is transportation demand management, such as teleworking. Teleworking allows employees to work from home, satellite offices, or telework centers, and continues to be more feasible and effective due to continuing technological advances. The Authority supports efforts to create a more robust teleworking environment, as it provides benefits to employers and employees, and helps mitigate roadway congestion. *(Revises and Reaffirms Previous Position)*

LAND USE PLANNING

Land use provisions included in legislation during the 2012 Session changed transportation planning requirements for localities. Specifically, the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's 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 coordinate with the Authority, as Northern Virginia's regional transportation planning entity, local governments, and other appropriate regional transportation agencies, 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 that would impact the region and localities. 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)*

FEDERAL

SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION

In July 2012, Congress passed a two-year transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). The U.S. Department of Transportation (USDOT) is currently implementing MAP-21. In consultation with states, Metropolitan Planning Organizations (MPOs) and other stakeholders, USDOT is continuing to implement various provisions within the legislation. Further, Congress is currently considering a long-term reauthorization bill. The Senate has passed its legislation, the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, on July 21, 2015. The House approved its legislation, the Surface Transportation Reauthorization and Reform Act of 2015 (or STRR Act), on November 5, 2015. As discussions on reauthorization legislation continue and future rulemakings occur, the Authority believes that a number of significant issues should be considered, including:

- The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly;
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. They two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.
- Coordination with regional agencies, such as the Northern Virginia Transportation Authority, and local governments is important as USDOT develops rules to establish performance measures and standards for numerous programs;
- The time required to complete the federal review process of significant new transportation projects must be reduced, and the approval process must be consistent across all modal administrations;
- To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and
- Safety and security must continue to be an important focus of transportation projects.

(Revises and reaffirms previous position)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING

- Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding: WMATA is the only major transit provider in the country without a permanent dedicated revenue source for a significant part of their revenue base. In 2008, Congress passed legislation that authorizes \$1.5 billion for WMATA between FY 2009 and FY 2018, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. All three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-Federal matches are in place. This authorization must continue to be accompanied by annual appropriations. This funding is

especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

- **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 and the Washington Metropolitan region moving forward. While the region must address future capacity needs for WMATA, the primary focus must be on safety and state of good repair. The Authority supports WMATA's efforts to address these critical needs as well as enhancing safety and security of the system and its riders through adequate funding and oversight. *(Revises and Reaffirms Previous Position)*

FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. *(Revises and reaffirms previous position)*

FUNDING FOR THE VIRGINIA RAILWAY EXPRESS

The Authority supports the Virginia Railway Express efforts to secure federal funding for the following capital projects: high capacity railcars, positive train control; train storage of rail equipment, station parking expansion, platform extensions and additions, and expansion of commuter rail service. *(Reaffirms previous position)*

LIMITS ON COMMUTER RAIL RELATED LIABILITY

The Authority calls upon Congress to create a study commission in-lieu of raising the liability award cap as proposed in the Senate-approved DRIVE Act. This study would allow for better understanding of the impact of a change in liability award caps and consider third-party claims, as well as determine the potential increase in long-term operations costs and passenger ticket prices. This study would also allow for exploring a national commuter rail liability insurance pool. *(Revises and reaffirms previous position)*

FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. *(Reaffirms previous position)*

FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM

The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. *(Revises and reaffirms previous position)*

COMMUTER PARITY

The Authority supports legislation that would permanently create parity between the level of tax-free transit benefits employers can provide to employees for transit and for parking benefits, as a way to make transit service more attractive to commuters who currently drive alone. In addition, the Authority supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Reaffirms previous position)*

MARKETPLACE FAIRNESS ACT

The Authority supports passage of the Marketplace Fairness Act, as it will directly impact our region's road capacity and transit needs. The Commonwealth of Virginia's transportation funding bill, HB2313, depends on federal passage of the Marketplace Fairness Act. Should Congress enact the legislation, 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. On January 1, 2015, the Commonwealth's gas tax increased by 1.6% per gallon, because the Marketplace Fairness Act had not been enacted, but these funds are primarily toward road maintenance. If Marketplace Fairness is acted on in the future, the Commonwealth can begin collecting taxes on remote sales and gas tax will revert to its previous level, while funding for construction and transit projects will increase.

(Revises and reaffirms previous position)

FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT

The Authority agrees with other localities and regional bodies in opposing 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. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. Further, the region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. *(Reaffirms previous position)*

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
TECHNICAL ADVISORY COMMITTEE
M E M O R A N D U M**

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

FROM: Randy Boice, PE, Chairman, Technical Advisory Committee

DATE: January 11, 2016

SUBJECT: Report from the Technical Advisory Committee

1. Purpose. To inform the Authority on the recent activities of the NVTA Technical Advisory Committee (TAC).

2. Background. The TAC met on December 16, 2015 and received an update of the action and information items of the December 10, 2015 Authority meeting and the FY2017 Program. The Committee also received a brief presentation on the TransAction update which included the following:

- Briefed on the Benchmark Survey
- Briefed on the NVTA adopted Vision and Goals.
- Discussed the draft plan Objectives and made suggestions to improve the content (e.g. reflecting 'fiscal responsibility' of the Vision into Goals and Objectives) as well as wording.

The TAC looks forward to providing our comments and recommendations during the project selection process for the FY2017 Program.

Lastly, the Committee unanimously recommended the continuation of Mr. Boice as Chair and Mr. Fahl as Vice Chair for 2016. In calendar year 2016, the Committee will continue to meet on the third Wednesday of the month at 7:00PM at the NVTA offices.

3. Next steps. We will continue to engage with the TransAction Update and provide technical advice as needed. At our January meeting, we will continue to discuss the TransAction draft objectives and measures.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: January 8, 2016

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **Policy Governing Electronic Participation in Meetings:** Under certain circumstances, where NVTa members are unable to be physically present at meetings, Virginia law permits members to participate in meetings through electronic means such as telephone and video conferencing. The law limits the instances in which this may occur, prescribes procedures that must be followed when a member participates in a meeting through electronic means, and requires that a written policy governing such participation be adopted. NVTa staff, in consultation with the Council of Counsels, is in the process of developing a draft policy and guidelines. It is anticipated that this policy will be presented for Authority consideration at the next meeting.
3. **MSWG:** The Interim Findings of the Multi Sector Working Group's Greenhouse Gas Reduction Strategy Analysis were presented to the COG Board in September 2015. Kanti Srikanth, Director of Transportation for the Transportation Planning Board (TPB), briefed the Authority on the interim findings at the September 24, 2015, Authority meeting. Subsequently, the COG Board established an Elected Official Policy Working Group to advise the COG Board on Multi-Sector Greenhouse Gas Consensus Recommendations. This Working Group met on January 7, 2016 and discussed the following:
 - a. Draft recommendations included in the interim report.
 - b. Developing consensus on which recommendations to take to the COG Board in February.
 - c. Consideration to refer draft recommendations to jurisdictional staff to determine if there are any missing recommendations/options for implementation.
 - d. Legal analysis of consideration of GHG goals into the Constrained Long-Range Plan (CLRP).

The MSWG COG Board Policy Working Group will update the COG Board at its February meeting.

The 13 member Elected Official Policy Group consists of 5 members each from Virginia and Maryland and 3 from the District of Columbia. The Virginia members of the Working Group are noted below:

Chairman Nohe
Chairman Bulova
Council Member Snyder
Board Member Fisette
Council Member Way

4. **CLRP:** Prior to the start of the January 20, 2016 TPB meeting, a work-session will be held with TPB members to discuss proposals to form a working group of the board to explore approaches for improving the performance of the CLRP and developing a methodology for ranking or evaluating proposed CLRP projects according to the goals of the Regional Transportation Priorities Plan (RTPP) and Region Forward. The meeting will be held from 10:30am-12:30pm.

NVTA staff and member jurisdictions are following this issue closely. Also, the Council of Counsels is reviewing any legal implications that could impact the Authority.

It is important to note that the Authority, via its project selection process, does the following:

- a. Utilizes a corridor-based project ranking system with scores assigned to multiple measures for each project, with each measure having its own weighting. This process was included in TransAction 2040-the region's long range transportation plan.
- b. Incorporates, as required by law, the HB 599 rating and evaluation process which uses a project rating system with scores assigned to seven measures for each project, with each measure having its own weighting to determine the congestion reduction capabilities of potential projects.

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

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

5. **Strategic Plan:** NVTA staff is in the process of developing a 5-year Strategic Plan for the Authority. The Plan will address "What Does the Authority Want to be When it Grows Up." Staff anticipates holding work sessions with the Authority and its committees to develop

goals and strategies for implementation. Kick-off of the Strategic Plan development is scheduled for the spring.

- 6. SPA Workshop:** NVTa staff is in the process of scheduling a workshop on the NVTa Standard Project Agreement processes. The purpose of this workshop is to review the requirements of the SPAs and accompanying appendices. The SPA workshop will follow the model of the Annual Certification (30% Funding) workshop in which member locality input was sought on how to improve administrative processes. In addition to soliciting improvements, the workshop will also benefit attendees through an increased understanding of the requirements and processes through which the NVTa complies with HB 2313. The SPA workshop is planned to support the implementation of the first six year call for projects.
- 7. Status of FY2014-2016 Projects:** the Authority currently has 65 active projects (FY2014 Program and FY2015-2016 Program). Attached is the status of the projects.

Attachment: FY2014-2016 NVTa Regional Projects Status.



NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	Blue/Silver Line Mitigation – Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$797,696 (FY2014)	Asset Acquisition Transit Technology Initiation of Service	Service initiated on March 31, 2014.	Complete March 2014.	
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Asset Acquisition	Buses delivered in August 2015.	Complete August 2015	
Potomac and Rappahannock Transportation Commission	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Asset Acquisition	Delivery of bus in spring 2014.	Complete August 2015	
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2018; construction of the local road that connects to the interchange (Long Bridge Drive) begins in Fiscal Year 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2020 (interchange)	2020
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release March 2016, with construction expected to be under way in early summer 2016.	Fall 2018	Fall 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2014. Final design will start by the end of 2015 or early 2016.	Start of construction in Fall 2017	Start of construction in Fall 2017
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, with expected completion in March 2016. A change in phasing order with another adjacent project will slightly delay the completion date	March 2016	March 2016
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from spring 2015.	Start of construction in spring/summer 2018	Spring 2017
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	PE to begin in January 2016.	Start of construction in June 2017	Start of construction in June 2017

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

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

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. The schedule calls for design completion over the winter and Spring (2015 – 2016) along with ROW acquisition with construction underway in 2016.	December 2018	December 2018
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	30% plans have been completed, and a public design hearing has been held.	February 2018	February 2018
Loudoun County	Acquisition of Four Buses – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	Buses have been ordered.	Winter 2016	Winter 2016
Loudoun County	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	Project is administered by VDOT as a Design Build contract. Dewberry is preparing the final design and Shirley will construct. The Loudoun County Parkway improvements are being phased with the completion of the widening of Rt. 606.	Fall 2017	Fall 2017
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. Design Waiver requests submitted to VDOT and under review.	Construction advertisement December 2018.	Design October 2016.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	Route 1 Widening from Featherstone Road to Marys Way - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multimodal trail and a five foot wide sidewalk along the sides of the route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	VDOT Preliminary Field Inspection Review will begin in January 2016 and construction in Spring 2017. There are approximately 82 parcels impacted with 15 properties with possible major impacts, 8 parcels with total takes, and 7 probable total takes.	August 2019	August 2019
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes relocation and re-alignment of Route 215 (Vint Hill Road) and construction of a multi-use trails on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are ongoing. Have agreements for 51 of the 56 properties. Utility relocation to be completed by Spring 2016. All utilities, plans and estimates are in and have been approved.	December 2017	December 2017
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	PE to begin in early spring 2016 and construction in Fall 2017.	Fall 2018	Fall 2018
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Locally Preferred Alternative was decided on May 20, 2015, with a Record of Decision by Spring 2016.	Expected to open by year-end 2020.	January 2019
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Locally Preferred Alternative was decided on May 20, 2015, with a Record of Decision by Spring 2016.	2018	2017
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition	A Bid was received in November 2015, which is being evaluated. Installation is expected to commence in winter to spring 2016.	September 2018	September 2018

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

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

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

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

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

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

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

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

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

SUBJECT: Approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ) and
Regional Surface Transportation Program (RSTP) funds for Prince William County
and the Town of Herndon

DATE: January 11, 2016

1. **Purpose.** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of CMAQ and RSTP Reallocation Requests for Prince William County and the Town of Herndon.
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 Regional Jurisdiction and Agency Coordinating Committee (JACC).

On November 16, 2015, the Town of Herndon requested the following reallocation:

- Transfer \$124 in residual CMAQ funds from UPC 98475 (Hybrid Dump Truck) to UPC 104328 (Herndon Metrorail Intermodal Access Improvements).

On January 5, 2016, Prince William County requested the following reallocation:

- Transfer \$525,000 in residual FY 2016 RSTP funds from UPC 92080 (Route 28 Widening Project Phase I) to UPC 99403 (Logmill Road Project). UPC 92080 is fully funded and the transfer would allow the County to cover additional right-of-way and engineering costs for the Logmill Road project.

The RJACC approved these requests on January 7, 2016.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Requests from Prince William County and the Town of Herndon

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

January 11, 2016

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

Reference: Request to Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Prince William County and the Town of Herndon

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 Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 16, 2015, the Town of Herndon requested the following reallocation:

- Transfer \$124 in residual CMAQ funds from UPC 98475 (Hybrid Dump Truck) to UPC 104328 (Herndon Metrorail Intermodal Access Improvements).

On January 5, 2016, Prince William County requested the following reallocation:

- Transfer \$525,000 in residual FY 2016 RSTP funds from UPC 92080 (Route 28 Widening Project Phase I) to UPC 99403 (Logmill Road Project). UPC 92080 is fully funded and the transfer would allow the County to cover additional right-of-way and engineering costs for the Logmill Road project.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on January 7, 2016, and the NVTA was informed on January 14, 2016. The NVTA has not objected to this reallocation.

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

Sincerely,

Pierre Holloman
NVTARJACC Vice-Chairman

Cc: Martin E. Nohe, Chairman, NVTAR
Monica Backmon, Executive Director, NVTAR
Jan Vaughn, Transportation Planning Section, VDOT
Tom Blaser, Director of Transportation, Prince William County
Robert B. Boxer, PE, Director of Public Works, Town of Herndon



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF
TRANSPORTATION

Thomas Blaser
Director

January 5, 2016

Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
3040 Williams Drive
Fairfax, VA 22031

RE: Request to Transfer RSTP Funds

Dear Chairman Dominguez:

Prince William County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) for the transfer of residual Regional Surface Transportation Program (RSTP) funds.

The request is to transfer \$525,000 in residual (RSTP) FY2016 funds from the Route 28 Widening Project Phase I (UPC 92080) to the Logmill Road Project (UPC 99403). Since the Route 28 Widening Project Phase I is fully-funded, the transfer of these residual funds would allow the County to advance the Logmill Road Project. The impetus for the request is to cover additional right-of-way and engineering costs. The Logmill Road Project already has RSTP funds; therefore, only NVTARJACC approval is needed.

If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Thomas Blaser
Director of Transportation

cc: Brentsville District Supervisor
Gainesville District Supervisor
County Executive
Rick Canizales, Transportation Planning Division Chief
Claudia Llana, Prince William Preliminary Engineering Manager, VDOT
Jan Vaughn, Programming Manager, VDOT

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 1/5/2016

Name of Jurisdiction/Agency Requesting Prince William County Department of Transportation

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer) \$59,831,000

From (Donor):

To (Recipient):

[illegible]

TOTAL OF TRANSFER - \$525,000

Attach Signed Request of Transfer Letter

TOWN OF
Herndon
DEPARTMENT OF PUBLIC WORKS

Robert B. Boxer
DIRECTOR
T (703) 435-6853
F (703) 318-8492
bob.boxer@herndon-va.gov

TOWN COUNCIL
Lisa C. Merkel, Mayor
Jennifer Baker, Vice Mayor
David A. Kirby
Steven Lee Mitchell
Shelia A. Olsen
Jaskinder Singh
Grace Han Wolf

November 16, 2015

Ms. Noelle Dominquez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 300
Fairfax, Virginia 22031

**RE: Town of Herndon - Reallocation of Congestion Mitigation and Air Quality (CMAQ)
funds, UPC 98475 to UPC 104328**

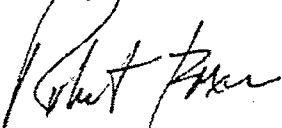
Dear Ms. Dominquez,

The Town of Herndon requests the approval of the Regional Jurisdiction and Agency Coordinating Committee to transfer the following CMAQ funds:

Transfer residual CMAQ funds of \$124.00 from UPC 98475 (Hybrid Dump Truck) to
UPC 104328 (Herndon Metrorail Intermodal Access Improvements), which has
received CMAQ funds previously.

This transfer is requested due to the need to close out the UPC 98475 project. If there are any questions or more information is needed, please contact me at 703-435-6853.

Sincerely,



Robert B. Boxer, P.E.
Director of Public Works

c: Deputy Director of Public Works
Senior Civil Engineer
Transportation Program Manager
Jan Vaughan, VDOT Programming Manager

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 11/16/2015

Name of Jurisdiction/Agency Requesting: Town of Herndon

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$124

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
98475	Purchase of Hybrid/Alternate Fueled Dump Truck	CMAQ	Y		\$124.00	104328	Herndon Metrorail Intermodal Access Improvements	Y	2012				

TOTAL OF TRANSFER

\$124.00

Attach Signed Request of Transfer Letter

Correspondence Section



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 14, 2015

Ms. Wendy Block-Sanford
Transportation Director
10455 Armstrong Street
Fairfax, Virginia 22030-3630

Dear Ms. Block-Sanford,

I am responding to your letter dated December 3, 2015 requesting determination eligibility status utilizing 30% funds for the following:

- **Hiring of personnel (transportation planner):** The City would like to utilize 30% funding to fund a new transportation planner position. This position would assist with transit planning, management of capital projects and other work in the Transportation Division (i.e. regional meeting attendance, traffic calming cases, development review). The City would like clarification as to whether all work named above (i.e. on-going transportation projects) is eligible for 30% funding or only the portion directly related to new transportation capital projects and transit planning.
- **Modification of the Main Street access to the Pickett Shopping Center:** The City would like to utilize 30% funding to match Revenue Sharing funding (if received) to make modifications in the public right of way to convert the Main Street entrance of the existing shopping center on the corner of Main Street and Pickett Road (Pickett Shopping Center) to both ingress/egress. This shopping center has only one signalized egress point, which is on Pickett Road (and no egress points on Main Street). Any driver wishing to access Main Street must use the signalized exit on Pickett Road. As a result, there are long queues at this exit which places tremendous pressure on the intersection. In the summer of 2013, pedestrians were struck by motorists on three separate occasions. The City has taken corrective action to improve sight lines and driver visibility of pedestrians in the crosswalk. More significant relief to this intersection could occur by shifting some of the traffic volume from Pickett Road to an exit on Main Street. The City would like to utilize 30% (and Revenue Sharing) funding to make the improvements in the public right of way to construct the new ingress/egress point. The City will request that the property owner fund any associated improvements that would occur on private property.

According to the identified request, the NVTA staff have concluded that the request appears to be consistent with the use of 30% funds identified in the legislation.

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

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

Please be reminded that the City must be vigilant in ensuring that the person being paid with 30% funds is truly performing only public transportation related functions.

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 R. Scott Silverthorne

Robert Sisson, City Manager

David Hodgkins, Assistant City Manager/CFO

Brian Lubkeman, City Attorney

David Summers, Public Works Director

Michael Longhi, NVTa, CFO



City of Fairfax

10455 Armstrong Street

Fairfax, Virginia 22030-3630

December 3, 2015

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

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

Dear Ms. Backmon:

The City of Fairfax requests a determination from the NVTa Council of Counsels about eligibility for two expenses utilizing 30% funding.

- **Hiring of personnel (transportation planner):** The City would like to utilize 30% funding to fund a new transportation planner position. This position would assist with transit planning, management of capital projects and other work in the Transportation Division (i.e. regional meeting attendance, traffic calming cases, development review). The City would like clarification as to whether all work named above (i.e. on-going transportation projects) is eligible for 30% funding or only the portion directly related to new transportation capital projects and transit planning?
- **Modification of the Main Street access to the Pickett Shopping Center:** The City would like to utilize 30% funding to match Revenue Sharing funding (if received) to make modifications in the public right of way to convert the Main Street entrance of the existing shopping center on the corner of Main Street and Pickett Road (Pickett Shopping Center) to both ingress/egress. This shopping center has only one signalized egress point, which is on Pickett Road (and no egress points on Main Street). Any driver wishing to access Main Street must use the signalized exit on Pickett Road. As a result, there are long queues at this exit which places tremendous pressure on the intersection. In the summer of 2013, pedestrians were struck by motorists on three separate occasions. The City has taken corrective action to improve sight lines and driver visibility of pedestrians in the crosswalk. More significant relief to this intersection could occur by shifting some of the traffic volume from Pickett Road to an exit on Main Street. The City

would like to utilize 30% (and Revenue Sharing) funding to make the improvements in the public right of way to construct the new ingress/egress point. The City will request that the property owner fund any associated improvements that would occur on private property.

Sincerely,

A handwritten signature in cursive script that reads "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