

REVISED 7.12.16



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, July 14, 2016
7:00 pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the June 9, 2016 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Consent Agenda

- IV. Approval of CMAQ/RSTP Transfer Request for Prince William County**
A. Approval of RSTP Transfer Request for Fairfax County

Action

- V. Adoption of the FY2017 Program** Ms. Backmon, Executive Director
Recommended action: Adoption of the FY2017 Program
- VI. Adoption of Revised Policy 17 - FY2017 Program First Drawdown Commitment**
Mr. Longhi, CFO
Recommended action: Adoption of Revised Policy 17 – FY2017 Program First Drawdown Commitment

Discussion/Information

- VII. Finance Committee Report** Mayor Parrish, Chairman
- VIII. Planning Coordination Advisory Committee Report**
Mayor Foreman, Chairman
- IX. Technical Advisory Committee Report** Mr. Boice, Chairman

- | | | |
|-------|--|---------------------------------|
| X. | Monthly Revenue Report | Mr. Longhi, CFO |
| XI. | Operating Budget Report | Mr. Longhi, CFO |
| XII. | Executive Director's Report | Ms. Backmon, Executive Director |
| | A. Approval of Fairfax County CMAQ/RSTP Reallocation Request | |
| XIII. | Chairman's Comments | |
| | <u>Closed Session</u> | |
| XIV. | Adjournment | |

Closed Session

Correspondence

- I-66 Inside the Beltway Environmental Scoping Comments from Fairfax County
- Urban Land Institute Support Letter for Falls Church Bikeshare Project

Next Meeting: September 8, 2016

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, June 9, 2016

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

MEETING MINUTES

I. Call to Order

Chairman Nohe

- Chairman Nohe called the meeting to order at 8:55pm.

II. Roll Call

Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Board Member Fisette; Mayor Silberberg; Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Council Member Oliver; Delegate Minchew; Miss Bushue.
- 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 (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the May 12, 2016 Meeting

- Chairman Bulova moved approval of the May 12, 2016 minutes; seconded by Delegate Minchew. Motion carried with nine (9) yeas and two (2) abstentions [with Chair Randall and Council Member Oliver abstaining as they were not at the May 12, 2016 meeting].

Consent

IV. Approval of No Action on the Virginia Retirement System, Alternative Rate Option

V. Approval of the Electronic Meeting Participation Policy

VI. Approval of City of Manassas CMAQ/RSTP Reallocation Request

- Mayor Silverthorne moved approval of the consent agenda to include the specific motions in items IV - VI; seconded by Mayor Parrish.

- Council Member Rishell noted that according to the discussion at the Governance and Personnel Committee (GPC), a member participating by phone can also vote. She suggested that this is not clear in the Electronic Meeting Participation Policy and requested that “fully” be added to III.A. in the policy. Chairman Nohe asked if the State Code distinguishes between participating with voting, or participating without voting ability. He suggested the NVTa policy should be consistent with the code. Council Member Rishell stated that she had read the legislation and the ability to vote was not distinguished in the legislation. Delegate Minchew, as the author of the legislation, stated that participation means engaging in the conversation and voting. He noted that the statute does not include “fully”, as participating means participate as a member of the body. Mr. MacIsaac confirmed this is a correct interpretation and the intent of the NVTa policy.
- Motion carried unanimously.

Discussion/Information

VII. Governance and Personnel Committee Report Mayor Silverthorne, Chairman

- Mayor Silverthorne reported that the Governance and Personnel Committee discussed and recommended the Electronic Meeting Participation Policy to the Authority for approval. He added that the Committee had also discussed the FY2017 Drawdown Policy and recommended revisions to the policy.

VIII. Finance Committee Report Mayor Parrish, Chairman

- Mayor Parrish thanked the Finance Committee members for their work. He stated that the Finance Committee will meet next on June 16, 2016. Mayor Parrish noted that the May meeting included a presentation on the NVTa’s Debt Scenarios and Capacity from the Mr. Longhi and the Authority’s Financial Advisor, PFM. He highlighted the three items discussed in conjunction with the presentation:
 - ✓ An outline of the steps that would need to be taken and time periods related to project funding if total project costs exceed the FY2017 adopted PayGo budget. He noted that based on this evening’s FY2017 Program presentation, the total funding request for the 24 projects is approximately \$670 million and the available Pay-Go is approximately \$270 million.
 - ✓ PFM presented an updated Debt Capacity Analysis. This presentation affirmed earlier analysis presented to the Authority in August of 2015 that the Authority has significant ability to finance projects while maintaining strong PayGo capacity.
 - ✓ An analysis of the costs associated with the FY2017 funding requests was presented. The analysis included project costs relative to the staff recommendations presented on May 12, 2016, and resulting financing

needs of approximately \$160 million. As part of the analysis a comparison of total debt service and average annual debt service for financed amounts of \$160, \$200 and \$250 million.

- Mayor Parrish reported that the Committee had a discussion and made a recommendation to the Authority with regard to the Virginia Retirement System alternative rate. He noted that the action taken by the Authority in the Consent Agenda was to not take any action with regard to the alternative contribution rate.
- Mayor Parrish noted that the Committee also discussed the monthly revenue and operating reports.

IX. Planning Coordination Advisory Committee Report

Mayor Foreman, Chairman

- Ms. Backmon stated that support would be appreciated to achieve a quorum for the Planning Coordination Advisory Committee (PCAC) meetings. She noted that the May meeting had been cancelled due to lack of quorum. Chairman Nohe requested that Authority members tell their PCAC members to make a stronger than usual commitment to the PCAC in the future. He noted that the quorum requirements were changed in the revised Bylaws to make it easier to achieve.

X. Technical Advisory Committee Report

Mr. Boice, Chairman

- Ms. Backmon stated that at their last meeting the Technical Advisory Committee (TAC) members were asked to make a recommendation on the 24 candidate projects for the FY2017 Program. She added that these recommendations will be discussed at next week's TAC meeting.

XI. Monthly Revenue Report

Mr. Longhi, CFO

- Mr. Longhi reported, as noted at the Finance Committee meeting, that there have been numerous media reports about the State's revenue declines. He stated that these declines are mostly related to income taxes and sales taxes, however, the Authority's revenues are very strong to estimates and are a little above projections at this time. He added that the NVTAs revenues are estimated on an independent basis, with the State's estimates being an information item, but estimates are based on participation of the member jurisdictions.

XII. Operating Budget Report

Mr. Longhi, CFO

- No verbal report.

XIII. Executive Director's Report

Ms. Backmon, Executive Director

A. Approval of Fairfax County CMAQ/RSTP Reallocation Request
B. Approval of the Reallocation of CMAQ PM2.5 Funds

- Ms. Backmon updated the Authority on the CMAQ deficit and reallocation of funds. She noted that the reallocation was coordinated with the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and that those localities that had funds deducted from their projects, due to the deficit, will be made whole in future funding years.
- Ms. Backmon stated that the TransAction spring public engagement campaign is wrapping up. She noted that there was a TransAction pop-up this evening as part of the Public Hearing Open House and there will be another at Celebrate Fairfax this weekend. She added that an effort has been made to attend many regional events and that we have received much positive feedback.
- Ms. Backmon reported that the Transportation Planning Board (TPB) Long Range Plan Task Force has developed a preliminary set of project selection criteria that the TPB could potentially use to select a list of unfunded regional priority projects. She added that the task force is going to meet next week and that NVTa staff has provided a response to the selection criteria, in coordination with the localities and agencies.

XIV. Chairman's Comments

- Chairman Nohe stated that the next Planning and Programming Committee meeting will be on July 1, 2016, at 10am. He reminded the Authority members that although the Committee has five official members, all are encouraged to attend and fully participate. He added that this will be the last opportunity for jurisdictions and agencies to support or defend the merits of their projects submitted for FY2017 funding, prior to Program adoption on July 14, 2016. He encouraged every member of the Authority to attend or send a staff member.
- Mayor Parrish stated that he will not be available for next week's Finance Committee meeting and thanked Council Member Rishell for chairing the Committee in his stead. He encouraged all Committee members to attend as this an important meeting.

XV. Adjournment

- Meeting adjourned at 9:07pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: July 7, 2016

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

1. **Purpose.** To seek Authority approval for the CMAQ and RSTP Reallocation Request for Prince William County.
2. **Suggested Motion:** *I move approval of the reallocation of Congestion Mitigation and Air Quality and Regional Surface Transportation Program funds for Prince William County.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the 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 June 28, 2016, Prince William County requested the following reallocations be made to a new project for trails/sidewalks in Innovation Science and Technology Park to complete missing segments along University Boulevard, Innovation Drive, and Discovery Boulevard (UPC T18491):

- \$2,358,288 in residual CMAQ funds from the Kettle Run/Vint Hill Project (UPC 102897)
- \$388,982 in residual CMAQ funds from the Glenkirk Sidewalk Project (UPC 100390)
- \$48,927 in residual CMAQ funds from the Route 234 Signalized Crosswalk Project (UPC 71721)
- \$183,803 in RSTP funds from the Route 28 Widening Project (UPC 92080)

At its meeting on June 30, 2016, the RJACC recommended approval of the reallocation request for Prince William County.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from Prince William County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

July 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 City of Manassas

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 June 28, 2016, Prince William County requested the following reallocations be made to a new project for trails/sidewalks in Innovation Science and Technology Park to complete missing segments along University Boulevard, Innovation Drive, and Discovery Boulevard (UPC T18491):

- \$2,358,288 in residual CMAQ funds from the Kettle Run/Vint Hill Project (UPC 102897)
- \$388,982 in residual CMAQ funds from the Glenkirk Sidewalk Project (UPC 100390)
- \$48,927 in residual CMAQ funds from the Route 234 Signalized Crosswalk Project (UPC 71721)
- \$183,803 in RSTP funds from the Route 28 Widening Project (UPC 92080)

On July 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
Tom Blaser, Director of Transportation, Prince William County



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

June 28, 2016

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

Dear Chairman Dominguez:

Prince William County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to the following transfer of residual Congestion Mitigation and Air Quality (CMAQ) program funds and Regional Surface Transportation Program (RSTP) funds.

The request is to transfer \$2,980,000 in residual CMAQ and RSTP FY2016 funds. The CMAQ donator projects include the following:

- Kettle Run/Vint Hill (UPC 102897) Sidewalk Project (\$2,358,288)
- Glenkirk (UPC 100390) Sidewalk Project (\$388,982)
- Route 234 (UPC 71721) Signalized Crosswalk Project (\$48,927)

The RSTP donator project is the Route 28 (UPC 92080) Widening project. The amount of the donation is \$183,803.

The purpose of the receiver project is to construct trails/sidewalks in Innovation Science and Technology Park to complete missing segments along University Boulevard, Innovation Drive and Discovery Boulevard (UPC T18491). The total length of this project is approximately 1.3 miles. The receiving project is broken down in the following improvements to Innovation Park:

- Sidewalk running along the east side of Innovation Drive from George Mason cul-de-sac to end of Innovation Drive (\$928,000)
- Trail running along the east side of Discovery Boulevard from the intersection of University Boulevard to the south end of Assett loop (\$1,114,000)
- Trail running along the north side of University Boulevard from Cannon Creek Lane to Prince William Parkway (\$938,000)

The donator sidewalk projects are completed so the transfer of these residual CMAQ and RSTP funds would allow the County to advance the sidewalk/trail projects in Innovation Park. The impetus for the request is to cover all phases of the project

Noelle Dominguez

June 28, 2016

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including design, construction, necessary utility relocation and contingency funding. Since the project is currently not funded through CMAQ and RSTP funds, RJACC approval is to be followed for consideration of the full Northern Virginia Transportation Authority Board.

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'Thomas Blaser', with a stylized flourish at the end.

Thomas Blaser

Director of Transportation

ATTACHMENTS:

- Transportation Emissions Estimation Models (TEEM) Report – Module 2
- CMAQ/RSTP Transfer Request Form

cc: Brentsville District Supervisor

County Executive

Ricardo Canizales, Transportation Planning and Programming 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: 6/24/2016

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): \$7,620,892

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 NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
102897	Kettle Run/Vint Hill	CMAQ	Y		\$2,358,288.00	T18491	Construct Trails/Sidewalks in Innovation	N					
100390	Glenkirk	CMAQ	Y		\$388,982.00								
71721	Route 234 Signalize Xing	CMAQ	Y		\$48,927.00								
92080	Route 28 Widening Project Phase I	RSTP	Y		\$183,803.00								
Total Transfer					\$2,980,000.00								

TOTAL OF TRANSFER - \$2,980,000

Attach Signed Request of Transfer Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of the Transfer of Regional Surface Transportation Program (RSTP)

DATE: July 11, 2016

- 1. Purpose.** To seek Northern Virginia Transportation Authority approval of the transfer of \$1,493,000 in FY 2017 and \$507,000 in FY 2018 RSTP funds from the Route 236 and Beauregard Street Intersection Improvement Project (UPC 102894) in Fairfax County to the Falls Church Bikeshare Capital Project (UPC To Be Determined).
- 2. Suggested Motion:** *I move approval of the transfer of Regional Surface Transportation Program funds from Fairfax County to the City of Falls Church in support of the Falls Church Bikeshare Capital Project.*
- 3. Background:** In order to support the advancement of the City of Falls Church Bikeshare Program and consistent with the funding of other bikeshare initiatives in the region, Fairfax County has agreed to transfer approximately \$2,000,000 in RSTP funds to the City of Falls Church in support of the capital costs of the City's bikeshare program.

The RSTP funds in which Fairfax County is transferring will be returned to the County through additional/surplus RSTP funding or during the next RSTP allocation process.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from Fairfax County



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

July 14, 2016

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

Reference: Request to Transfer Regional Surface Transportation (RSTP) Funds

Dear Ms. Cuervo:

On July 14, 2016, the Northern Virginia Transportation Authority approved a request to transfer the following RSTP Funds:

- \$1,493,000 in FY 2017 and \$507,000 in FY 2018 RSTP funds from the Route 236 and Beauregard Street Intersection Improvement Project (UPC 102894) to the Falls Church Bikeshare Capital Project (UPC to Be Determined). The Route 236/Beauregard Street Project does not require this funding in FY 2017.

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

Sincerely,

Martin E. Nohe
Chairman

cc: Monica Backmon, Executive Director, NVTA
Jan Vaughn, Transportation Planning Section, VDOT
Tom Biesiadny, Director of Transportation, Fairfax County
Cindy Mester, Assistant City Manager, Falls Church



County of Fairfax, Virginia

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

July 12, 2016

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

Re: Reallocation of Regional Surface Transportation (RSTP) Funds

Dear Ms. Backmon:

Fairfax County requests the approval of the Northern Virginia Transportation Authority to transfer the following RSTP funds:

- \$1,493,000 in FY 2017 and \$507,000 in FY 2018 RSTP funds from the Route 236 and Beauregard Street Intersection Improvement Project (UPC 102894) to the Falls Church Bikeshare Capital Project (UPC To Be Determined). The Route 236/Beauregard Street Project does not require this funding in FY 2017; however, it is my understanding that the funding for this project will be returned to Fairfax County through additional/surplus RSTP funding or during the next RSTP allocation process.

If you have any questions or concerns about this request, please contact Noelle Dominguez at (703) 877-5665.

Sincerely,

Tom Biesiadny
Director

cc. Cindy Mester, Assistant City Manager, City of Falls Church
Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Noelle Dominguez, FCDOT
Ray Johnson, FCDOT
Brent Riddle, FCDOT
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

Fairfax County Department of Transportation

4050 Legato Road, Suite 400

Fairfax, VA 22033-2895

Phone: (703) 877-5600 TTY: 711

Fax: (703) 877-5723

www.fairfaxcounty.gov/fcdot





NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Martin E. Nohe, Chairman, Planning and Programming Committee

DATE: July 8, 2016

SUBJECT: Adoption of the FY2017 Program

1. **Purpose.** To seek Northern Virginia Transportation Authority adoption of the FY2017 Program.
2. **Suggested Motion:** *I move adoption of the FY2017 Program.*
3. **Background.** The FY2017 Program is a one-year funding program that will be the last based on TransAction 2040, the Authority's current long range transportation plan. The Authority's next funding program will be the FY2018-23 Six Year Program, which will be based on an updated long range transportation plan, the first since the passage of HB 2313 in 2013. The update to TransAction 2040 is currently underway, and scheduled to be adopted in fall 2017. The FY2017 Program enables the Authority to continuing funding regional transportation improvements, while the update to TransAction is developed.

The FY2017 Program Call for Projects was issued on September 28, 2015, with a deadline for responses of November 30, 2015. 24 candidate projects were evaluated for inclusion in the FY2017 Program under the NVTA criteria and the HB 599 evaluation conducted by VDOT. Funding requests for the 24 candidate projects totaled \$667,843,951. \$266,700,000 in PayGo funds are available for the FY2017 Program, with the option for additional finance. Full details of the 24 candidate projects are available on the Authority's website.

At its meeting on June 16, 2016, the Finance Committee recommended a funding cap for the FY2017 Program, with project funds not to exceed \$475,000,000.

The public comment period started on May 13th and ended on June 17th. A Public Hearing was held on June 9, 2016. In addition to the Public Hearing, several localities hosted Town Halls on the projects under consideration.

The Planning and Programming Committee (PPC) reviewed a summary of public comments and the Technical Advisory Committee (TAC) and NVTA staff recommendations for the FY2017 Program at its meeting on July 1, 2016.

- 4. Public Comments.** 346 comments were received from all sources. All comments, including public testimony, are posted on the Authority's website (see Attachment A).
- 5. PPC Recommendations.** The PPC endorsed the TAC and NVTa Staff recommendations and requested additional information on five additional projects:
 - a. Ten recommended projects, with an associated funding request of \$434,443,951;
 - b. Five potential additional projects, with an associated funding request of \$64,100,000.

Details of the PPC's recommendations are provided in Attachment B.

With respect to one of the ten recommended projects, WMATA's Blue Line Traction Power Upgrades Project, the PPC requested WMATA provide clarification on the June 27th letter from WMATA Board Chairman Evans that the project is not in conflict with recent Directives from the Federal Transit Administration. WMATA's responses are included in Attachment C.

With respect to the five potential additional projects, the PPC requested that affected jurisdictions provide supplemental information to the NVTa Executive Director by noon on July, 2016. This information is included in Attachment C.

Attachments:

- A.** FY2017 Program Public Comment Documentation
- B.** FY2017 Program Presentation
- C.** Jurisdiction Supplemental Information Compiled

Coordination: Members, NVTa Planning and Programming Committee

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2017 Program Public Comment Documentation

All Public Comment documents listed below are available upon request and at the NVTa website:

<http://www.thenovaaauthority.org/planning-programming/fy2017-program/public-engagement-for-draft-fy2017-program/>

- [Compilation of All Public Comments](#)
- [Public Comment Letters & Written Testimony](#)
- [Public Hearing Transcript](#)

FY2017 Program



July 14, 2016

Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

Agenda

- Overview
- NVTa Staff Analysis
- Summary of Public Comments
- Technical Advisory Committee Recommendations
- Planning and Programming Committee Recommendations
- Supplementary Project Information



Overview

- FY2017 Program
 - One-year funding program;
 - Last program under TransAction 2040
 - 24 Candidate Projects;
 - \$667,843,951 requested;
 - \$266,763,236 available (PayGo);
 - Finance Committee recommended funding for FY2017 Program not to exceed \$475,000,000.



Summary of NVTA Staff Analysis

	Map Ref #	Jurisdiction/ Agency	Project	CRRC Ratio	Rank	Quant. Score	Rank
1	6R	Arlington	Lee Highway Corridor ITS Enhancements	1.56	1	51.08	7
10	3M	Fairfax	Route 28 Widening (PWC Line to Route 29)	0.47	2	65.34	5
19	3P	Manassas	Sudley Road Westbound Third Lane (Godwin Dr to Dorsey Cir)	0.40	3	37.07	23
23	3Q	VRE	VRE Manassas Park Station Parking Expansion	0.40	3	33.33	24
18	6W	Falls Church	Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church	0.36	5	47.66	12
11	5D	Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29)	0.33	6	49.22	9
15	3N	Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road)	0.32	7	47.20	15
5	9P	Fairfax	Fairfax Connector Bus Purchases (11 buses) for Service Expansion	0.30	8	40.18	19
14	8BB	Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Marys Way)	0.26	9	58.36	6
24	8FF	WMATA	Metrorail Blue Line Traction Power Upgrades	0.25	10	65.61	4
9	1S	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr)	0.18	11	66.24	2
7	6T	Fairfax	I-66/Route 28 Interchange Improvements	0.16	12	73.57	1
4	7D	Fairfax	Braddock Road HOV Widening (Burke Lake to I-495)	0.14	13	40.62	18
2	8Y	Arlington	Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements	0.13	14	48.74	11
20	8EE	Dumfries	Widen Route 1 to Six Lanes (Brady's Hill Road to RT234)	0.13	14	47.47	13
3	6S	Arlington	East Falls Church Regional Connections and Access Project	0.11	16	49.32	8
17	8DD	Alexandria	Potomac Yard Metrorail Station	0.08	17	66.20	3
16	8CC	Alexandria	West End Transitway	0.05	18	49.00	10
22	1U	Leesburg	Route 7 (East Market Street) / Battlefield Parkway Interchange	0.05	18	43.06	16
12	6U	Fairfax	Seven Corners Ring Road Improvements	0.03	20	39.05	21
6	8Z	Fairfax	Frontier Drive Extension and Braided Ramps; VDOT UPC 106742	0.03	20	37.79	22
8	8AA	Fairfax	Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd)	0.03	20	47.46	14
13	6V	Prince William	Widen Route 15 to Four Lanes (Route 55 to south of RR tracks) & Construct RR Overpass	0.03	20	39.91	20
21	1T	Herndon	East Elden Street Improvements and Widening Project	0.01	24	42.79	17

Summary of Public Comment (1/3)

- Public Comment period May 13th thru June 17th
- Public Hearing June 9th
- Town Hall Meetings:
 - Alexandria
 - Arlington
 - Fairfax (3)
 - Prince William/Manassas/Manassas Park



Summary of Public Comment (2/3)

- 346 comments:
 - 200 written comments;
 - 29 Public Hearing speakers;
 - 117 comments submitted by Senator Surovell along with his support letter
 - These comments are in support of each of the three candidate Route 1 projects (Fairfax County, Prince William County, and Town of Dumfries)
 - 8 written comments were duplicates and are not included in the summary table on slide 7
- Comment letter received from Supervisor McKay in support of the Fairfax County Route 1 project.



Summary of Public Comment (3/3)

ID	Project	Support	Oppose	Supporting points	Opposing points
8AA	Route 1 Widening (Fairfax)	137	1	Regional connection; supports bus rapid transit; multi-modal; safety due to bottleneck; continued fiscal support; increased development in the area; overflow of I-95 traffic	Do not widen, spend on transit
8BB	Route 1 Widening (Prince William)	119	1	Regional connection; multi-modal; safety due to bottleneck; continued fiscal support; increased development in the area; overflow of I-95 traffic	Do not widen, spend on transit
8EE	Route 1 Widening (Dumfries)	118	1	Regional connection; multi-modal; safety due to bottleneck; continued fiscal support; increased development in the area; overflow of I-95 traffic	Do not widen, spend on transit
6W	Falls Church Bikeshare	102	10	Environment-friendly; less autos; connected bike networks (Trails-Metro-Arlington-DC); alternative to Metrobus 3T that is being shelved; lack of bike parking; cost-effective	Lack of congestion reduction (low HB599 score); not regional
1U	Route 7/Battlefield Parkway Interchange	29	0	Safety; access for emergency vehicles; last at-grade intersection in the corridor; congestion reduction; multimodal; Leesburg Executive Airport access; request is for construction so that realization of congestion benefit will be faster; no access to federal money; alternative to Greenway	
3Q	VRE Manassas Park Station Parking	24	0	Congestion reduction; parking deficiency; safety; Transit oriented development; geographical/modal balance	
1T	East Elden Street Widening	12	1	Congestion reduction, regional economy, safety, flood mitigation, bike-ped/transit amenities	Not regional
6T	I-66/Route 28 Interchange	11	1	Congestion reduction; regional travel; State partnership providing multimodal benefits, cost sharing and faster delivery	Auto-oriented
8FF	Metrorail Blue Line Power Traction Upgrade	10	0	Congestion reduction; regional	
3M	Route 28 Widening (Fairfax)	9	0	Congestion reduction	
8DD	Potomac Yard Metrorail Station	9	0	Transit oriented development; congestion reduction; multimodal; cost sharing by private	
1S	Route 7 Widening Phase 1	7	0	Congestion reduction	
5D	Fairfax County Pkwy	7	0	Congestion reduction	
6S	EFC Regional Connections	6	1	Transit oriented development; safety; multi-modal access; inter-municipal collaboration	Low congestion reduction; not regional
8CC	West End Transitway	7	0	Congestion reduction; growing area; need better connection; multimodal; connects many business/residential centers	
8Y	Crystal City Streets	7	0	Transit oriented development; multimodal connections; better street network and accessibility	
6R	Lee Highway ITS	2	0	Congestion reduction	
6U	Seven Corners Ring Road	2	0	Transit oriented development; bike-friendly	
9P	Fairfax Connector	2		Important transit connection	
3N	Route 28 Widening (Prince William)	1	0	Congestion reduction	
3P	Sudley Road Westbound Third Lane	0	0	No comments received	
7D	Braddock Road HOV Widening	0	0	No comments received	
8Z	Frontier Drive Extension and Braided Ramps	0	0	No comments received	
6V	Widen Route 15 to Four Lanes	0	0	No comments received	
General comments		23		Transit/bike-ped/Transit oriented development projects, Route 1 corridor projects, Route 50 corridor projects in Falls Church area, Potomac crossing, Not necessary to spend all money now.	

Technical Advisory Committee Recommendations (1/3)

- TAC discussed projects under consideration in the FY2017 Program on May 18 and June 15, 2016;
- TAC recommended ten projects for inclusion in the FY2017 Program;
- Total requested funding for the ten projects- \$434,443,951
- TAC did not prioritize or rank its project funding recommendations;
- Recommended projects are not listed in any particular order;
- TAC expressed concerns regarding two of its recommended projects



Technical Advisory Committee Recommendations (2/3)

- Lee Highway Corridor ITS Enhancements (\$3,000,000);
- Route 28 Widening – Prince William County line to Route 29 (\$5,000,000);
- VRE Manassas Park Station Parking Expansion (\$2,000,000);
- Route 286 Fairfax County Parkway Widening (\$10,000,000);
- Widen Route 28 to six lanes – Route 234 to Linton Hall Road (\$10,000,000);
- Widen Route 1 to six lanes – Featherstone Road to Marys Way (\$11,000,000);
- Route 7 Widening Phase I (\$10,000,000);
- Potomac Yard Metrorail Station (\$66,000,000);



Technical Advisory Committee Recommendations (3/3)

- Metrorail Blue Line Traction Power Upgrades (\$17,443,951)
 - Note: The Federal Transit Administration (FTA) has given a directive to the WMATA regarding reducing the power drawdown, through less number of cars, less frequency, or slower trains, until safety issues are resolved. The impact of this directive on the schedule of 8-car train deployment and the need for power upgrades is not clear yet.
- I-66/Route 28 Interchange Improvements (\$300,000,000)
 - Note: TAC members have reservations about using NVTa regional revenues for a project that is part of the Interstate system. The members pointed out that the Federal government and the State should invest in it. Also, the transit and other components that are expected to be part of the Transform 66 project are not clear yet.



Planning and Programming Committee Recommendations (1/6)

- PPC met on July 1, 2016;
- PPC endorsed TAC and NVRTA Staff Recommendations for FY2017 Program
- PPC requested supplementary information on one recommended project (WMATA) and five additional projects



Planning and Programming Committee Recommendations (2/6)

- Ten recommended projects consistent with TAC and NVTa staff recommendations are comprised of:
 - Nine of the top 12 projects based on CRRC ranking
 - One project based on high Quantitative Score
- Remaining three of top 12 projects not recommended:
 - Manassas Sudley Road project (funded in full through HB 2 process)
 - Falls Church Bikeshare Connections project (see Supplementary Information Chart)
 - Fairfax County Connector Bus project (low Quantitative Score)
- Supplementary information on the WMATA's Blue Line Traction Power Upgrades Project;
 - Letter dated June 27th from WMATA Chairman to NVTa Chairman, stating no conflict between FTA Safety Directive 16-3 and NVTa requirements
 - Letter dated July 6th from WMATA Chief Safety Officer to NVTa Executive Director, providing additional information, as follows
 - Blue Line segment (Pentagon to Franconia-Springfield) not defined as a 'High Risk Area' by FTA, and therefore not in conflict with FTA's Directive



Planning and Programming Committee Recommendations (3/6)

	Map Ref #	Jurisdiction	Project (Continuation/New)	Phases Funded	FY2017 Program Request
1	6R	Arlington	Lee Highway Corridor ITS Enhancements (New)	Des, Eng, ROW, Con	\$3,000,000
10	3M	Fairfax	Route 28 Widening (PWC Line to Route 29) (Continuation)	Des, Eng, Env, ROW, Con	\$5,000,000
23	3Q	VRE	VRE Manassas Park Station Parking Expansion (Continuation)	Des, Eng, Env	\$2,000,000
11	5D	Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29) (Continuation/New)	ROW	\$10,000,000
15	3N	Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road) (Continuation)	Con	\$10,000,000
14	8BB	Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Marys Way) (Continuation)	Con	\$11,000,000
24	8FF	WMATA	Metrorail Blue Line Traction Power Upgrades (New)	Eng, Con	\$17,443,951
9	1S	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr) (New)	ROW	\$10,000,000
7	6T	Fairfax	I-66/Route 28 Interchange Improvements (New)	Des, Eng, Env, ROW, Con	\$300,000,000
17	8DD	Alexandria	Potomac Yard Metrorail Station (Continuation)	Des, Con (Des-Build)	\$66,000,000
					\$434,443,951

Planning and Programming Committee Recommendations (4/6)

- The requested supplemental information for five projects noted below:
 - Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church (Falls Church)
 - Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements (Arlington County)
 - East Falls Church Regional Connections and Access Project (Arlington County)
 - West End Transitway (Alexandria)
 - Route 7 (East Market Street) / Battlefield Parkway Interchange (Leesburg)



Supplementary Information (5/6)

Project	Jurisdiction	Request	NVTA Staff Comments
Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church	Falls Church	\$2,000,000	<ul style="list-style-type: none"> • New project • Preliminary discussions with Fairfax County and Arlington County regarding Bikeshare locations at key Metrorail stations outside the City's boundary • Exploring alternative locations within the City's boundary • First three years of operations funding (\$500k) by NVTC subject to CTB approval on July 28, 2016
Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements	Arlington	\$11,600,000	<ul style="list-style-type: none"> • New project • Currently in preliminary design on all three components of this project • Design and environmental work complete by June 2017 • Construction will mostly occur in FY2019
East Falls Church Regional Connections and Access Project	Arlington	\$6,500,000	<ul style="list-style-type: none"> • New project • The bus bays at the EFC Metrorail station are already at capacity. In order for the station to accept enhanced service, the bus capacity at EFC station must be increased by the time Transform66 is completed in FY2020
West End Transitway	Alexandria	\$7,000,000	<ul style="list-style-type: none"> • Continuation project (FY2015-16 Program) • Design Build Bridging Documents RFP to be advertised in Summer 2016 using previously approved FY2015-16 funding • Anticipated use of requested FY2017 Program funds fits within current project schedule
Route 7 (East Market Street) / Battlefield Parkway Interchange	Leesburg	\$37,000,000	<ul style="list-style-type: none"> • Continuation project (FY2015-16 Program) • Funding verification scheduled for CY2018 Q1 • \$8 million funding shortfall will be addressed through alternate funding sources, or FY2018-23 Six Year Program • Planned first drawdown in FY2019 Q4
TOTAL ADDITIONAL REQUEST		\$64,100,000	

Planning and Programming Committee Recommendations (6/6)

- Total cost of the ten recommended projects is \$434,443,951
- Available PayGo funds are \$266,763,236, resulting in a gap of \$167,680,715
- Finance Committee recommended funding cap \$475,000,000
- Difference between the Finance Committee recommended cap and the ten recommended projects is \$40,556,049



July 6, 2016



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

Dear Ms. Backmon:

I am writing to provide additional information to the June 27, 2016 letter from Washington Metropolitan Area Transit Authority (WMATA) Board Chairman Jack Evans to Northern Virginia Transportation Authority (NVTA) Chairman Martin Nohe. The letter stated that WMATA has determined that Federal Transit Administration (FTA) Safety Directive 16-3 is not in conflict with the NVTA application for Metrorail Blue Line traction power upgrades. We understand that the NVTA Planning and Programming Committee had additional questions about the traction power upgrades project on July 1, 2016. The following should help provide clarification.

- As mentioned in the June 27 letter from Chairman Evans, the work that will be performed as part of the Blue Line traction power upgrades project will help ensure a safer and more reliable system and is not in conflict with FTA Safety Directive 16-3.
- FTA Safety Directive 16-3 focuses on "high risk areas" within the WMATA system in relation to mitigations to reduce amperage draw (Immediate Action 2). The segment of the Blue Line in Virginia that involves the NVTA application for traction power upgrades was not identified as a "high risk" area by FTA.
- Not only is the NVTA Blue Line traction power application not in conflict with FTA Directive 16-3, this Blue Line segment is outside the scope of the recommendation made by FTA on amperage draw in Immediate Action 2.
- WMATA GM/CEO Paul Wiedefeld wrote a May 13, 2016 response back to Acting FTA Administrator Carolyn Flowers on FTA Directive 16-3 and it details the actions taken to reduce amperage draw in high risk areas. These high risk areas do not include the segment of the Blue Line in Virginia that involves the NVTA application for traction power upgrades.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

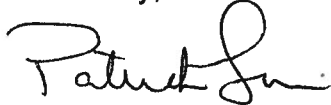
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Ms. Monica Backmon
Page 2

We hope these clarifications help address your concerns. If you have any additional questions, please contact Regina Sullivan, Managing Director of Government Relations, at 202-962-1632.

Sincerely,

A handwritten signature in black ink, appearing to read "Pat Lavin". The signature is fluid and cursive, with a large initial "P" and a stylized "L".

Pat Lavin
Chief Safety Officer
WMATA

Enclosures

1. FTA Safety Directive 16-3
2. WMATA May 13, 2016 response to FTA re: Safety Directive 16-3

Safety Directive 16-3
***Required Actions to Address Persistent Critical Safety Findings to the Washington
Metropolitan Area Transit Authority***

UNITED STATES DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Safety Directive No. 16-3, Notice No. 1]

Safety Directive Under 49 U.S.C. 5329
**Required Actions to Address Persistent Critical Open Safety Findings Issued to the
Washington Metropolitan Area Transit Authority**

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

SUMMARY: FTA Safety Directive 16-3 requires the Washington Metropolitan Area Transit Authority (WMATA) to take urgent action to address persistent safety findings with personnel response to safety risks. The Directive establishes new required actions to elevate emergency planning, exercises, testing and readiness to a high priority level of attention within the WMATA system. Additionally, WMATA must conduct an immediate safety stand down to focus resources and staff on safety. Decision-making must be focused on the basis of safety and not operational convenience. In addition, WMATA must take actions to reduce fire and smoke risks, these actions must include mitigations such as reduction in number of railcars on trains, speed reductions and other methods to lessen the power load in known high risk areas.

FOR FURTHER INFORMATION CONTACT: For program matters, Sean Thompson, Special Assistant and Director, WMATA Safety Oversight, Office of Transit Oversight and Safety, telephone (202) 366-3616 or Sean.Thompson@dot.gov; For legal matters, Scott Biehl, Senior Counsel, FTA, telephone (202) 366-0826 or Scott.Biehl@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

The FTA Safety Directive 16-3 requires WMATA to take immediate action to reduce the risk of smoke and fire events, to enhance the exercise of its emergency preparedness program, to conduct an organization-wide rail safety stand-down to focus all departments on core safety protocols and procedures, and make decisions based on safety rather than on operational demands.

Safety is DOT's first priority, and at FTA, the safety of public transportation passengers and workers is our highest priority. Serious safety events and incidents on the WMATA Metrorail system continue to occur with great frequency, including multiple smoke and fire events, red signal overruns, and derailments. Just since April 23, 2016, there have been eight smoke and fire events requiring evacuation and suspension of service.

While these events are occurring more frequently, WMATA continues to experience organizational and operational deficiencies that significantly limit its ability to recognize and

Safety Directive 16-3

Required Actions to Address Persistent Critical Safety Findings to the Washington Metropolitan Area Transit Authority

resolve even the most serious safety issues. The WMATA staff's adherence to safety protocols has lapsed to such an extent that its employees are not adhering to critical safety policies and procedures, and thereby are placing its own passengers and other employees at undue risk. Furthermore, WMATA personnel are not effectively balancing safety-critical operations and maintenance activities with the demand for passenger service.

These are issues that previously were identified by FTA in Safety Directive 15-1 (June 17, 2015). On April 18, 2016, FTA sent a letter to WMATA requiring immediate action to address serious deficiencies regarding fire and life safety issues and roadway worker protection issues identified during FTA's recent safety blitz of WMATA.

On May 5, 2016, there was another fire and life safety event. Our preliminary information indicates this was an early morning third rail insulator explosion at the Federal Center Southwest Station, which significantly damaged track and sprayed fiery metal and ceramic projectiles onto the station platform. Video of the incident depicted the intensity of this explosion. Preliminary information indicates that WMATA personnel responses to this event were slow and inadequate. First, WMATA failed to notify FTA of the event in accordance with established protocol. Second, after the explosion an operations supervisor at the scene conducted only a cursory inspection before ordering the damaged track back into service. Third, when WMATA maintenance personnel arrived on the scene shortly after the event and requested permission from the Rail Operations Control Center (ROCC) to have the track taken out of service and power removed from the third rail so that appropriate inspections could be performed, the ROCC denied that permission. The ROCC did not give WMATA investigators clearance to proceed with the inspections until several hours later. During this time revenue trains continued to operate across this potentially dangerous track without interruption. In fact, a second fire and smoke incident to which the Fire Department responded occurred at this same station later in the day. Only then did WMATA close this portion of the Blue, Orange and Silver Lines from L'Enfant Plaza to Eastern Market to conduct needed repairs.

These multiple failures demonstrate significant safety lapses by the ROCC, which controls access to the tracks, manages abnormal and emergency events, and ensures the safety of trains and personnel on the right-of-way. WMATA must take immediate action, as detailed below, to train personnel in emergency preparedness and response, and prioritize safety over revenue operations.

In our Safety Directive 15-1, dated June 17, 2015, FTA determined that WMATA work crews do not have sufficient access to the rail right-of-way to perform critical inspection, testing and maintenance activities. This is still the case. Increased demands for passenger service have shrunk available maintenance windows during the evenings, weekends, and late nights. As a direct consequence, WMATA's maintenance departments collectively have accumulated thousands of backlogged work orders dating back to 2012 and 2013. Lack of track access has left WMATA's maintenance managers struggling to prioritize the most significant and safety critical repairs for completion, while deferring and re-scheduling other work.

Safety Directive 16-3
***Required Actions to Address Persistent Critical Safety Findings to the Washington
Metropolitan Area Transit Authority***

Taken together, these issues raise significant concerns about the overall safety of the system. For the reasons stated above, immediate action is required.

Required Safety Directive Immediate Actions:

In accordance with 49 U.S.C. § 5329 and the authority delegated to the Federal Transit Administrator by the Secretary of Transportation, 49 CFR 1.91, the FTA directs WMATA to take the actions set forth below.

Immediate Action 1: Prioritize safety before operational convenience

- Supervision at all levels of MetroRail operations must ensure that decision-making is made on the basis of safety and not operational convenience. All employees will receive training on the primacy of safety in MetroRail operations as part of the safety stand-down directed in Immediate Action 4. This training must be completed by May 16, 2016.

Immediate Action 2: Mitigate fire and smoke risk

- Conduct immediate and ongoing daily use of railcar infrared testing during peak load times to identify traction power “hot spots” on the third-rail system and then initiate immediate repairs at these locations.
- In high risk areas, implement immediate mitigations to reduce amperage draw. Examples of appropriate mitigations include but are not limited to reduction of train lengths; turning-off regenerative braking to reduce power being introduced into the system; and reducing acceleration speed to draw less current (work with car manufacturer to limit acceleration speed/current draw).
- Immediately identify areas of significant water intrusion in tunnels and conduct additional ongoing daily inspections in these areas to monitor the condition of traction power infrastructure until water remediation work is completed.

Immediate Action 3: Improve emergency planning and preparedness

- Immediately institute Emergency Planning, Exercises, Testing and Readiness programs for adequacy for all critical WMATA offices.
- Conduct training drills with staff to ensure they understand how to rapidly and effectively respond to emergencies and passenger evacuation. Include participation of the ROCC in these training drills. Also verify that ROCC personnel understand the guidelines and diagrams developed for tunnel fans, under platform fans and dome fans, and that the new fire/life safety inspection and maintenance procedures address emergency response testing by May 16, 2016.

Safety Directive 16-3
***Required Actions to Address Persistent Critical Safety Findings to the Washington
Metropolitan Area Transit Authority***

Immediate Action 4: Conduct a safety stand-down

- Conduct a safety stand-down to ensure that management, supervisors, roadway workers and controllers understand all applicable WMATA and FTA requirements for safe operations. At a minimum, WMATA must accomplish the following during the safety stand down:
 - Conduct an After Action Review of the Federal Center SW Station arc flash incidents on May 5, 2016.
 - Review with all operating personnel, supervisors and management all procedures related to managing fire and smoke emergencies, inspecting and maintaining infrastructure critical to smoke and fire prevention, and managing passenger evacuations.
 - All MetroRail supervisors and employees that inspect track and place it back into service are to review all policies and procedures.


Effective immediately, WMATA must comply with FTA's Safety Directive. Thereafter, FTA will review and approve WMATA's work plans, and will monitor the agency's progress in complying with each required action.

WMATA must provide a designated lead for each Action identified in this Safety Directive, and this designated lead must be available to FTA to coordinate oversight activities.

Enforcement

Any violation of this directive or the terms of any written plan adopted pursuant to this directive will be managed in accordance with FTA's authorities under 49 U.S.C. § 5329, including but not limited to withholding up to 25 percent of financial assistance to WMATA under 49 U.S.C. § 5307, and issuing restrictions, closures or prohibitions on service as necessary and appropriate to address unsafe conditions or practices that present a substantial risk of death or personal injury.

Issued on: May 7, 2016


Carolyn Flowers

Acting Administrator
Federal Transit Administration
U.S. Department of Transportation



May 13, 2016

Ms. Carolyn Flowers
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue SE, E46-332
Washington, DC 20590

Subject: Safety Directive 16-3

Dear Ms. Flowers:

In response to Safety Directive 16-3 of May 7, 2016 requesting that WMATA take four immediate actions, WMATA is submitting the following response.

Immediate Action 1: Prioritize safety before operational convenience

Supervision at all levels of MetroRail operations must ensure that decision-making is made on the basis of safety and not operational convenience. All employees will receive training on the primacy of safety in MetroRail operations as part of the safety stand-down directed in Immediate Action 4. This training must be completed by May 16, 2016.

Response: In addition to the safety stand-down meetings addressed in Immediate Action 4, on Tuesday, May 10, WMATA held the first meeting in recent memory of the top 650 managers to confirm the pivotal requirement to place safety before service. During the meeting a staff notice titled "Safety Trumps Service" (Attachment A) was distributed. An email reminding managers of this directive, as well as Safety Bulletin #16-05a (Attachment B) to all employees, were distributed on May 12. A Safety Bulletin for immediate track access for the inspection of hazardous conditions (Attachment C) will also be distributed to Rail Operations Control Center employees as part of the safety stand-downs occurring between May 12 and May 16.

Immediate Action 2: Mitigate fire and smoke risk

Conduct immediate and ongoing daily use of railcar infrared testing during peak load times to identify traction power "hot spots" on the third-rail system and then initiate immediate repairs at these locations.

Response: WMATA started thermal testing on the identified high risk areas beginning Monday, May 9 on the Red Line and Tuesday, May 10

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By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and
Yellow Lines

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on the Orange Line. Testing system-wide will be completed on May 18. Any anomalies will be further investigated using hand-held thermal readers and immediate action or mitigation will be taken on any confirmed anomalies. An expedited review of data will be done, establishing a five-week continuous data collection and analysis cycle as opposed to the existing quarterly cycle. All work will be verified for completeness by the Quality and Internal Compliance department.

In high risk areas, implement immediate mitigations to reduce amperage draw. Examples of appropriate mitigations include but are not limited to reduction of train lengths; turning-off regenerative braking to reduce power being introduced into the system; and reducing acceleration speed to draw less current (work with car manufacturer to limit acceleration speed/current draw).

Response: Effective Wednesday evening, May 11, the maximum authorized speed was reduced to 45 MPH between Rosslyn and Minnesota on the Orange Line, Rosslyn and Benning Road on the Blue and Silver Lines and Grosvenor and Dupont Circle on the Red Line. On these segments of the rail lines operators are to go no higher than setting P3 when accelerating. WMATA recommends joint review by WMATA and FTA engineers of the benefits and risks in implementing regenerative braking and reducing the consist size of trains to 6 cars. After discussion with FTA, any changes to train consists must be assessed as to the impact to platform crowding and passenger safety. Further, WMATA will initiate an engineering study with FTA participation of the power system along the segments outlined above to determine and address the root cause of arcing events.

Immediately identify areas of significant water intrusion in tunnels and conduct additional ongoing daily inspections in these areas to monitor the condition of traction power infrastructure until water remediate work is completed.

Response: WMATA will conduct an inspection of all tunnel areas to identify clogged drains, water leaks and mud conditions to document areas of water leakage on or puddled around wayside power cables. A detailed prioritized list will be created and work will be scheduled based on the severity of the condition. This work will be completed by June 4, 2016. While the work is being completed inspections will occur daily in identified areas.

Immediate Action 3: Improve emergency planning and preparedness

Immediately institute Emergency Planning, Exercises, Testing and Readiness programs for adequacy for all critical WMATA offices.

Response: The Office of Emergency Management (OEM) has in place plans, training and exercises that enhance emergency preparedness for critical WMATA offices (Attachment D).

Conduct training drills with staff to ensure they understand how to rapidly and effectively respond to emergencies and passenger evacuation. Include participation of the ROCC in these training drills. Also verify that ROCC personnel understand the guidelines and diagrams developed for tunnel fans, under platform fans and dome fans, that the new fire/life safety inspection and maintenance procedures address emergency response testing by May 16, 2016.

Response: Currently, OEM conducts quarterly full-scale exercises with WMATA staff and regional jurisdictional partners. These exercises have primary objectives (i.e. command and control focusing on unified command, accountability etc.). For example, two of the four quarterly drills, held in the previous 12 months were fire/evacuation scenarios (Attachment D).

In the FTA SMI R-2-17-b, WMATA has created a clear strategy for the development and delivery of emergency response training to WMATA's frontline supervisors. As part of SMI R-2-16-c, WMATA will develop a new training curriculum to communicate the new "Fire/Life Safety 1000 – Inspection, Testing and Maintenance Procedure" to WMATA Operations and Maintenance personnel. To comply with the May 16 requirement, WMATA has worked with the vendor to receive an advance copy of the tunnel fan, under platform fan, and dome fan materials and training for ROCC personnel which will be completed by Monday, May 16, 2016.

Furthermore, two Authority-wide staff notices are being issued. The first staff notice is on the Incident Command System and Notification Pocket Guide. This pocket guide is being distributed to all frontline Operations employees. The Incident Command System (ICS) is a standardized, on-scene, all-hazards, incident management concept. ICS enables a coordinate response, regardless of the magnitude or complexity of the incident, and allows for the integration of facilities, equipment, personnel, procedures and communications operating within a common organizational structure.

To support the implementation of ICS during a major incident or emergency event, the Incident Command System and Notification Pocket Guide has been developed. The pocket guide will serve as a reference for all first responders during an emergency, as it contains recommended action items, notification processes and important contact information.

The second staff notice, National Incident Management System (NIMS) IS-700, will direct frontline Operations employees to complete the nationally recognized FEMA IS-700 course on the FEMA website. NIMS provides a consistent nationwide model to enable governments, private-sectors and non-governmental organizations to ensure that they work together during a major incident/disaster.

Staff is developing simulated exercises to emulate scenarios to ensure adherence to existing emergency response SOPs for Rail Operations Control Center employees. In addition, staff are finalizing the development of various computer based courses that will provide training on existing emergency plans.

Finally, I signed the Memorandum of Understanding, along with the Council of Governments, to solidify our commitment to staffing the Fire Liaison ROCC position to ensure 24/7 coverage.

Immediate Action 4: Conduct a safety stand-down

Conduct a safety stand-down to ensure that management, supervisors, roadway workers and controllers understand all applicable WMATA and FTA requirements for safe operations. At a minimum, WMATA must accomplish the following during the safety stand-down:

- ***Conduct an After Action Review of the Federal Center SW Station arc flash incidents on May 5, 2016.***
- ***Review with all operating personnel, supervisors and management all procedures related to managing fire and smoke emergencies, inspecting and maintaining infrastructure critical to smoke and fire prevention, and managing passenger evacuations.***
- ***All MetroRail supervisors and employees that inspect track and place it back into service are to review all policies and procedures.***

Response: The Department of Safety & Environmental Management created the curriculum and materials (Attachment E) for the safety

stand-down. Starting Thursday, May 12, all supervisors, managers and roadway workers will attend a two hour safety stand-down training. Training will be conducted every two hours starting May 12 and ending May 16. Signed rosters will be collected at each training. The After Action Review will be included as part of the safety stand-down trainings.

Sincerely,



Paul J. Wiedefeld
General Manager and
Chief Executive Officer

Attachment A: Safety Trumps Service Notice
Attachment B: Safety Bulletin 16-05a Safety Trumps Service
Attachment C: Safety Bulletin 16-05b Immediate Track Access
Attachment D: Improve Emergency Planning and Preparedness
Attachment E: Safety Stand-down Presentation



Loudoun County, Virginia

www.loudoun.gov

Loudoun County Board of Supervisors

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

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July 6, 2016

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

**RE: NVTA FY 2017 Program
Route 7 (East Market Street)/ Battlefield Parkway Interchange**

Dear Ms. Backmon:

On behalf of the citizens and businesses of Loudoun County and the Town of Leesburg, we are grateful to the Authority for listening to our collective voices and affording us this opportunity to provide additional clarification on the Route 7 (East Market Street) at Battlefield Parkway Interchange Project. As the Authority heard at its' public hearing held on June 9th, this project is a critical component in our long range transportation plan and is integral to reducing congestion along the Route 7 Corridor from Fairfax County to Leesburg.

Following a healthy discussion at the July 1st Planning and Programming Committee (PPC) meeting, the Committee asked for additional clarification regarding the funding of the project cost and a current project schedule. The purpose of this letter is to provide that additional clarification.

Clarify the total project cost:

The overall project is estimated to cost \$58 million. If the Authority were to fund the \$37 million requested in the FY 2017 Program and add that to the \$13 million already awarded by the Authority, then a remaining balance of \$8 million is necessary to provide full project funding. The Authority awarded \$13 million in FY 2016 leaving an overall project balance to finish of \$45 million. The FY 2017 project application requested \$40 million for construction. However this amount was reduced, in consultation with the NVTA staff, to \$37 million to be consistent with the Loudoun County Board of Supervisors April 2015 endorsement of the Town project as the sole project for submission to the NVTA FY 2017 program. The Loudoun Board of Supervisors endorsement for this project was based on the Board's understanding of available funding in the FY 2017 program and the knowledge that the Town was already planning to come back in FY 2018 to request NVTA funding for the additional \$5 million. The reduction to the FY 2017 project application request from \$40 million to \$37 million for construction shifted \$3 million to the FY 2018 request for an increased amount of \$8 million. The

project application indicated the FY 2018 amount of \$5 million would be needed for: Contract Administration (\$1.5 million); Testing Services (\$1.5 million), and Inspection Services (\$2 million). With these necessary items the total project cost of \$58 million is reached. The remaining (and added) \$3 million is for construction.

The full \$58 million, which includes the \$8 million FY 2018 request, must be secured and committed in order to advertise the project in accordance with state procurement procedure. In addition to the planned request to the NVTa in FY 2018 for the \$8 million, staff from the Town of Leesburg and Loudoun County will be developing alternative funding applications and options for the \$8 million. Potential other sources include, but not limited to, the VDOT Smart Scale Program (formerly known as HB-2), VDOT Grants Program, VDOT's Regional Surface Transportation Program, federal grant opportunities and possibly others. Finally, we want to stress that having now identified the components of the \$8 million it is not our intent to ask for the full \$40 million dollars as stipulated in the FY 2017 application.

Clarification and additional detail on the project schedule:

On June 20, 2016 VDOT provided you with a schedule depicting the activities which have occurred to date. This original schedule submission demonstrated significant accomplishments despite concern that no progress had been made on the project. The Town of Leesburg and VDOT have collaborated and determined the quickest project delivery can occur using the Design/Build process. As such, the schedule and activities have been developed with this fundamental delivery method envisioned. Town and County staff have coordinated with VDOT to expand the schedule and provide the Authority with additional detail. The revised schedule is attached for your reference. Specifically, the schedule indicates the period in time when the funding commitment must be demonstrated. This information has been included in the schedule.

We believe this letter addresses the concerns that were raised at the PPC meeting. However should you have other questions or need additional information, please do not hesitate to contact Mr. Bob Brown, Transportation Planner, and Loudoun County or Mr. Tom Brandon, Manager of Capital Projects for the Town of Leesburg. The Town, VDOT and County will have representatives at the July 14, 2016 Authority meeting should you or Authority members have further questions on our project application. Thank you again for the opportunity to provide additional clarification.

Sincerely,



Phyllis Randall, Chair
Loudoun County, Board of Supervisors



David Butler, Mayor
Town of Leesburg, VA

Ms. Monica Backmon

July 6, 2016

Page 3

CC: Loudoun County Board of Supervisors
Town Council, Town of Leesburg
Tim Hemstreet, County Administrator
Kaj Dentler, Town Manager
Renee Lafollette, PE, Director of Public Works, TOL
Tom Brandon, Manager, Capital Projects, TOL
Calvin Grow, PE, Traffic Engineer, TOL
Joe Kroboth, III, PE, LS, Director DTCI
Penny Newquist, Deputy Director, DTCI
Bob Brown, Transportation Planner, DTCI

Attachments:

1. Original Application for 2017 NVTAF Funds
2. Design Build Schedule



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2017 PROGRAM Project Application Form

Submitting Jurisdiction/Agency: Town of Leesburg/Loudoun County

General Project Information

1. **Project Title:** Route 7 (East Market Street)/Battlefield Parkway Interchange
2. **Project Location, including terminal points** (if applicable):
3. **Project Description** (maximum 2 paragraphs):
 - The purpose of the Route 7 (East Market Street)/Battlefield Parkway Interchange is to 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 Corporate Limits.

Project Cost

4. **Total Cost to Complete Project** (cost required to achieve the intended transportation functionality of the project, e.g. completion of construction, operation of an expanded transit service): \$58,000,000
5. **Total Cost by Project Phase and Fiscal Year when expenditure is expected to occur** (complete for all applicable phases and Fiscal Years – must total to the amount shown in item #4):
 - **Engineering:** \$1,500,000 – FY2016 -19
 - **Environmental Work:** \$500,000 – FY2017
 - **Design:** \$2,000,000 – FY2016-19
 - **Right of Way Acquisition:** \$9,000,000 – FY2018-19
 - **Construction:** \$40,000,000 – FY2018-19
 - **Capital Asset Acquisitions**
 - **Other (please explain clearly what this includes)**
 - Contract Administration = \$1,500,000 – FY2018-19
 - Test Services = \$1,500,000 – FY2018-19
 - Inspection Services = \$2,000,000 – FY2018-19

Funding Request

6. **Requested NVTA FY2017 Funds** (excludes any previous approvals for 70% Regional Revenues):
 - \$37,000,000
7. **Requested NVTA FY2017 Funds by Project Phase and Fiscal Year** (complete for all applicable phases and Fiscal Years – must total to the amount shown in item #6):



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

- **Engineering**
- **Environmental Work**
- **Design**
- **Right of Way Acquisition**
- **Construction:** \$37,000,000 – FY2018-20
- **Capital Asset Acquisitions**
- **Other (please explain clearly what this includes)**

Other Funding Sources

8. Other Sources of Funding by Project Phase (complete for all applicable phases – must total to the difference between item #4 and item #6):

- **Engineering** - \$1,500,000 (NVTA FY2015-16 Funds)
- **Environmental Work** - \$500,000 (NVTA FY2015-16 Funds)
- **Design** - \$2,000,000 (NVTA FY2015-16 Funds)
- **Right of Way Acquisition** - \$9,000,000 (NVTA FY2015-16 Funds)
- **Construction** - \$3,000,000 (FY18 NVTA 70%)
- **Capital Asset Acquisitions**
- **Other (please explain clearly what this includes)**
 - Contract Administration = \$1,500,000 (FY18 NVTA 70%)
 - Test Services - \$1,500,000 (FY18 NVTA 70%)
 - Inspection Services = \$2,000,000 (FY18 NVTA 70%)

Note: 'Other Funding Sources' may include previously approved NVTA 70% Regional Revenues, future NVTA 70% Regional Revenues, NVTA 30% Local Distribution Revenues, CMAQ, RSTP, State, Proffers (or local equivalent), private, and recipient entity funds. Clearly identify any 'Other Funding Sources' that are i) not yet determined; ii) subject to future funding requests including future requests to NVTA; or iii) subject to future funding approvals such as HB 2.

Project Milestones

9. Project Milestones by Project Phase (provide actual or expected start and end dates – month/year – for all applicable phases, including phases that have already occurred):

- **Engineering:** October 2016 – December 2018
- **Environmental Work:** December 2016 – March 2017
- **Design:** October 2016 – December 2018
- **Right of Way Acquisition:** November 2017 – December 2018
- **Construction:** December 2018 – December 2019
- **Capital Asset Acquisitions:** N/A
- **Other (please explain clearly what this includes)**



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Eligibility

- 10. Title and page number of Project in Transaction 2040¹:** Construct Interchange at VA 7 and Battlefield Parkway; page 4-9
- 11. Project Title and ID in 2010 CLRP** (only required if project is not listed in TransAction 2040):
- 12. Is this project a study?** (Defined as a feasibility study or other conceptual evaluation prior to commencing the preliminary engineering project phase.) No
- 13. If selected for the NVTa FY2017 Program, what is the approximate date – month/year – when the first reimbursement request will be submitted? - December 2018**(Must be consistent with items #7 and #9.)

Project Impacts

- 14. What regional benefit(s) does this project offer?**
- Route 7 (East Market Street)/Battlefield Parkway Interchange will eliminate the last two (2) traffic signals on Route 7 within the Town of Leesburg. The project will improve capacity and reduce congestion. It is in Corridor #1 of the TransAction 2040 Plan, and carries inter-state traffic and intra-state traffic coming from the West and the South to the employment corridors and activity centers in the Dulles area and the Metropolitan region.
- 15. How will the project reduce congestion?** (As specifically as possible, describe what problem the project addresses, e.g. improves level of service on the facility, reduces auto vehicle miles travelled.)
- The Route 7 Corridor continues to be one of Northern Virginia's worst bottlenecks. This intersection is travelled by approximately 80,000 vehicles per day, is well over capacity and offers travelers an extremely poor Level of Service "F". Route 7 between Algonkian Parkway and East Market Street is planned to be limited access. All at-grade access points have either transitioned to grade-separated interchanges or are in the planning stages and are funding for grade separation. This is the last interchange in the corridor to make the entire corridor fully limited access.
- 16. How will the project increase capacity?** (For Mass Transit projects, define which facilities will experience capacity increases and indicate how this will result in improved services.)
- The capacity of Route 7 will be increased by eliminating at least one signalized intersection along Route 7 at Battlefield Parkway which reduces the delays on Route 7. Route 7 westbound at a minimum will not have to stop at the signalized intersection with Cardinal Park Drive. The exact design of the Route 7 intersection with Cardinal Park Drive is not known and will be determined during the design of this project.

¹ See TransAction 2040 Technical Report, tables 4.4 thru 4.12: http://www.thenovaauthority.org/wp-content/uploads/2015/10/NVTa_TA2040_TechReport_20121121_LoRes.pdf



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

17. How will the project improve auto and pedestrian safety? (Identify safety deficiencies that will be addressed.)

- The grade-separated project is clearly of significant regional importance which will help connect major employment population centers in Loudoun County and the region in Virginia's fastest growing and most economically vibrant communities. The interchange will help pedestrians and bicycles cross Route 7 safely by providing a bike trail connection to residential and commercial/retail area of Town.

18. How will the project improve regional connectivity? (Specifically list which activity centers will experience improved connectivity. Also list which modes and jurisdictions will experience improved connectivity.)

- Route 7 (East Market Street)/Battlefield Parkway Interchange will eliminate the last two (2) traffic signals on Route 7 within the Town of Leesburg. The project will improve capacity and reduce congestion. It is in Corridor #1 of the TransAction 2040 Plan, and carries inter-state traffic and intra-state traffic coming from the West and the South to the employment corridors and activity centers in the Dulles area and the Metropolitan region.

19. How will the project improve bicycle and pedestrian travel options? (See #18 above)

20. How will the project improve the management and operation of existing facilities through technology applications? N/A

Note: For items #14 thru #20, please provide reports, data, and other supporting information.

Other Information

21. Please include a signed copy of Board/Council resolutions in support of this application.

- See attached Loudoun County and Town of Leesburg Resolutions.

22. Please confirm that all the ongoing operations costs associated with the project have been secured, and by whom? (If an entity other than the applicant is responsible for operations please describe.) VDOT currently maintains Route 7 and The Town of Leesburg currently maintains Battlefield Parkway.

23. Project Title and ID in the current TIP (or indicate if not included): N/A

24. List internet links to any additional information in support of this project: N/A



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

25. Do you intend to provide photos or other graphics to support your application? - No
(Please submit this information, with the project title in the subject line, to
Camela.Speer@TheNoVaAuthority.org)

26. Point of Contact (name, email, phone)

- **Calvin K. Grow, Transportation Engineer**, cgrow@leesburgva.gov, 703-771-2791
- **Robert Brown**, bbrown@loudouncova.gov, 703-777-0122

27. Signature (name, title, email, phone)

Joe Kroboth, III, PE, LS, Director
Transportation and Capital Infrastructure
Loudoun County, VA
703-771-5107
Joe.Kroboth@Loudoun.Gov

Kaj H. Dentler, Town Manager
Town Of Leesburg
703-771-2700
kdentler@leesburgva.gov

General Instructions:

- The FY2017 Program is a competitive program for NVTVA Regional Revenues. The Authority's project selection process comprises four complementary components: preliminary screening, quantitative score, congestion relief relative to cost, and qualitative considerations.
- Studies are ineligible for the FY2017 Program. (A study is defined as a feasibility study or other conceptual evaluation prior to commencing the preliminary engineering project phase.)
- Deadline for responses is November 30, 2015.
- Applications may be submitted electronically to Keith Jasper at Keith.Jasper@TheNoVaAuthority.org
- Incomplete applications, and applications received after the deadline, will be rejected; however draft applications may be submitted for review by NVTVA staff prior to November 30, 2015.
- Projects included in the adopted FY2017 Program are required to submit a SPA packet to the Authority by no later than six months after adoption of the FY2017 Program, currently scheduled for July 2016. Based on this schedule, the latest Authority meeting to submit SPA packets will be January 2017.
- FY2017 Regional Revenues will be programmed for cash flow purposes based on the order in which SPA packets are executed.
- Projects included in the adopted FY2017 Program are required to submit their first reimbursement request by no later than June 30, 2019.

For assistance please contact Keith Jasper at Keith.Jasper@TheNoVaAuthority.org



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Wednesday, April 15, 2015 at 4:00 p.m.

IN RE: APPLICATION FOR FY2017 NORTHERN VIRGINIA TRANSPORTATION
AUTHORITY REGIONAL (70%) FUNDS

Mr. York moved that the Board of Supervisors direct staff to apply for FY2017 Northern Virginia Transportation Authority Regional funds in the amount of \$37 million and endorse the Route 7 and Battlefield Parkway Interchange as the candidate project.

Seconded by Mr. Buona.

Mr. Reid moved a substitute motion that the Board of Supervisors direct staff to apply for FY2017 Northern Virginia Transportation Authority Regional funds in the amount of \$39 million and endorse the Route 7 and Battlefield Parkway Interchange and the Interchange Justification Report for Route 15 and Battlefield Parkway as the candidate projects.

Seconded by Mr. Delgaudio.

Voting on Mr. Reid's FAILED Substitute Motion: Supervisors Delgaudio, Higgins and Reid -- Yes; Supervisors Buona, Letourneau, Volpe, Williams and York -- No; and Supervisor Clarke - Absent for the Vote.

Voting Chairman York's Original Motion: Supervisors Buona, Higgins, Letourneau, Reid, Volpe, Williams and York -- Yes; Supervisor Delgaudio -- No; Supervisor Clarke -- Absent for the Vote.

DEPUTY CLERK FOR THE LOUDOUN
COUNTY BOARD OF SUPERVISORS

The Town of
**Leesburg,
Virginia**

PRESENTED: October 27, 2015

RESOLUTION NO. 2015-122

ADOPTED: October 27, 2015

A RESOLUTION: REQUESTING VIRGINIA DEPARTMENT OF TRANSPORTATION FUNDING FOR HIGHWAY PROJECTS WITHIN THE TOWN OF LEESBURG IN THE VIRGINIA DEPARTMENT OF TRANSPORTATION SIX-YEAR IMPROVEMENT PLAN FOR FISCAL YEARS 2017-2022

WHEREAS, the Virginia Department of Transportation (VDOT) has requested comments for the preparation of the VDOT Six-Year Improvement Plan for Fiscal Years 2017-2022; and

WHEREAS, VDOT will be conducting a Northern Virginia (NOVA) Transportation Public Meeting at the VDOT District Office, Fairfax, Virginia to gather information regarding funding for urban system and primary system projects in the Northern Virginia Construction District; and

WHEREAS, it is necessary that a request by Council resolution be made for the VDOT Six-Year Improvement Plan for urban system projects; and

WHEREAS, the construction of an interchange at the intersection of the Route 15 Bypass and Edwards Ferry Road will improve safety, decrease congestion and provide a safe pedestrian crossing of the Route 15 Bypass and is in the VDOT Six-Year Improvement Plan as an urban system project; and

WHEREAS, the widening of South King Street from Meade Drive to the southern corporate limits is an important regional project and is in the VDOT Six-Year Improvement Plan as an urban system project; and

WHEREAS, the construction of an interchange at Battlefield Parkway @ Route 7 will greatly reduce congestion on roads within the Town of Leesburg.

A RESOLUTION: REQUESTING VIRGINIA DEPARTMENT OF TRANSPORTATION FUNDING FOR HIGHWAY PROJECTS WITHIN THE TOWN OF LEESBURG IN THE VIRGINIA DEPARTMENT OF TRANSPORTATION SIX-YEAR IMPROVEMENT PLAN FOR FISCAL YEARS 2017-2022

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

SECTION I. VDOT is requested to include and fund the following urban system projects as part of its Six-Year Improvement Plan:

<u>Priority</u>	<u>Project Description</u>
1	Widen South King Street Meade Drive to the southern corporate limits to accommodate a four (4) lane divided travel way
2	Construct Battlefield Parkway from South King Street to Dulles Greenway
3	Sycolin Road Widening – Phase IV
4	Widen Evergreen Mill Road to four (4) lanes from South King Street to Battlefield Parkway

SECTION II. The Town agrees to pay its share of the total costs for preliminary engineering, right-of-way acquisition and construction of these projects in accordance with Section 33.1-44 of the Code of Virginia, as amended, and that, if the Council subsequently elects to stop or cancel any of the projects, the Town hereby agrees to reimburse VDOT for the total amount of the costs expended by VDOT through the date VDOT is notified of such suspension or cancellation.

SECTION III. VDOT is requested to include and fund the following primary system projects as part of its Six-Year Improvement Plan:

1. Construct interchange at Route 15 Bypass and Edwards Ferry Road to replace the intersections at Edwards Ferry Road and Fort Evans Road.
2. Construct interchange at Route 7 and Battlefield Parkway to replace the intersections at Battlefield Parkway and Cardinal Park Drive.

A RESOLUTION: REQUESTING VIRGINIA DEPARTMENT OF TRANSPORTATION FUNDING FOR HIGHWAY PROJECTS WITHIN THE TOWN OF LEESBURG IN THE VIRGINIA DEPARTMENT OF TRANSPORTATION SIX-YEAR IMPROVEMENT PLAN FOR FISCAL YEARS 2017-2022

3. Construct interchange at Route 15 Bypass and Battlefield Parkway.
4. Widen the Route 7/15 Bypass from four (4) to six (6) lanes including the completion of the interchange at Route 15 and the Route 7 Bypass.
5. Widen Route 7 Bypass from South King Street to West Market Street.

SECTION IV. VDOT is requested to include and fund a primary system project to construct an interchange at the intersection of the Route 15 Bypass and Edwards Ferry Road.

1. The 2014 traffic volume is 43,000 vehicles per day. Traffic volumes on the Route 15 Bypass will reach the 2040 Town model prediction of 59,000 vehicles per day sooner than expected.
2. An interchange at this location is a needed project in the TransAction 2040 Northern Virginia Transportation Plan adopted by VDOT and the Northern Virginia Transportation Authority (NVTA).
3. Preliminary concept studies have shown that a modified urban diamond interchange may fit in the space available.
4. The Town has been awarded approximately \$1,000,000 to start the required Interchange Justification Report (IJR) from the NVTA.

SECTION V. VDOT is requested to establish primary system project to construct an interchange at Battlefield Parkway and Route 7 for the following reasons:

1. The 2014 traffic volume on Route 7 is 85,000 average daily trips (ADT). The Town's 2040 prediction is 113,000 ADT.
2. An interchange at this location is included as a needed improvement in the TransAction 2040 Northern Virginia Transportation Plan adopted by VDOT and NVTA.
3. The elimination of all signalized intersections from the Route 7/15 Bypass to Route 28 is part of the VDOT, Loudoun County, and Town of Leesburg Transportation Plans.

**A RESOLUTION: REQUESTING VIRGINIA DEPARTMENT OF TRANSPORTATION
FUNDING FOR HIGHWAY PROJECTS WITHIN THE
TOWN OF LEESBURG IN THE VIRGINIA DEPARTMENT OF
TRANSPORTATION SIX-YEAR IMPROVEMENT PLAN FOR
FISCAL YEARS 2017-2022**

**SECTION VI. VDOT is requested to establish a primary system project to construct an
Interchange at Battlefield Parkway and Route 15 Bypass for the following reasons:**

- 1. The 2014 traffic volume on Route 15 Bypass at Battlefield Parkway is 24,000 average daily trips (ADT).**
- 2. An interchange at this location is included as a needed project in the TransAction 2040 Northern Virginia Transportation Plan adopted by VDOT and NVTA.**
- 3. The elimination of all signalized intersections from the Route 15 Bypass is part of the VDOT, Loudoun County and Town of Leesburg Transportation Plan.**
- 4. This Interchange will provide safe passage for pedestrian traffic across the Route 15 Bypass.**

**SECTION VII. VDOT is requested to widen the Route 7/15 Bypass from four (4) to six
(6) lanes and to complete the interchange at Route 15 and Route 7/15 Bypass for the following
reasons:**

- 1. The 2014 traffic volume on the Route 7/15 Bypass exceed 71,000 vehicles per day.**
- 2. Increasing traffic volumes are causing a decrease in safety and level of service along the Route 7/15 Bypass.**
- 3. The 2014 traffic volume on the Dulles Greenway (Toll Road), which connects to the Route 7/15 Bypass, exceeds 29,000 vehicles per day.**
- 4. Traffic volumes are expected to exceed 103,000 vehicles per day on the Route 7/15 Bypass by 2040 according to Town of Leesburg Traffic Model.**
- 5. VDOT should perform the proper noise studies during the design stage of this project and include the installation of appropriate noise mitigation reduction measures with the construction phase.**

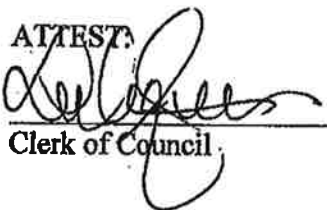
**A RESOLUTION: REQUESTING VIRGINIA DEPARTMENT OF TRANSPORTATION
FUNDING FOR HIGHWAY PROJECTS WITHIN THE
TOWN OF LEESBURG IN THE VIRGINIA DEPARTMENT OF
TRANSPORTATION SIX-YEAR IMPROVEMENT PLAN FOR
FISCAL YEARS 2017-2022**

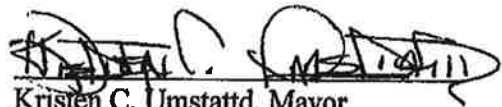
**SECTION VIII. VDOT is requested to establish a primary system project to widen the
Route 7 Bypass from South King Street (Route 15) to West Market Street (Route 7 Business) for
the following reasons:**

- 1. Traffic volumes are increasing annually and are expected to exceed 105,000 vehicles
per day by the year 2040.**
- 2. VDOT should perform the proper noise studies during the design stage of this project
and include the installation of appropriate noise reduction measures with the
construction of this project.**

PASSED this 27th day of October, 2015.

ATTEST:


Clerk of Council


Kristen C. Umstattd, Mayor
Town of Leesburg

0007-253-109

TOWN OF LEESBURG

PROJECT DEVELOPMENT AND DELIVERY SCHEDULE

PROJECT DEVELOPMENT TASK	Year 2015		Year 2016				Year 2017				Year 2018				Year 2019				Year 2020				Year 2021				Year 2022				
	3rd Qtr	4th Qtr	1stQtr	2nd Qtr	3rd Qtr	4th Qtr	1stQtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	
Preliminary Engineering Notice to Proceed (03/16/16)			*																												
Initial Design																															
Traffic Collection/Forecast/Analysis/IJR																															
Alternatives Development																															
Preliminary Alignment/Typicals																															
Preliminary Field Inspection											*																				
Public Information Meeting								*																							
Preliminary Design																															
Refine Alignment/Grades & Refine Hydraulic Design																															
Bridges (Stage I)/Retaining Walls																															
Value Engineering																															
Design Public Hearing															*																
Design Approval																*															
Constructability Reviews											*			*																	
Construction Procurement																															
RFQ Coordination																															
Issue RFQ													*																		
Finding of Public Interest														*																	
RFP Plans/Coordination															*																
Funding Verification														*																	
Issue RFP																*															
Construction - Design / Build																															
Proposal Evaluation and CTB Award																															
D-B Notice to Proceed																		*													
Final Engineering																															
Right of Way																															
Utility Relocation																															
Construction																															
Project Closeout																															



CITY OF FALLS CHURCH

July 6, 2016

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

RE: City of Falls Church Transit Access, Bike-Share Project (November 23, 2015 Application).

Dear Ms. Backmon,

This correspondence serves to supplement the June 21, 2016 Bike-Share 16 stations commitment letter as well as provide the requested information based on the July 1, 2016 NVTAP Planning and Programming Committee (PPC) meeting. As we noted in the June 21st letter, expanding access to transit is a critical part of the City's and the region's transportation efforts. Using a multimodal transportation approach is a cost-effective way to increase the capacity of the regional transportation network.

The two subject areas addressed in this letter are: 1) alternate plan if regional partner agreements for two Bike-Share station locations cannot be formalized, and 2) commitment for operating funding.

Alternate Bike-Share Locations

To best meet the regional congestion relief and network connectivity, 1.5 of the proposed 16 stations are proposed to be near or at the East and West Falls Church metro stations that are just outside of the City's borders. Preliminary discussions have occurred with Arlington and Fairfax counties as well as WMATA but no agreements have been formalized pending this capital grant award and final engineering site design. While we strongly believe we will be successful in developing these partnerships, the City has alternative plans in place to site these on City owned

and/or controlled land. These locations will be consistent with, and retain, the integrity of the HB599 congestion modeling. Alternative options:

- Bike-Share Station closest to East Falls Church Metro Station - relocate bike-share fully into the City boundary near proposed location (at W&OD trail and commuter roads of Great Falls, Lincoln and N. Washington) or onto City owned land at nearby Fire Station. If relocated to the city-owned land there will still be a connection to N. Washington Street (Rt. 29) and the W&OD trail. Additionally, the distance to the metro station will decrease from 1/2 mile to 1/3 mile.
- Bike-Share Station closest to West Falls Church Metro Station - relocate the bike-share onto adjacent city-owned land. Depending if the distance is measured from the physical metro station, parking garage or surface parking lot the distance from the bike-share station to the metro entrance is 1/6 mile to 250' so still very accessible for regional network connectivity.

Commitment for Operating Funding

The Northern Virginia Transportation Commission (NVTC) has formally recommended to the Commonwealth Transportation Board (CTB), per the formal agreement for Transform 66/ Inside the Beltway multi-modal components, \$500,000 operating funds for the City's Transit Access Bike-Share project. While the CTB vote was delayed to July 28, 2016, the City remains confident that these funds will be awarded. These awards are for projects that can be ready on toll day one for mitigation off-sets and Bike-Share is a perfect multi-modal concept to meet this requirement.

Regardless, the City Council and the community remain very committed to delivering this multi-modal/ mode share alternative to cars to reduce congestion as well as traffic diversion from the tolling of Rt. 66 Inside the Beltway. Additionally, I wanted to provide you some context on the dollar amount awarded by NVTC and the City's original request:

- Original request was \$834,000, for three- years of operating funding for 16 stations, which was very conservative and assumed that there would be zero user cost recovery fees or revenues.
- In order to maximize NVTC project awards, we revised the request to \$500,000, still for 3-years of operating funds and 16 stations, which reflects 60% cost recovery and is a lower percentage than neighboring programs are netting.
- The City Council has approved a developer voluntary contribution of actual operating costs, tied to inflation, for the life of the station of up to \$20,000 per year. The voluntary concession also set aside a location for a bike-share station. We expect future similar developer agreements.
- The three years of operating funding will be available for expenditure up to five years after obligation, the grant reimbursement may be 100% operational funding for the first

July 6, 2016
Page 3

year plus and taper down until funding is expended and the City will be permitted to apply for operating funds for Capital Bike Share in future NVTC I-66 Multimodal calls for components.

I hope this information is helpful and responsive to the PPC's request. We appreciate your efforts to fully vet all applications and ensure successful FY17 funding award for our Bike-Share application.

Sincerely,

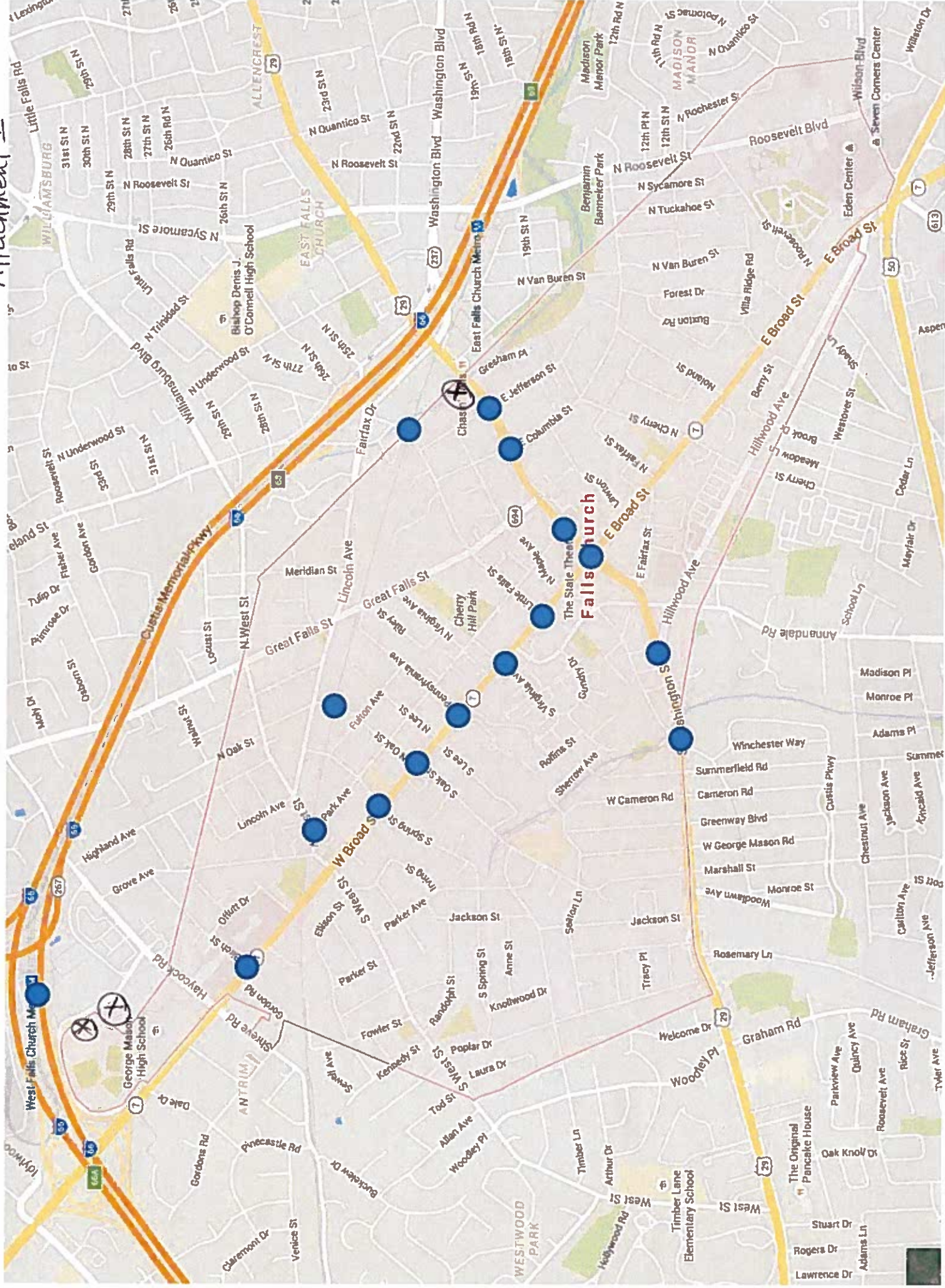
A handwritten signature in black ink, appearing to read "F. Wyatt Shields". The signature is fluid and cursive, with the first name "F. Wyatt" and last name "Shields" clearly distinguishable.

F. Wyatt Shields
City Manager

Attachment: Bike-Share Location map

cc: David Tarter, Mayor
David Snyder, City Council Member and NVTB Board Member
Members of City Council
Cindy Mester, Assistant City Manager
Paul Stoddard, Principal Planner

Attachment 1



Blue = locations per feasibility study
X = potential alternative locations

Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment, & Intersection Improvements

CRRC Ratio Score: 14

NVTA Score: 11

Improvements for Automobiles

- As provided during testimony at the NVTA Public Hearing, approximately 72,000 people come to work in Crystal City every day. Many more pass through Crystal City via auto and transit on their way to their final destination.
- This project will streamline street connections in this employment center, removing and realigning a disorienting one-way street network, improving circulation, and provide more direct connections within Crystal City.
- This project will provide enhanced connectivity needed on the local network to handle the additional vehicles in Crystal City and Pentagon City as a result of the I-395 HOT Lanes conversion. This includes both diversion traffic and additional traffic exiting the HOT facility in Crystal City. Without changes to the existing network, the resulting congestion will affect the intended mitigation benefits of that project and could negatively impact regional mobility.

Transit Connections

- The 12th Street Transitway extension completes a key piece of the Crystal City/Potomac Yard Transitway, providing uninterrupted rapid transit trips that connect Pentagon City and Crystal City to Alexandria to the south and Skyline in Fairfax County to the west.
- The realignment of Clark/Bell Streets will provide faster, more efficient bus service to the Crystal City Metrorail Station.
- These projects together will provide improved transit service and connections to VRE, Metrorail, Metroway, Metrobus, and ART.

Project Status

- Arlington County is in preliminary design on all three components of this project. Arlington anticipates completing design and environmental work by June 2017, per the schedule provided to NVTA and included in the NVTA Project Description Form. This will allow construction to commence on schedule, the bulk of which will occur in FY 2019.

East Falls Church Regional Connections and Access

CRRC Ratio Score: 16

NVTA Score: 8

Improvements for Automobiles

- The addition of a signal at the entrance/exit of the park-and-ride facility will help with peak-hour traffic flow. The new signal will be coordinated to minimize disruption to through traffic, reduce bus congestion, and improve bus operations.

Transit Connections

- The East Falls Church (EFC) Metrorail Station receives approximately 20 trains per hour during peak periods. With the initiation of Silver Line service, it is now a transfer station, which greatly increases its appeal as a bus transfer facility, easing the burden on the over-crowded Ballston Metrorail bus transfer facility for local and regional bus service.
- Transform66 Outside the Beltway contains a number of transit improvements, including enhancements to bus commuter routes that currently service the EFC station. The bus bays at the EFC station are already at capacity. In order for the station to accept enhanced service, which meets many regional multimodal travel needs, the bus capacity at EFC station must be increased by the time Transform66 is completed in FY 2020.

Economic Development

- EFC station provides transit access to the City of Falls Church and eastern portions of Fairfax County, including Seven Corners. The bus bay expansion, signal optimization, and bikeshare expansion is the first step toward capitalizing on this transit asset. Arlington has included in its Capital Improvement Plan a second entrance to the EFC station that will greatly enhance transit access for the City of Falls Church and allow even more bus capacity at the station.
- The Seven Corners Transportation system, outlined in the Fairfax County Comprehensive Plan Amendment for the Seven Corners Community Business Center, proposes a new central transit center and enhanced transit connections providing superior service to the EFC station along Roosevelt Boulevard. The EFC station cannot receive more buses now and in the future without the expansion of the existing bus bays through this project, and the addition of a second entrance to the EFC station in the future.

Project Status

- Arlington County is in preliminary design on this project. Arlington anticipates completing design and environmental work by June 2017, per the schedule provided to NVTA and included in the NVTA Project Description Form. NVTA funding will allow construction to commence on schedule, the bulk of which will occur in FY 2018-2019. The new bus bays would be open in FY 2019, ready to receive additional buses resulting from Transform66 Outside the Beltway.

From: Pierre Holloman [<mailto:Pierre.Holloman@alexandriava.gov>]

Sent: Wednesday, July 06, 2016 7:34 AM

To: Monica Backmon

Cc: Keith Jasper; Sree Nampoothiri; Camela Speer

Subject: Additional Information and Updates in regards to the West End Transitway (WET) Project (NVTa FY2017 Request of \$7M)

Hi Monica,

Per the PPC meeting last Friday, please see the attached schedule for the WET and additional information from the Project Manager below in regards to the WET project. Please let me know if you have any questions.

The West End Transitway project is on schedule, upcoming project milestones include:

- Summer / Fall 2016 – Completion of NEPA and FTA approval
- Summer 2016 – issue RFP for Design-Build Bridging Documents (funded with FY15-16 NVTa funds)
- Summer 2016 – FTA acceptance into Project Development (PD)

Expected use of NVTa's FY15-16 Program Funds for the WET- Design Build Bridging Documents RFP to be advertised in Summer 2016; funding drawdown will be expedited once contract/NTP is issued. Project is advancing with RFP for Design Build Bridging Documents.

Request for FY2017 NVTa Funds - \$7M

- to support the completion of the Design Build Bridging documents (as needed),
- to support refinement of the project finance plan to leverage available funding sources (private developer contributions, FTA, TIGER, state, etc.); necessary to issue the RFP for Construction (Design Build project delivery)
- these funds are anticipated to be used immediately following final drawdown of FY15-16 funds;
- requested FY17 funds and anticipated use of funds fit within current project schedule

Thanks,

Pierre Holloman
Principal Planner
City of Alexandria, Virginia
421 King Street, Suite 300
Alexandria, Virginia 22314
703.746.4080
www.alexandriava.gov

ALEXANDRIA WEST END TRANSITWAY PROJECT

Project Delivery Work Schedule

[illegible]

Alternate Proposed Funding List Presented by Chairman Nohe at the July 14, 2016 Authority Meeting

Proposed FY2017 Program Projects		
Jurisdiction/ Agency	Project Description	Project Funding
Arlington	Lee Highway Corridor ITS Enhancements	\$ 3,000,000
Fairfax	I-66/Route 28 Interchange Improvements	\$ 300,000,000
Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr); VDOT UPC - 99478	
		\$ 10,000,000
Fairfax	Route 28 Widening (PWC Line to Route 29)	\$ 5,000,000
Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29)	\$ 10,000,000
Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Mary's Way)	\$ 11,000,000
Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road)	\$ 10,000,000
Alexandria	Potomac Yard Metrorail Station	\$ 66,000,000
VRE	VRE Manassas Park Station Parking Expansion	\$ 2,000,000
WMATA	Metrorail Blue Line Traction Power Upgrades	\$ 17,443,951
Arlington	Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements	\$ 11,600,000
Leesburg	Route 7 (East Market Street) / Battlefield Parkway Interchange	\$ 20,000,000
Program Total		\$ 466,043,951
Finance Committee Recommended Funding Cap		\$ 475,000,000
Difference		\$ 8,956,049

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 7, 2016

SUBJECT: Draft Revisions to the FY2017 Program First Drawdown Commitment (Policy 17)

- 1. Purpose.** The Northern Virginia Transportation Authority commits financial resources from the Regional Revenue Fund upon project approval. The purpose of Policy 17 – FY2017 Program First Drawdown Commitment, is to provide a mechanism for the Authority to remove financial (funding) commitments for projects in the FY 2017 Program that are not advancing. These funds would be returned to the Regional Revenue Fund for assignment to future projects.

Policy 17 – FY2017 Program First Drawdown Commitment, currently measures project progress based on the timing of an initial request of a drawdown of project costs, by the end of FY2019. Policy 16 – Standard Project Agreement Activation, requires the governing body of a sponsoring entity to execute the Standard Project Agreement (SPA) on a project within six months of NVTa approval of the project. Working together the two policies set project progress milestones at 6 months and three years. The proposed policy revisions intend to further clarify that a project must be active and progressing, between those two milestones, in accord with the project description approved by the Authority and incorporated in the SPA.

- 2. Suggested Motion.** *I move the Authority adopt the revisions to Policy 17 – FY2017 Program First Drawdown Commitment.*

3. Background.

- a. The Authority assigns funding to a project with the clear expectation of progress as outlined in the Project Description/Scope of Work. The SPA provides details of expected utilization of the already obligated funds, specifically the cash flow summary detailed in SPA Appendix B.
- b. For the FY2017 Program, projects will be approved based in part, on a commitment of project readiness.
- c. If a project sponsor is unable to complete project activation or make progress – either due to circumstances within or outside of their control – the best interest of the Authority may be served by cancelling the project and de-obligating the funds.

- d. This policy specifically addresses FY2017 projects that are not advancing in accordance with the approved SPA.
- e. The NVTa funds made available from actions taken under this policy will be returned to the Regional Revenue Fund for future allocation by the Authority.
- f. The draft policy revisions have been reviewed by the NVTa's Governance and Personnel, Finance, Planning and Programming, Technical Advisory, Planning Coordination Advisory, as well as Regional Jurisdiction and Agency Coordinating Committees and Council of Counsel. Committee comments were incorporated into the current proposed draft.

4. Policy Revisions.

- a. The draft revisions are aimed at ensuring that a project sponsor be able to document project activation/progression within six months of an executed SPA.
- b. Project activation/progression will be documented through monthly reports submitted by project sponsors and reported in the Executive Director's monthly report to the Authority.
- c. The existing Policy 17 language calling for a close dialog between the NVTa and the project sponsor to ensure an understanding of any project delays remains unchanged.
- d. The Governance and Personnel, Finance, Planning and Programming Committees recommend Authority approval of the attached Policy 17 revisions.

Coordination:

Governance and Personnel Committee
Finance Committee
Planning and Programming Committee
Technical Advisory Committee
Planning Coordination Advisory Committee
Council of Counsel
Regional Jurisdiction and Agency Coordinating Committee

Attachment:

Policy Number 17 – FY2017 Program First Drawdown Commitment (Draft Revisions)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 17 – FY2017 Program First Drawdown/Project Activation Commitment

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

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III. Responsibilities.

A. Project sponsoring jurisdiction or agency

1. Submittal of first drawdown request by June 30, 2019.
2. Document project activation/progression through monthly updates submitted to NVTa and reported in the Executive Director's monthly report to the Authority.
- ~~2.3~~ Request cancellation of any projects for which the jurisdiction determines the submittal of first drawdown request by June 30, 2019, or project activation/progression within the first six months of an executed SPA is not possible, or request an extension of the deadline. Any request for an extension must include:
 - a. Basis for current delay.
 - b. Action needed to resolve delay.
 - c. Schedule for completion of actions to resolve delay.
 - d. Revised SPA Appendix B.

B. NVTa Executive Director

1. Monitor project progress through requests for reimbursements, submission of project activation/progress reports by project sponsors.
2. Include a report of project status in the Executive Director's monthly report to the Authority. Status reports will be consistent with project progress documented by project sponsors unless otherwise noted.
- ~~4.3~~ Accept requests for project cancellation and forward with recommendation to the Finance Committee prior to referral to Authority with recommendation to accept or reject the request.
- ~~2.4~~ Receive notice from project sponsors of possible delays in submitting first drawdown request or activating/progressing the project by the deadline.
- ~~3.5~~ If no submittal of first drawdown is requested by deadline or no notice of delay received, request information from project sponsor as to reason.
- ~~4.6~~ Request additional information, when required to evaluate project sponsor notice of delay or response to request for information on delay.
- ~~5.7~~ Evaluate requests for extension of time or other accommodation requested by project sponsor.
- ~~6.8~~ Make recommendation to the Finance Committee on action to be referred to the Authority.

Approved by Northern Virginia Transportation Authority: December 10, 2015 ([Add Revision Notation](#))

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman – Finance Committee

DATE: July 8, 2016

SUBJECT: Finance Committee Report for June 16, 2016 Meeting

1. **Purpose:** To provide a report of the monthly activities of the Northern Virginia Transportation Authority Finance Committee.
2. **Background:** The Finance Committee last met on June 16, 2016. The next meeting is scheduled for September 22, 2016. The following summarizes the June 16th meeting:
 - a. **Presentation – PBMares, LLP – Financial Statement Auditing Services.** The purpose of this presentation was to fulfill the Finance Committee's duty as the Authority's Audit Committee, by ensuring there is an open line of communication between the committee and the auditor.
 - b. **Action Items**
 - i. **FY2017 Program Funding Recommendation.**
 1. The Committee reviewed and discussed funding levels for the FY2017 Project Program. Noting the staff report which advised any program funding above the adopted FY2017 Regional Revenue Fund PayGo amount of \$266.7 million will require the use of financing.
 2. The Committee unanimously agreed to a FY2017 funding recommendation of not to exceed \$475 million, which would require approximately \$208 million in project funds to be obtained through the issuance of bonds.
 - ii. **Revisions to Policy 17 – FY2017 Program First Drawdown**
 1. Policy 17 currently measures project progress based on the timing of an initial request of a drawdown of project costs by the end of FY2019. The proposed revisions intend to further clarify that a project must be active and progressing in accord with the project description approved by the Authority and incorporated into the Standard Project Agreement (SPA).
 2. The Committee unanimously agreed to recommend Authority approval of the revisions to Policy 17.

- c. **Monthly Revenue Report.** The Committee received a report on Authority revenues for FY2016 received through May. The Authority's revenues continue to perform well to estimates for FY2016.
- d. **Monthly Operating Budget Report.** The Committee received a report on the Authority FY2016 Operating Budget through May. No changes are expected to the adopted FY2016 Operating Budget.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Foreman, Chairman, Planning Coordination Advisory Committee

DATE: July 8, 2016

SUBJECT: Report from the Planning Coordination Advisory Committee

1. **Purpose.** To inform the Authority on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background.** The PCAC met on June 22, 2016 and was well attended with 8 members present. The Committee discussed the candidate projects for the FY2017 Program and the recommended revisions to Policy 17 - FY2017 Program First Drawdown Commitment. This was the first meeting at which the Committee had an opportunity to discuss these topics, as the PCAC meeting in May was cancelled due to an anticipated lack of a quorum. Consequently, per the NVTa Bylaws, the Committee was unable to undertake a formal action. The following provides a summary of the discussion.
3. **FY2017 Program.** Some of the Town representatives expressed concern regarding funding challenges to implement their projects because their tax bases limit their ability to raise sufficient finance for large transportation infrastructure projects. There is a desire to explore options to address this for the next NVTa funding program. Related to this, there is a need for clarification of VDOT's requirements for projects to be fully funded before they can progress. Some Committee members wanted a better understanding of whether the project selection criteria will be the same for the next funding program. It was noted that, without the I-66/Route 28 project, almost all of the candidate projects could be funded. It was suggested that the funding requirements for this project be scaled back to something more manageable. It was also recommended that NVTa consider the year by year impact of the I-66/Route 28 project on cash flow.
4. **Policy #17.** With regards to the first drawdown (June 30, 2019) or activation within six months of the adoption of the standard project agreement, it was suggested that a minimum threshold be set to ensure meaningful project progress is occurring.
5. **Other.** Members requested that a schedule be developed that enables the PCAC to provide timely and constructive input on the development of Authority's first Six Year Program. The PCAC would like to review the evaluation/project selection criteria in order to make

recommendations for the Six Year Program. This includes a better understanding of the relationship between NVTAs process and the Commonwealth's process, e.g. HB 2 and HB 599. The PCAC supports development of policies to address cost overruns, multi-year project funding, and the extent to which bond finance is used to supplement PayGo revenues.

6. **Next steps.** I envision the PCAC will be engaged in the process to update TransAction, and the development of NVTAs FY2018-23 Six Year Program.

The next meetings of the PCAC are scheduled for 6:30pm on July 27, September 28, and October 26, as needed.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: June 27, 2016

SUBJECT: Report from the Technical Advisory Committee

1. Purpose. To inform the Authority on the recent activities of the Northern Virginia Transportation Authority's Technical Advisory Committee (TAC).

2. Background. The TAC met on June 15, 2016. The Committee received an update on the action and information items of the June 9, 2016 Authority meeting. The Committee was briefed on the Public Hearing held on the FY2017 Program prior to the Authority meeting. The Committee was also briefed on the ongoing public engagement activities and the upcoming modeling activities for the TransAction update.

At its May 18, 2016 meeting, the TAC received a presentation on the interim project evaluations including NVTA quantitative scores, congestion reduction relative to cost (CRRC) ratios, qualitative considerations, cost calculations and staff recommendations. The members reviewed the list and provided their comments to the TAC Chair prior to the June 15, 2016 TAC meeting.

At the June 15, 2016 meeting, the TAC members discussed the member comments and developed project recommendations. The committee decided not to provide any ranking for their recommended projects. The committee also made cautionary notes on two projects.

The TAC recommends that the NVTA funds the following list of projects for the FY2017 Program:

- Lee Highway Corridor ITS Enhancements (\$3,000,000);
- Route 28 Widening – Prince William County line to Route 29 (\$5,000,000);
- VRE Manassas Park Station Parking Expansion (\$2,000,000);
- Route 286 Fairfax County Parkway Widening (\$10,000,000);
- Widen Route 28 to six lanes – Route 234 to Linton Hall Road (\$10,000,000);
- Widen Route 1 to six lanes – Featherstone Road to Marys Way (\$11,000,000);
- Route 7 Widening Phase I (\$10,000,000);
- Potomac Yard Metrorail Station (\$66,000,000);

- I-66/Route 28 Interchange Improvements (\$300,000,000) (Note: TAC members have reservations about using NVTa regional revenues for a project that is part of the Interstate system. The members pointed out that the Federal government and the State should invest in it. Also, the transit and other components that are expected to be part of the Transform 66 project are not clear yet);
- Metrorail Blue Line Traction Power Upgrades (\$17,443,951) (Note: The Federal Transit Administration (FTA) has given a directive to the WMATA regarding reducing the power drawdown, through less number of cars, less frequency, or slower trains, until safety issues are resolved. The impact of this directive on the schedule of 8-car train deployment and the need for power upgrades is not clear yet).

3. Next steps. We will continue to be engaged with the TransAction update and provide technical input and advice as needed. The next meeting of the Technical Advisory Committee is scheduled for August 17, 2016, 7:00PM at the NVTa offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 8, 2016

SUBJECT: Monthly Revenue Report

1. **Purpose:** Monthly report of revenue receipts and 30% funds distribution to member localities.
2. **Background:** The attached reports reflect funding received through May 2016.
3. **Comments:**
 - a. **FY 2016 Revenues (Attachment A)**
 - i. The Authority has received approximately \$234.1 million through the May 2016 transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through May show a 22.63% positive variance in Grantors Tax, a 2.05% positive variance in Sales Tax and a 1.38% positive variance in Transient Occupancy Tax compared to the adopted revenue estimates.
 - iii. Overall revenue receipts are tracking at 4.58% above estimate. No changes to the FY2016 revenue estimates are recommended at this time.
 - b. **FY 2016 Distribution to localities (Attachment B)**
 - i. All jurisdictions have completed the HB2313 required annual certification process to receive FY2016 30% funds.
 - ii. Of the \$234.1 million received by the Authority for FY2016, approximately \$70.2 million represents 30% local funds of which \$70.2 million has been distributed.
 - c. **FY2014 to FY2016 Year over Year Revenue Comparison (Attachment C).**
 - i. This chart reflects a month to month comparison of revenue by tax type and a year to year comparison of total revenues received through May 2016.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTa Estimates, Through May 2016
- B. FY2016 30% Distribution by Jurisdiction, through May 2016
- C. Month to Month Comparison By Tax Type and YTD Receipts for May 2016, 2015 and 2014

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

Grantors Tax			Received		NVTA		Projected Variance
Transaction Months	10		To Date	Annualized	FY 2016 Budget	Annualized - Actual To Budget	
City of Alexandria		\$	2,923,422	\$ 3,508,106	\$ 3,226,950	\$ 281,156	
Arlington County		\$	4,176,751	\$ 5,012,102	\$ 4,574,287	\$ 437,815	
City of Fairfax		\$	309,537	\$ 371,444	\$ 292,916	\$ 78,528	
Fairfax County		\$	16,378,239	\$ 19,653,886	\$ 15,169,980	\$ 4,483,906	
City of Falls Church		\$	181,282	\$ 217,539	\$ 265,235	\$ (47,696)	
Loudoun County		\$	7,778,859	\$ 9,334,631	\$ 8,635,320	\$ 699,311	
City of Manassas		\$	488,496	\$ 586,196	\$ 274,904	\$ 311,292	
City of Manassas Park		\$	134,910	\$ 161,892	\$ 150,781	\$ 11,111	
Prince William County		\$	5,646,128	\$ 6,775,353	\$ 4,612,105	\$ 2,163,248	
Total Grantors Tax Revenue		\$	38,017,624	\$ 45,621,149	\$ 37,202,478	\$ 8,418,671	22.63%
Regional Sales Tax*			Received		FY 2016		Projected Variance
Transaction Months	9		To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria		\$	11,194,487	\$ 14,925,982	\$ 15,039,910	\$ (113,928)	
Arlington County		\$	17,745,905	\$ 23,661,207	\$ 23,984,390	\$ (323,183)	
City of Fairfax		\$	5,248,417	\$ 6,997,889	\$ 6,626,350	\$ 371,539	
Fairfax County		\$	79,335,773	\$ 105,781,030	\$ 103,110,900	\$ 2,670,130	
City of Falls Church		\$	1,704,380	\$ 2,272,506	\$ 2,532,963	\$ (260,457)	
Loudoun County		\$	33,073,738	\$ 44,098,317	\$ 40,887,720	\$ 3,210,597	
City of Manassas		\$	3,534,101	\$ 4,712,134	\$ 4,684,053	\$ 28,081	
City of Manassas Park		\$	940,210	\$ 1,253,613	\$ 943,681	\$ 309,932	
Prince William County		\$	25,370,593	\$ 33,827,458	\$ 34,946,852	\$ (1,119,394)	
Total Sales Tax Revenue*		\$	178,147,602	\$ 237,530,136	\$ 232,756,819	\$ 4,773,317	2.05%
Transient Occupancy Tax (TOT)			Received		FY 2016		Projected Variance
Transaction Months			To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria	Months	9.00	\$ 2,033,001	\$ 2,710,668	\$ 3,397,640	\$ (686,972)	
Arlington County	Months	9.00	\$ 6,518,654	\$ 8,691,538	\$ 8,890,830	\$ (199,292)	
City of Fairfax	Quarters	3.00	\$ 282,023	\$ 376,031	\$ 354,803	\$ 21,228	
Fairfax County	Quarters	2.33	\$ 5,510,557	\$ 9,460,184	\$ 9,234,774	\$ 225,410	
City of Falls Church	Months	9.00	\$ 104,759	\$ 139,678	\$ 145,473	\$ (5,795)	
Loudoun County	Quarters	3.00	\$ 2,323,385	\$ 3,097,847	\$ 2,040,200	\$ 1,057,647	
City of Manassas	Months	9.00	\$ 40,977	\$ 54,636	\$ 79,732	\$ (25,096)	
City of Manassas Park	n/a		\$ -		\$ -	\$ -	
Prince William County	Quarters	3.00	\$ 1,091,238	\$ 1,454,984	\$ 1,488,946	\$ (33,962)	
Total TOT Revenue			17,904,594	25,985,567	\$ 25,632,398	353,169	1.38%
Total Revenue Received			\$ 234,069,821	\$ 309,136,852	\$ 295,591,695	\$ 13,545,157	4.58%
			\$ 234,069,821				

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

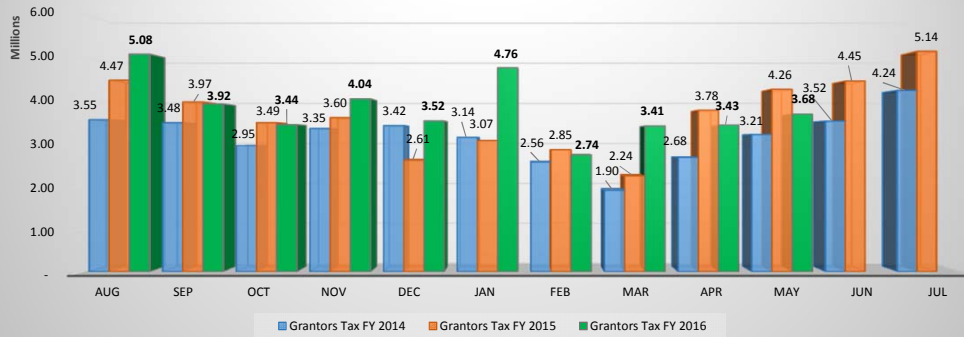
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY 2016 30% DISTRIBUTION BY JURISDICTION

Based on: Receipts through May 2016

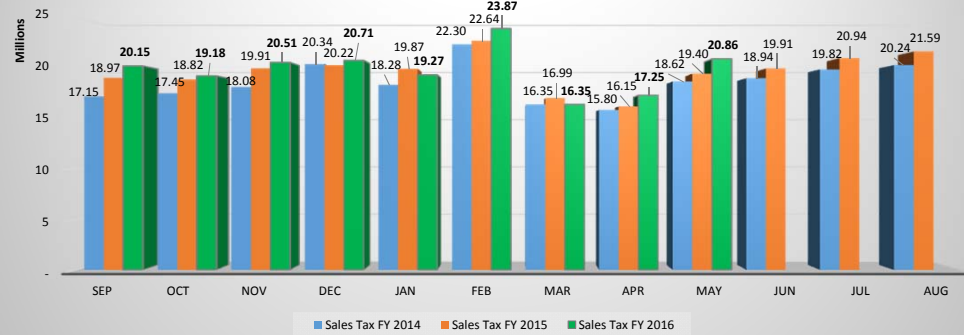
Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Total	30% Funds	Accrued Interest (3)	Prior Distributions	Current Month Distribution	Total Funds Transferred
							(+)			
City of Alexandria	\$ 2,923,422.00	\$ 11,194,486.65	\$ 2,033,001.34	\$ 6,230.05	\$ 16,157,140.04	\$ 4,847,142.01	622.07	\$ 4,281,543.95	\$ 566,220.13	\$ 4,847,764.08
Arlington County	\$ 4,176,751.45	\$ 17,745,904.90	\$ 6,518,653.76	\$ 10,871.03	\$ 28,452,181.14	\$ 8,535,654.34	1,066.41	\$ 7,464,407.61	\$ 1,072,313.14	\$ 8,536,720.75
City of Fairfax	\$ 309,536.85	\$ 5,248,416.82	\$ 282,022.99	\$ 2,308.90	\$ 5,842,285.56	\$ 1,752,685.67	266.60	\$ 1,585,226.72	\$ 167,725.55	\$ 1,752,952.27
Fairfax County	\$ 16,378,238.71	\$ 79,335,772.86	\$ 5,510,557.26	\$ 40,099.35	\$ 101,264,668.18	\$ 30,379,400.45	3,732.43	\$ 27,110,669.05	\$ 3,272,463.83	\$ 30,383,132.88
City of Falls Church	\$ 181,282.10	\$ 1,704,379.68	\$ 104,758.77	\$ 784.69	\$ 1,991,205.24	\$ 597,361.57	88.87	\$ 526,010.31	\$ 71,440.13	\$ 597,450.44
Loudoun County	\$ 7,778,859.09	\$ 33,073,737.67	\$ 2,323,385.23	\$ 16,395.50	\$ 43,192,377.49	\$ 12,957,713.25	1,599.62	\$ 11,349,802.62	\$ 1,609,510.25	\$ 12,959,312.87
City of Manassas	\$ 488,496.45	\$ 3,534,100.86	\$ 40,976.73	\$ 1,593.19	\$ 4,065,167.23	\$ 1,219,550.17	177.74	\$ 1,080,053.96	\$ 139,673.95	\$ 1,219,727.91
City of Manassas Park	\$ 134,909.65	\$ 940,209.73	\$ -	\$ 413.75	\$ 1,075,533.13	\$ 322,659.94	88.87	\$ 282,393.49	\$ 40,355.32	\$ 322,748.81
Prince William County	\$ 5,646,127.65	\$ 25,370,593.17	\$ 1,091,238.34	\$ 12,416.26	\$ 32,120,375.42	\$ 9,636,112.63	1,244.15	\$ 8,523,822.07	\$ 1,113,534.71	\$ 9,637,356.78
Total Revenue	\$ 38,017,623.95	\$ 178,147,602.34	\$ 17,904,594.42	\$ 91,112.72	\$ 234,160,933.43	\$ 70,248,280.03	\$ 8,886.76	\$ 62,203,929.78	\$ 8,053,237.01	\$ 70,257,166.79
1 Net of Dept. of Taxation Fees										
2 County TOT includes any town collections						70,257,166.79				
3 Interest earned through 4/30/2016										

May 2016

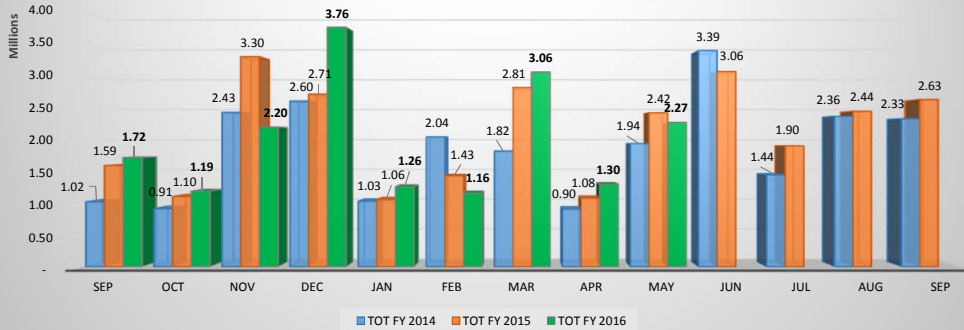
Grantors Tax (month received)



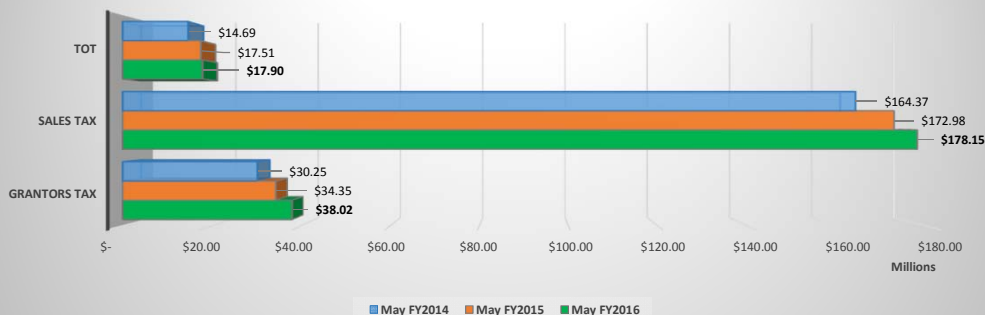
Sales Tax (month received)



Transient Occupancy Tax (month received)



YTD Receipt Comparison May FY2014, FY2015 & FY2016



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 8, 2016

SUBJECT: NVTa Operating Budget

1. **Purpose:** To update the Authority on the NVTa Operating Budget for FY2016.
2. **Background:** The NVTa operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2016 operating budget.
3. **Comments:**
 - a. Operating revenue is at 100% of estimate.
 - b. May 2016 represents 92% of the fiscal year. Through May 2016, the Authority has utilized 79% of its adjusted expenditure budget.
 - c. No further change are expected to the Operating Budget at this time.

Attachment: FY2016 Operating Budget through May 31, 2016

06/02/16
12:53:03

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 5 / 16

XI. ATTACHMENT

Page: 1 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
Revenue						
330100	Contribution Member Jurisdiction		1,100,262.02	1,100,264.00	-1.98	100
						100
	Total Revenue	0.00	1,100,262.02	1,100,264.00	-1.98	100
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	53,429.38	625,670.12	678,632.00	52,961.88	92
130	Health & Dental Benefits	6,024.08	72,288.96	82,752.00	10,463.04	87
131	Payroll Taxes	3,943.20	42,210.75	53,279.00	11,068.25	79
132	Retirement VRS	7,871.36	44,729.80	50,542.00	5,812.20	89
133	Life Insurance	1,377.56	7,446.44	8,076.00	629.56	92
134	Flex Spending/Dependent Care	26.25	351.25	478.00	126.75	73
135	Workers Comp		789.00	747.00	-42.00	106
137	Disability Insurance	446.75	9,540.93	13,573.00	4,032.07	70
	Total Account	73,118.58	803,027.25	888,079.00	85,051.75	90
420000	Professional Services					
210	Audit & Accounting Services		20,000.00	27,500.00	7,500.00	73
220	Bank Service	134.02	134.02	750.00	615.98	18
230	Insurance		3,759.00	3,900.00	141.00	96
240	Payroll Services	119.31	997.78	1,300.00	302.22	77
250	TransAction Update Outreach		502.13	46,200.00	45,697.87	1
260	Public Outreach		8,961.97	46,300.00	37,338.03	19
261	Legal/Bond Council Services			50,000.00	50,000.00	
262	Financial Services		54,000.00	72,000.00	18,000.00	75
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
	Total Account	253.33	91,042.40	250,650.00	159,607.60	36
430000	Technology/Communication					
310	Acctg & Financial Report System	4,760.00	4,760.00	12,000.00	7,240.00	40
320	HW SW & Peripheral Purchase		555.99	4,000.00	3,444.01	14
330	IT Support Svc Incl Hosting	929.00	10,797.93	10,420.00	-377.93	104
340	Phone Service	440.91	5,039.02	7,680.00	2,640.98	66
350	Web Develop & Hosting	1.00	21,470.00	38,920.00	17,450.00	55
	Total Account	6,130.91	42,622.94	73,020.00	30,397.06	58
440000	Administrative Expenses					
410	Advertisement	516.00	911.00	1,500.00	589.00	61
411	Dues & Subscriptions		1,602.00	3,000.00	1,398.00	53
412	Duplication & Printing		8,619.28	17,000.00	8,380.72	51
413	Furniture & Fixture			1,500.00	1,500.00	
414	Meeting Expenses	8.25	7,688.46	3,600.00	-4,088.46	214
415	Mileage/Transportation	18.00	3,622.40	7,200.00	3,577.60	50
416	Misc Exp		5,762.57		-5,762.57	

06/02/16
12:53:03

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 5 / 16

Page: 2 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
417	Office Lease	8,680.25	103,615.52	93,900.00	-9,715.52	110
418	Office Supplies	296.62	1,965.27	10,000.00	8,034.73	20
419	Postage & Delivery	12.50	485.59	600.00	114.41	81
420	Professional Develop & Training		3,919.99	9,750.00	5,830.01	40
421	Industry Conferences		3,065.52	3,000.00	-65.52	102
	Total Account	9,531.62	141,257.60	151,050.00	9,792.40	94
	Total Expenses	89,034.44	1,077,950.19	1,362,799.00	284,848.81	79
	Net Income from Operations	-89,034.44	22,311.83			
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			247,619.00	247,619.00	
	Total Account			247,619.00	247,619.00	
	Total Other Expenses	0.00	0.00	247,619.00	247,619.00	
	Net Income	-89,034.44	22,311.83			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: July 7, 2016

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **TransAction Update Work-Sessions and Pop Ups:** The first round of Work-sessions and Pop-Up events for the update to TransAction have been concluded. The consultant team is preparing a summary of the feedback heard at these events. This data will be shared with the Authority.
3. **NVTA Strategic Plan:** As a follow up to the work sessions with the Authority in April 11, 2016, and the Regional Jurisdiction and Agency Coordinating Committee (RJACC) on May 26 and July 7, 2016, on the development of the Authority's first Five-Year Strategic Plan, the draft Vision and Goals will be presented to the Authority for review, discussion and adoption at the September 8, 2016 NVTA meeting. At this time, it is anticipated that the draft Strategic Plan will be presented to the Authority in October for adoption.
4. **NVTA Regional Revenue Funded Projects Impact on the Region:** At the September 8, 2016, NVTA meeting, NVTA staff will present an assessment of the impacts of projects funded with NVTA regional revenues.
5. **NVTA Standing Committee Meetings:**
 - a. **Finance Committee:** The NVTA Finance Committee scheduled for Thursday, July 21, 2016 at 1:00pm has been CANCELLED. The next meeting is scheduled for September 22, 2016 at 1:00pm.
6. **NVTA Statutory Committee Meetings:**
 - a. **Planning Coordination Advisory Committee:** The PCAC will meet on Thursday, July 28, 2016 at 6:30pm.
 - b. **Technical Advisory Committee:** The TAC meeting schedule for Wednesday, July 20, 2016 at 7pm has been CANCELLED. The next meeting is scheduled for August 17, 2016 at 1:00pm.

Attachments:

- A.** Approval of Fairfax County CMAQ/RSTP Reallocation Request
- B.** FY2014-2016 NVTA Regional Projects Status

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: July 7, 2016

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for Fairfax County

- 1. Purpose:** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of CMAQ Reallocation Request for Fairfax County.
- 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 (RJACC).

On June 28, 2016, Fairfax County requested the following reallocations:

- \$2,327,000 in FY 2018-2020 CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to Implementation of Route 1 Multimodal Alternatives Analysis Project (UPC 106921). The Columbia Pike Streetcar Project has been cancelled.
- \$122,429 in surplus CMAQ funds from Bus Shelter Projects (\$44,705 from UPC 61212, \$10,516 from UPC 65841, \$29,870 from UPC 60879, and \$37,338 from UPC 61217) to the Route 1 Multimodal Alternatives Analysis Project (UPC 106921).

The RJACC approved these requests on June 30, 2016.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from Fairfax County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

July 14, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County.

Dear Ms. Cuervo:

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).

On June 28, 2016, Fairfax County requested the following reallocations:

- \$2,327,000 in FY 2018-2020 CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to Implementation of Route 1 Multimodal Alternatives Analysis Project (UPC 106921). The Columbia Pike Streetcar Project has been cancelled.
- \$122,429 in surplus CMAQ funds from Bus Shelter Projects (\$44,705 from UPC 61212, \$10,516 from UPC 65841, \$29,870 from UPC 60879, and \$37,338 from UPC 61217) to the Route 1 Multimodal Alternatives Analysis Project (UPC 106921).

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on June 30, 2016, and the NVTA was informed at their July 14, 2016, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)



County of Fairfax, Virginia

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

June 28, 2016

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds

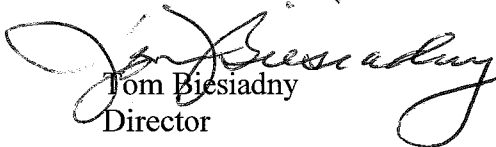
Dear Ms. Dominguez:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority to transfer the following CMAQ funds:

- \$2,327,000 in FY 2018-20 CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to Implementation of Rte 1 Multimodal Alternatives Analysis Project (UPC 106921), which is estimated at \$600 million. The Columbia Pike Streetcar project was cancelled by Arlington County.
- \$122,429 in surplus CMAQ funds from Bus Shelter Projects (UPC: 61212, 65841, 60879, and 61217) that need to be closed, to the same Implementation of Rte 1 Multimodal Alternatives Analysis Project (UPC 106921)

If you have any questions or concerns about this request please contact Brent Riddle at (703) 877-5659.

Sincerely,


Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Michael Guarino, FCDOT
Brent Riddle, FCDOT
Heather Zhan, FCDOT
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

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



CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 6/28/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

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

\$2,327,000

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 NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
100471	Columbia Pike Streetcar Project	CMAQ	N	FY 18-20	\$2,327,000.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					

TOTAL OF TRANSFER

\$2,327,000.00

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 6/28/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

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

\$2,327,000

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)
61212	Bus Shelter Project	CMAQ	Y		\$44,705.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					
65841	Bus Shelter Project	CMAQ	Y		\$10,516.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					
60879	Bus Shelter Project	CMAQ	Y		\$29,870.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					
61217	Bus Shelter Project	CMAQ	Y		\$37,338.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					

TOTAL OF TRANSFER \$122,429.00

Attach Signed Request of Transfer Letter



NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 Nov 2016, with construction expected to be under way in early 2017. Contract amendment for administration contract going to the County Board in July 2016. Construction Management contract anticipated to go before County Board in Sept. 2016.	Spring 2019	Spring 2019
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 fall 2016.	Start of construction in Fall 2017	Start of construction in Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping will be completed in January 2017 at the same time as an adjacent County project. Lighting and signage also needs to be completed.	January 2017	January 2017
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 summer 2016.	Start of construction in winter 2019	Summer 2018
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 began in January 2016. Communication upgrade underway.	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	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
	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	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
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 employee parking lot is complete; FCDOT took possession on June 16, 2016. Utilities and foundation work for the Maintenance Building are ongoing. Materials are ordered for the administration building expansion; and, demolition on the conference room for the new office space has started.	July 2017	July 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Design: Notice to Proceed (NTP) issued to consultant mid-January 2016, 15% plans received on 6/1/16 and are being reviewed. Comment resolution meeting to follow. Survey: Substantial completion on 5/15/16. Environmental: NTP issued late-February 2016 for PEI, received Preliminary Environmental Inventory on 5/1/16. Traffic: NTP issued mid-March 2016, counts completed in May 2016, modeling complete in September 2016. Utility Designation: Designation estimate was provided in September 2015. NTP given to consultant in March 2016. Utility designation survey completed in May 2016.	2020	February 2018
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	VDOT has the final RFP for a design consultant, and planning to advertise the project in July 2016.	2020	2018
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 is 20% completed. Staff met with elected officials to discuss the typical section. Public Information Meeting (PIM) was held on June 22, 2016.	2018	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	VDOT is administering this project and the design contract has been finalized with NTP issued by VDOT to the consultant on March 21, 2016. The County will meet with VDOT July 12, 2016, to discuss pedestrian and bicycle facilities. A project scoping/kickoff meeting was held on April 13, 2016 and IMR Framework Document Meeting was held on April 26, 2016. Data collection and IMR development are underway with the delivery of the Draft IMR and Final IMR scheduled in September, 2016 and February, 2017, respectively. Design approval anticipated in early 2018.	2022-2023	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	Project is administered by VDOT and currently is in the very early stage of project development. Consultant has been selected. The scope and fee proposal has been negotiated and NTP issued on June 30, 2016. VDOT has also initiated survey of the corridor and the development of the NEPA document. Survey data is expected to be available by July 2016. Environmental document development is under way. The first citizen information meeting for the environmental document is anticipated to happen in early fall 2016.	2025	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Construction of new bridge in between two existing Route-7 bridges over DTR and utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Final design for the roadway is underway; anticipating ROW acquisition soon.	Spring 2018	Spring 2017
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 for the acquisition.	Acquisition of land anticipated by Summer 2016.	Summer 2016
Loudoun County	LC Transit Buses (2 buses) – New transit buses to introduce Silver Line connecting service.	\$880,000 (FY2014)	Asset Acquisition	Buses are deployed, NVTA Ribbon cutting held on May 24, 2016. Final invoice is expected to be submitted soon.	Completed in May 2016.	Completed in May 2016
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. Final ROW plans were approved on April 25, 2016. Design and ROW to be completed by Spring 2016 and construction to begin in late 2016. Coordinating with property owners who have approved land development applications along this segment. The next phases of the project include approval of the construction plans and right-of-way acquisition.	December 2018	December 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 was held on 6/23/2015. 60% design plans were submitted on 6/29/2015. Currently coordinating utility relocation with utility companies; 90% design plans were submitted to B&D and VDOT on April 6, 2016. The next phase of this project will be submission of the dedication and easement plats.	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

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. Ongoing activities: clearing along the project limits (5.5 miles) with the exception of the area adjacent to the National Oceanographic Atmospheric Administration (NOAA); easement documents were sent to NOAA; construction of the emergency spillway at the Horsepen Dam; construction of piers for the bridge over the dam; excavation for some of the storm water management ponds.	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. NEPA is ongoing. Advancing plans to Public Hearing Level.	Construction advertisement July 2018.	Design October 2017.

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 Plans were submitted to VDOT in Nov 2015. Construction to begin in January 2017. There are approximately 73 parcels impacted with 17 properties with possible major impacts, 10 parcels with total takes, and 7 probable total takes. Over 75 people attended the citizen information meeting held on March 23. Design public hearing to be held in September 2016.	May 2021	May 2021
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 complete. Utility relocation to be completed by fall 2016. All utilities, plans and estimates have been approved. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project.	December 2018	December 2018
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	Scoping documentation began in early 2016 and construction to start in May 2018. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project.	May 2020	May 2020

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	Consultant (JMT) has been procured. Staff will begin steering committee planning in August.	Location study (phase 1 of the overall study) to be completed early by 2017	Location study (phase 1 of the overall study) to be completed by early 2017
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Final Environmental Impact Statement has been released. Records of Decision expected in Summer 2016.	Expected to open by year-end 2020.	2017
	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	Conceptual design of the station began in Fall 2015. Design-build package being prepared for advertisement of the contract by WMATA in Summer 2016.	2020	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	Preconstruction meeting was held on June 16, 2016. Notice to proceed was given to Russell Gage Corporation on June 16, 2016. Contractor is currently preparing schedule and submittals for review. Contractor anticipates breaking ground at first shelter in September.	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	Committee evaluated the RFP responses and is in process of preparing the letter of recommendation for selection of design consultant. Design will begin in Summer of 2016 and project is expected to be completed by Summer 2017.	Summer 2017	Summer 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	Committee evaluated the RFP responses and is in the process of preparing the letter of recommendation for selection of design consultant. Design will begin in Summer 2016 and project is expected to be completed by Summer 2017. City is working with DASH and NVTA to determine approximate cost of upgrading hardware and software on DASH buses.	Summer 2017	Summer 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	Final invoice documentation for NVTA has been completed. Project has been closed out.	Completed in May 2016	Completed in May 2016
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 late Summer 2016. RFP for project design (bridging documents) is anticipated to be advertised late Summer 2016.	2021	2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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. Project is currently out to bid. Construction is expected to commence in summer 2016.	2018	2018
	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. Project is currently out to bid. Construction is expected to commence in summer 2016.	2018	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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 began in 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	Project completed. NVTA Ribbon Cutting held on June 6, 2016.	Completed in June 2016	Completed in June 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	Construction of four shelters began in March. Easement acquisition is on-going with construction of the shelters in summer of 2016.	Summer 2016	Summer 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	90% design completed. Final plans anticipated August 2016. Finalizing utility undergrounding plans.	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	90% design completed. Final plans anticipated August 2016. Coordinating easement needs with Arlington County, anticipated completion July 2016.	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	PE phase is ongoing. PE plans at 75%. Design Public Hearing Scheduled for July 27, 2016, 8500 Public Works Drive, Manassas 6-8pm.	October 2019	October 2019

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	The conceptual plan is being finalized. The project is being reviewed for potential phasing to accommodate full funding requests.	FY2025	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 2017.	Early 2017
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)	Construction	Procurement approved and awarded in February 2015. Project is in design.	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	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
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	VDOT's Environmental review completed and Preliminary Field Inspection completed. 35% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing scheduled for October 27, 2016.	2021	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	Interchange Justification Report Traffic Framework document is currently under review with the VDOT Central Office. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Design approval expected in Summer 2017.	June 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	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	Interchange Justification Report Traffic Framework document currently under review with the VDOT Central Office. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Design approval expected in Summer 2017.	
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	Kickoff meeting held on 3/29/16. Traffic Modeling coordination meeting held on 4/8/16. Interchange Justification Report Traffic Framework document is being prepared. The design consultant is developing / considering different interchange configurations to evaluate once the travel demand forecasting model is ready. The consultant has provided an updated schedule.	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	Public meetings were held on June 6, 8, and 14. Commission approved the recommendations at the July 7, 2016 meeting. Final report will be completed soon after.	Expected completion July 2016.	July 2016.
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	Building Permit was approved by Prince William County on 2/5/2016.	Winter 2017	Winter 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	ROW acquisition, storm water installation, clearing, and grubbing are complete. Completed panel installation, electric conduit and light pole bases, and backfill at the MSE wall between Sterling Blvd and Route 606; dual box culvert extension at Sterling Blvd; guardrail installation north of Sterling Blvd; overhead signs #18 and #19; footings for Overhead Signs #14, #15, #16, and #17. Work currently underway includes installation of the base asphalt for the added travel lane, construction of added travel lane 50% complete, and applicable earth work. Shoulder construction from RT606 to Innovation Ave will likely be delayed till fall.	Summer 2017	Summer 2017
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	ROW acquisition and clearing within existing ROW are complete. Construction of double box culvert extension south of Dulles Toll Road is complete. Excavation and grading works going on. Roadway work pending MWAA permit.	Summer 2017	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Clearing within existing ROW is complete. Work in progress to widen the Horsepen Bridge. Roadway construction between Frying Pan Road and the Dulles Toll Road is ongoing. Excavation for roadway construction between Frying Pan and DTR underway. Installation of drainage items between McLearen and Frying Pan planned for next month. Final slope grading will likely be delayed till fall.	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	Received 60% design plans, specifications and Basis of Design Report. Expect agency comments by mid-July. Received 60% cost estimate which increased the overall project cost. Have a shortfall for design and construction funding.	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	2 nd round of stakeholder and community meetings were held in April 2016 to present preliminary alternatives under consideration for station locations, equipment storage and maintenance facility location, and service plans, as well as share preliminary ridership and cost estimates. More detailed station planning concepts are under development for a subset of the station alternatives presented. Ridership and cost estimates are also being refined.	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	RFP for PE issued May 6, 2016. NTP anticipated August, 2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than summer 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	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. Kickoff scheduled for early July 2016.	Fall 2017	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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	RFP for PE issued May 6, 2016. NTP anticipated August, 2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than summer 2019.	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	RFP for PE issued May 6, 2016. NTP anticipated August, 2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2019.	Summer 2019	Summer 2019
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 by CSXT to begin in July 2016 and construction in January 2017. All work to be done by CSXT forces.	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	VRE Operations Board authorized RFP for consultant services in February 2016. RFP under development. Contract award estimated September 2016.	Fall 2017	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
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.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Lowest bidder documentation is under review and award is anticipated mid May 2016.	Projected Contract Close-out September 2017	July 2017

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: July 7, 2016

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for Fairfax County

- 1. Purpose:** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of CMAQ Reallocation Request for Fairfax County.
- 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 (RJACC).

On June 28, 2016, Fairfax County requested the following reallocations:

- \$2,327,000 in FY 2018-2020 CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to Implementation of Route 1 Multimodal Alternatives Analysis Project (UPC 106921). The Columbia Pike Streetcar Project has been cancelled.
- \$122,429 in surplus CMAQ funds from Bus Shelter Projects (\$44,705 from UPC 61212, \$10,516 from UPC 65841, \$29,870 from UPC 60879, and \$37,338 from UPC 61217) to the Route 1 Multimodal Alternatives Analysis Project (UPC 106921).

The RJACC approved these requests on June 30, 2016.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from Fairfax County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

July 14, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County.

Dear Ms. Cuervo:

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).

On June 28, 2016, Fairfax County requested the following reallocations:

- \$2,327,000 in FY 2018-2020 CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to Implementation of Route 1 Multimodal Alternatives Analysis Project (UPC 106921). The Columbia Pike Streetcar Project has been cancelled.
- \$122,429 in surplus CMAQ funds from Bus Shelter Projects (\$44,705 from UPC 61212, \$10,516 from UPC 65841, \$29,870 from UPC 60879, and \$37,338 from UPC 61217) to the Route 1 Multimodal Alternatives Analysis Project (UPC 106921).

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on June 30, 2016, and the NVTA was informed at their July 14, 2016, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)



County of Fairfax, Virginia

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

June 28, 2016

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds

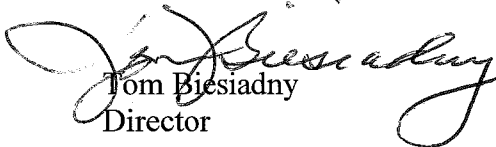
Dear Ms. Dominguez:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority to transfer the following CMAQ funds:

- \$2,327,000 in FY 2018-20 CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to Implementation of Rte 1 Multimodal Alternatives Analysis Project (UPC 106921), which is estimated at \$600 million. The Columbia Pike Streetcar project was cancelled by Arlington County.
- \$122,429 in surplus CMAQ funds from Bus Shelter Projects (UPC: 61212, 65841, 60879, and 61217) that need to be closed, to the same Implementation of Rte 1 Multimodal Alternatives Analysis Project (UPC 106921)

If you have any questions or concerns about this request please contact Brent Riddle at (703) 877-5659.

Sincerely,


Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Michael Guarino, FCDOT
Brent Riddle, FCDOT
Heather Zhan, FCDOT
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

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



CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 6/28/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

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

\$2,327,000

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 NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
100471	Columbia Pike Streetcar Project	CMAQ	N	FY 18-20	\$2,327,000.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					

TOTAL OF TRANSFER

\$2,327,000.00

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 6/28/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

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

\$2,327,000

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)
61212	Bus Shelter Project	CMAQ	Y		\$44,705.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					
65841	Bus Shelter Project	CMAQ	Y		\$10,516.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					
60879	Bus Shelter Project	CMAQ	Y		\$29,870.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					
61217	Bus Shelter Project	CMAQ	Y		\$37,338.00	106921	Route 1 - Bus Rapid Transit Related Improvements	Y					

TOTAL OF TRANSFER \$122,429.00

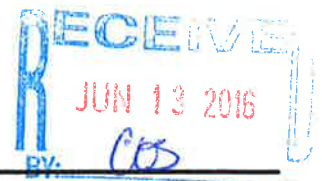
Attach Signed Request of Transfer Letter

Correspondence Section



County of Fairfax, Virginia

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



June 6, 2016

Ms. Halie Stannard
Environmental Specialist
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

RE: Environmental Scoping Comments
Transform I-66 Inside the Beltway – Eastbound Widening
VDOT Project 0066-96A-417, P101, R201, C501 (UPC 108424)

Dear Ms. Stannard:

On behalf of Fairfax County staff, I am writing to you in response to your recent letter to Chairman Martin Nohe of the Northern Virginia Transportation Authority, with a copy to Sharon Bulova, Chairman of the Fairfax County Board of Supervisors, requesting information relating to potential environmental impacts associated with the referenced project.

Your letter indicates that only a small segment of the project is located within Fairfax County. The comments below are limited to only those portions of the project that are located within, or could have an affect upon, Fairfax County.

Fairfax County Public Schools (FCPS)

The FCPS system expressed concern regarding the use of an EZ Pass for school buses. While School buses are free to use these roads, they are still required to have a transponder or EZ Pass. Acquiring and maintaining 1,600+ transponders for each FCPS bus traveling into the District of Columbia, Alexandria, or Arlington on field trips each year presents a significant problem for the FCPS system. Battery life for these devices is only a few years and they must be mounted on a specific bus (rather than being moved from bus to bus for occasional or sporadic need). FCPS is concerned that maintaining this volume of equipment presents us with a much bigger obstacle than their current and more limited and scheduled in-county use on a few hundred buses.

Fairfax County Department of Planning and Zoning (DPZ)

Since most of this project lies outside of Fairfax County, there is only a limited potential for adverse impact to natural resources within the county. However, a number of issues warrant consideration in the Environmental Assessment (EA), as outlined below.

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



Property Impacts

- It is unclear from the documentation provided if it is intended that the widening project would be implemented entirely within the existing highway right-of-way in the Fairfax County portion of the project. There are a number of residential properties that abut the right-of-way, along with a school and recreation facility. Ideally, the widening project should be designed to avoid any increases to the width of the right-of-way in Fairfax County. If this will not be possible, the EA should document any property impacts (including residential relocations and takings of private property) and address how such impacts will be minimized. The DPZ assumes that the presence of Metrorail in the highway median will serve to preclude any changes north of the rail line, but if this is an incorrect assumption, the potential for property impacts to the north of the highway should be considered, as well as impacts to the south.

Natural Resource Impacts

- Per standard NEPA requirements, the EA should address impacts to wetlands, streams, Resource Protection Area, floodplains, tree cover and rare, threatened or endangered species and/or rare vegetative communities. There are no Resource Protection Areas within the Fairfax County portion of the project along the eastbound lanes, but the RPA associated with Four Mile Run is located within and north of the highway right-of-way near the Arlington County boundary.
- Coordination with the Stormwater Planning Division of the Fairfax County Department of Public Works and Environmental Services (DPWES) is recommended in regard to stream/outfall stabilization associated with any stormwater discharges within the Fairfax County portion of the project area.

Watershed Management Plan

- The Stormwater Planning Division of DPWES should be contacted for information regarding any projects identified in the watershed plans for the Pimmit Run and Four Mile Run watersheds and whether there may be opportunities to incorporate any of these projects within the project scope (e.g., for stormwater management or mitigation purposes). In general, the Pimmit Run and Four Mile Run watersheds are two of the most degraded within the county. The project is located in the headwaters of these watersheds, and as such, a great opportunity exists to implement best management practices that will have positive and significant broader impacts on downstream areas within these watersheds.

Stormwater Runoff

- The EA documentation should identify the stormwater runoff impacts (both volume/quantity and quality) that would result from the proposed construction as well as the additional impervious cover, if any, that would result from the project. Efforts should be pursued to minimize additional impervious cover consistent with project goals. Stormwater management plans should be discussed within the documentation. Early coordination with the

Stormwater Planning Division is recommended on stormwater management designs. This will be of particular importance, if stormwater management requirements will cause there to be a consideration of an expansion of the width of the right-of-way and the taking of property adjacent to the existing right-of-way. Stormwater management strategies should be pursued in a manner that will preclude or minimize such impacts.

- Detention of the 100-year storm should be provided, in accordance with the Northern Virginia Regional Commission and Fairfax County Public Facilities Manual requirements.
- Stormwater management best management practices should be used to manage and detain runoff as close to the source as possible. Low Impact Development (LID) techniques and practices should be pursued as much as possible to reduce stormwater runoff pollution and facilitate infiltration at the source. In areas where conventional stormwater management ponds are to be used, it is recommended that these be designed with enhanced pollutant removal features, such as micro-pools and wetland vegetation to optimize water quality benefits. It is highly encouraged that enhanced outfall treatment devices or energy dissipation designs be used to properly mitigate erosive velocities in downstream receiving channels that are typically the result of increased volume and duration of post construction runoff. This may require going beyond typical standard VDOT outfall treatments and extending channel improvements beyond right-of-way limits.
- Though the State Runoff Reduction Method (VRRM) is currently a requirement for stormwater management, it is possible that this project could be grandfathered from the VRRM. Accordingly, Fairfax County strongly recommends the use of volume reduction methodologies for water quantity and water quality improvements. Again, coordination with the Stormwater Planning Division is recommended.

Other Issues

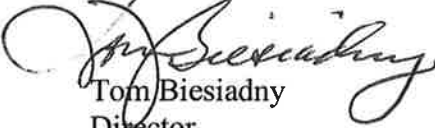
- To the greatest extent practicable, the EB widening should occur within the existing ROW limits.
- Safety and operational impacts will need to be assessed in detail and mitigated where necessary.
- Disruptions to Metrorail service should be minimized.
- County staff assumes that the EA will address highway noise and air quality issues per standard FHWA/VDOT protocols and look forward to seeing the results of noise and air quality analyses.

Many other Fairfax County agencies reviewed the request for comments, but did not have comments. Therefore, the information given above should be regarded as a comprehensive response on behalf of Fairfax County staff.

Ms. Amanda Baxter
June 6, 2016
Page 4 of 4

I hope that the above information is useful to you in the preparation of the Environmental Assessment for the referenced project. Please do not hesitate to contact Mr. Douglas Miller, Environmental Specialist with the Fairfax County Department of Transportation (703-877-5750; douglas.miller3@fairfaxcounty.gov), if we can be of further assistance.

Sincerely,



Tom Biesiadny
Director

cc: Hon. Martin Nohe, Chairman, Northern Virginia Transportation Authority
Members, Fairfax County Board of Supervisors
Edward L. Long, Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Catherine A. Chianese, Assistant County Executive
Valerie Fulcher, Manager, Office of Environmental Impact Review, Virginia Department of Environmental Quality
Fred Rose, Chief, Watershed Planning and Assessment Branch, Stormwater Planning Division, DPWES
Amanda Baxter, Special Programs Manager, Virginia Department of Transportation
Donald Demetrius, Chief, Watershed Projects Evaluation Branch, Stormwater Management, DPWES
Noel Kaplan, Sr. Planner, Fairfax County Department of Planning and Zoning
Tim Parker, Fairfax County Public Schools
Sung Shin, Planner IV, Fairfax County Department of Transportation



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washington@uli.org
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ULI—the Urban Land Institute
1025 Thomas Jefferson Street, N.W.
Suite 500 West
Washington, D.C. 20007-5201

ULI Washington

July 1, 2016

Mr. Paul Stoddard
Transportation Planner
City of Falls Church
Falls Church, Virginia

Dear Mr. Stoddard:

ULI Washington is pleased to support the City's application for funding (6W) for Capital Bikeshare to provide access to the West Falls Church and East Falls Church Metro stations.

ULI Washington is a membership organization that provides training and education opportunities to local government land use officials and private sector developers in the Washington, DC region. Our mission is to provide leadership in the creation of sustainable and thriving communities. The Falls Church proposal is clearly in keeping with our mission.

This project is an excellent example of a cost effective investment which supports transit-oriented communities and provides a regional benefit. Bikeshare is one of the most convenient ways residents of this community with an excellent network of local streets can provide access to the regional transit network, increasing transit trips and reducing vehicle trips. Investing in bicycle/pedestrian access to Metro stations is far more cost effective per rider than spending \$25,000 or more per structured parking space, and frees up the land around stations for economic development – TOD that generates yet more walk, bike and transit trips.

Of special note is the fact that Bikeshare is the only regional transportation element (besides Metro) that crosses jurisdiction lines. It is an excellent example of regional cooperation among jurisdictions, and its expansion provides continued opportunities for multimodal transportation across jurisdictional lines.

Thank you in advance for your positive response to the City of Falls Church's funding request. We are proud to support their work.

Best regards,
Lisa Rother
Executive Director
ULI Washington