



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE
Monday, June 1, 2020, 5:00pm

VIRTUAL MEETING ONLY

Meeting link will be sent to the members prior to the meeting
All others will be able to view proceedings live on [NVTA's YouTube Channel](#)

AGENDA

- I. Call to Order/Welcome** Chair

Action

- II. Resolution finding need to conduct meeting electronically**
Recommended action: Adopt resolution
- III. Summary Notes of March 2, 2020 Meeting**
Recommended action: Approve meeting notes

Discussion/Information

- IV. FY2020-25 Six Year Program Update** Mr. Jasper, Principal,
Transportation Planning & Programming
- V. TransAction Update** Mr. Jasper, Principal,
Transportation Planning & Programming
- VI. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- VII. Adjourn**

Next Meeting: 5PM, Friday, June 19, 2020
Location: TBD

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
PLANNING AND PROGRAMMING COMMITTEE
RESOLUTION FINDING NEED TO CONDUCT
JUNE 1, 2020 MEETING ELECTRONICALLY

June 1, 2020

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

WHEREAS, the Northern Virginia Transportation Authority (Authority) – Planning and Programming Committee (Committee) finds that it has a responsibility to demonstrate to the public, through the Authority’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

WHEREAS, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority Planning and Programming Committee hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Committee to assemble in a single location on June 1, 2020, to discuss and transact the business of the Authority listed on the June 1, 2020 Committee Meeting Agenda; and

BE IT FURTHER RESOLVED, that the Committee hereby finds that meeting by electronic means is authorized because the items on the June 1, 2020 Committee Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

BE IT FURTHER RESOLVED, that the items on the June 1, 2020 Committee Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 1st day of June, 2020.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Thursday, March 2, 2020, 5:00 pm

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome

- Chair Wilson called the meeting to order at 5:10 pm.
- Attendees:
 - **PPC Members:** Mayor Wilson (City of Alexandria); Mayor Rishell (City of Manassas Park); Council Member Snyder (City of Falls Church); Chair Wheeler (Prince William County).
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal) Sree Nampoothiri (Senior Transportation Planner).
 - **Jurisdiction/Agency Staff:** Rich Roisman (Arlington County); Brent Riddle (Fairfax County); Paolo Belita (Prince William County); Jen Slesinger (City of Alexandria); Jaleh Moslehi (Town of Herndon).

Information/Discussion

II. Summary Notes of June 6, 2018 Meeting

- The June 6, 2018 Planning and Programming Committee meeting summary was acknowledged.

III. CY2020 Meeting Calendar

- Looking at the requirements to be informed and take actions, the Committee decided to keep the meeting schedule flexible. The Committee decided to meet on May 4, 2020 and in the last week of June. Further dates will be confirmed as and when meeting is required. The Committee reiterated its preference for a 5pm start for the meeting. The members asked NVTA staff to work with the committee members and their schedulers to firm up the June meeting date and time.

IV. Draft FY2020-2025 Six Year Program

- Mr. Jasper gave a high-level overview of the Six Year Program (SYP) update process including the evaluation criteria and current stage of evaluations. He reminded the members about project selection criteria that included:
 - Eligibility (included in TransAction and primary location in NOVA),

- Congestion reduction relative to cost (CRRC) ratio,
- TransAction project ratings,
- Qualitative considerations, and,
- Public comments.
- Mr. Jasper noted that the funding recommendations will be developed only after the public engagement period is over in May.
- In reply to Chairman Wilson's question on factors that will influence departure from the legal requirement of giving priority to CRRC, Ms. Backmon and Mr. Jasper explained the qualitative measures that include external funds, project readiness, past performance of the project/jurisdiction on NVTa fund disbursements, geographic/modal balance, and public opinion.
- In reply to Chairman Wilson's inquiry about the possibility of partial awards, Mr. Jasper explained that that is a possibility and noted the partial awards made at the last round of SYP. Ms. Backmon added that any such partial awards will be based on rational understanding of the project needs and in discussion with the applicants.
- Ms. Backmon reminded that the recommendations will be developed by the NVTa staff and filtered through Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) before Planning and Programming Committee (PPC) makes any recommendation to the Authority. She also noted that all available funds will be programmed and there will may not be much flexibility to adjust.
- Mr. Jasper explained the Virginia code requirements and Authority-adopted principles on Long Term Benefit (LTB). He pointed out the results of the draft assessment. Ms. Backmon explained that any balancing will take several funding cycles to see results.
- In response to Councilmember Snyder's question on description of various evaluation criteria, Ms. Backmon explained the CRRC and fifteen performance measures incorporated into TransAction rating. Answering to further enquiry about the congestion measure, Mr. Jasper noted that the congestion measure takes into consideration the person hours of delay (PHD).

V. TransAction Update

- Mr. Jasper noted that the current TransAction Plan was adopted in June 2017 and the five-year update cycle was kicked off at the January Authority meeting through the TransAction Listening Session. He explained how the comments heard at the Listening Session and the Transportation Perception Survey results presented at the February Authority meeting will feed into the development of scope of work (SOW) for TransAction update. He added that the expectation is to replicate, refine, and advance what was done at the last round. Mr. Jasper added that the update would look into the changes in technology and its impacts.
- Mr. Jasper noted that the consultants are expected to be on-board by October 2020 and the updated plan to be adopted in December 2022.
- Ms. Backmon reiterated that projects need to be listed in TransAction in order for them to be eligible for SYP funding.
- Mr. Jasper reminded that the RJACC will be involved heavily in the update process without taking away too much of their time.

VI. Transportation Technology Strategic Plan

- Mr. Jasper explained the establishment of Transportation Technology Committee (TTC) under the chairmanship of Councilmember Snyder as an advisory committee reporting to the Executive Director in what and how to incorporate technology changes happening and expected to happen in the future. The committee includes members from public and private sectors.
- Mr. Jasper noted that the TTC is preparing a strategic plan that looks at nine different potential roles for NVTa to follow.
- In response to Chair Wheeler's question on the topics discussed at the TTC and Strategic Plan, Mr. Jasper explained that the Committee is looking at existing technology that may or may not be implemented consistently in the region (e.g. intelligent transportation systems, traveler information); short/medium term future such as evolution of transportation network companies such as Uber and Lyft, shared mobility, and micro mobility; and long term future including connected and autonomous vehicles. He added that the strategies looked at include development of electric vehicle infrastructure, autonomous shuttles, and autonomous vehicles.
- In response to Chairman Wilson's question on how the strategic plan may influence the projects and selection criteria, Mr. Jasper noted that not all strategies may end up as projects in TransAction nor any priority is given per se to any projects identified. Ms. Backmon added that the intent is to proactively understand the technology developments and develop policies. Councilmember Snyder added that rather than reactive to the developments, we need to decide what we as a region wants the technology to do for us.
- Mr. Jasper explained that the strategic plan is guided by the core values of safety, equity, sustainability, and accessibility. Mayor Rishell added that we may not be able to solve all problems but can take informed decisions.
- Chair Wheeler raised the concern of transportation applications (apps) diverting traffic through local routes and asked if there are any local or state level legislation in this area. Chair Wilson noted that some jurisdictions are trying restrictions on a pilot basis but no state level legislation exists. He also noted that in places where such restrictions were implemented, private companies have challenged the legality of such restrictions.
- Mr. Jasper gave a brief update on the Regional Multimodal Mobility Program (RM3P), which is a collaborative initiative between NVTa, Virginia Department of Transportation (VDOT) and Department of Rail and Public Transportation (DRPT); funded through Innovation and Technology Transportation Fund (ITTF) by the Commonwealth. He noted that RM3P will explore the potential for technology to complement traditional infrastructure approaches and will include components such as enhanced commuter parking data, mobility as a service (MaaS) dynamic service gap dashboard, AI-based decision support system, data storage/depository, and data-driven tool to incentivize customer mode and route choice. He added that the team is working on scope of work for the five elements to start deployment, as early as within one year.

VII. NVTa Update

- Ms. Backmon gave an update on the ongoing legislative efforts to restore the funds Authority lost two years back as part of the Metro bill. She also noted that the NVTa

staff will recommend the Authority to extend the SYP public engagement period starting from March 13 to May 24.

VIII. NVTa Update

- Ms. Backmon informed the members that the next Authority meeting is scheduled on June 14th.

Adjournment

IX. Adjourn

- The meeting adjourned at 6:20 pm.

DRAFT

Northern Virginia Transportation Authority

FY2020-25 Six Year Program Candidate Projects: Preliminary Quantitative and Qualitative Evaluations

3/4/2020

Application ID#	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Cumulative REQUEST	Total project cost	Supporting resolutions from other jurisdiction/ agency board/ council	Phases for which funds are requested	Funding gap and phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2020 Q2)		Past performance (% of allocated funds reimbursed by FY2020 Q2)		Reimbursement request to active SPA ratio (FY2020 Q2)		First fiscal year of expected drawdown	Year of opening	Long Term Benefit	Other	TransAction project rating (incl. HB 599)	TransAction project rating rank (incl. HB 599)	CRRC rating (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank						
												Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency														
CFX-015	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	🚶 🚲	\$ 700,000	\$ 700,000	\$ 1,400,000	NVTC	PE, ROW, CN	PE, ROW, CN														54.31	29	395.72	1					
CFX-014	City of Fairfax	Government Center Parkway Extension	🚶 🚲	\$ 3,540,000	\$ 4,240,000	\$ 7,500,181	FFX, NVTC	ROW, CN																53.25	32	166.47	2				
PWC-024	Prince William Co	North Woodbridge Mobility Improvements	🚶 🚲	\$ 8,000,000	\$ 12,240,000	\$ 8,300,000	FFX	PE, ROW, CN																59.60	9	133.20	3				
FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court*	🚶 🚲	\$ 37,400,000	\$ 49,640,000	\$ 108,160,624		PE, ROW, CN																82.96	2	133.01	4				
DMF-003	Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)*	🚶 🚲	\$ 78,000,000	\$ 127,640,000	\$ 129,760,000	PWC	CN																63.64	6	59.05	5				
PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection*	🚶 🚲	\$ 11,000,000	\$ 138,640,000	\$ 12,900,000		CN																55.06	26	54.14	6				
FFX-112	Fairfax Co	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road*	🚶 🚲	\$ 27,700,000	\$ 166,340,000	\$ 78,965,765		PE, ROW, CN																57.23	20	49.95	7				
CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road*	🚶 🚲	\$ 11,600,000	\$ 177,940,000	\$ 22,380,000	NVTC	CN	CN															58.13	14	39.42	8				
ALX-014	City of Alexandria	Alexandria Duke Street Transitway*	🚶 🚲	\$ 75,000,000	\$ 252,940,000	\$ 87,555,000	NVTC, WMATA	ROW, CN, Asset Acq														Note A	65.03	5	38.98	9					
PWC-016	Prince William Co	Summit School Road Extension and Telegraph Road Widening*	🚶 🚲	\$ 24,000,000	\$ 276,940,000	\$ 35,000,000		CN																63.06	7	37.08	10				
CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements*	🚶 🚲	\$ 8,000,000	\$ 284,940,000	\$ 25,000,000	NVTC	CN	CN															58.22	13	32.96	11				
PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements*	🚶 🚲	\$ 50,000,000	\$ 334,940,000	\$ 306,000,000	FFX, CMA, CMP	CN	ROW, CN															72.96	4	30.26	12				
LDN-016	Loudoun Co	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	🚶 🚲	\$ 36,700,000	\$ 371,640,000	\$ 42,940,000		CN																50.48	40	29.39	13				
ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	🚶 🚲	\$ 11,874,000	\$ 383,514,000	\$ 11,874,000		PE, ROW, CN																58.51	12	28.78	14				
LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	🚶 🚲	\$ 18,000,000	\$ 401,514,000	\$ 35,500,000		PE, ROW, CN																53.05	35	25.41	15				
VRE-011	VRE	VRE Crystal City Station Improvements*	🚶 🚲	\$ 15,800,000	\$ 417,314,000	\$ 49,940,000	ARL, NVTC, PRTC	CN																57.62	17	23.86	16				
CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	🚶 🚲	\$ 6,900,000	\$ 424,214,000	\$ 6,900,000	FFX, NOV	PE, ROW, CN																54.81	27	23.48	17				
NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	🚶 🚲	\$ 5,646,000	\$ 429,860,000	\$ 5,646,000	ARL	PE, CN																53.16	34	23.35	18				
CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	🚶 🚲	\$ 8,300,000	\$ 438,160,000	\$ 10,540,000		ROW, CN																56.18	24	20.78	19				
FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT*	🚶 🚲	\$ 71,000,000	\$ 509,160,000	\$ 730,000,000	PWC, NVTC, WMATA	PE, ROW, CN	ROW, CN													Note B	90.00	1	19.02	20					
CFX-013	City of Fairfax	Roadway Network Northfax West*	🚶 🚲	\$ 2,400,000	\$ 511,560,000	\$ 9,600,000	NVTC	ROW, CN	ROW															57.73	16	17.50	21				
VRE-013	VRE	VRE Woodbridge Station Improvements	🚶 🚲	\$ 2,210,000	\$ 513,770,000	\$ 29,710,000	PWC, NVTC, PRTC	PE	CN															58.67	11	14.63	22				
PWC-025	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	🚶 🚲	\$ 8,000,000	\$ 521,770,000	\$ 80,000,000		PE	ROW, CN															54.06	30	14.19	23				
RPT-002	DRPT	Franconia-Springfield Passenger Rail Bypass	🚶 🚲	\$ 100,000,000	\$ 621,770,000	\$ 334,223,132		CN																60.37	8	13.52	24				
FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South*	🚶 🚲	\$ 183,700,000	\$ 805,470,000	\$ 372,000,000	PWC, NVTC	ROW, CN															Note C	79.93	3	13.48	25				
VIE-003	Town of Vienna	Vienna Regional Bikesharing	🚶 🚲	\$ 282,400	\$ 805,752,400	\$ 282,400	FFX	PE, CN, Asset Acq																51.28	39	11.24	26				
PWC-018	Prince William Co	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	🚶 🚲	\$ 6,800,000	\$ 812,552,400	\$ 48,800,000		PE	ROW, CN															51.40	38	10.97	27				
LDN-018	Loudoun Co	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	🚶 🚲	\$ 30,000,000	\$ 842,552,400	\$ 60,000,000		PE, ROW, CN																55.22	25	9.85	28				
FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	🚶 🚲	\$ 69,000,000	\$ 911,552,400	\$ 214,000,000		PE, ROW, CN																57.41	19	8.86	29				
PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	🚶 🚲	\$ 30,000,000	\$ 941,552,400	\$ 30,000,000		PE, ROW, CN																52.08	37	8.43	30				
LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	🚶 🚲	\$ 11,899,000	\$ 953,451,400	\$ 24,310,000		CN																52.99	36	7.44	31				
ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance*	🚶 🚲	\$ 33,510,000	\$ 986,961,400	\$ 130,000,000	NVTC	CN	CN														Note D	57.22	21	7.33	32				
FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements*	🚶 🚲	\$ 105,000,000	\$ 1,091,961,400	\$ 140,000,000	NVTC	ROW, CN																56.34	22	6.81	33				
PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	🚶 🚲	\$ 26,500,000	\$ 1,118,461,400	\$ 43,000,000		CN																53.51	31	6.52	34				
ARL-014	Arlington Co	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	🚶 🚲	\$ 18,000,000	\$ 1,136,461,400	\$ 36,177,000	NVTC	PE, CN																56.31	23	6.33	35				
LEE-008	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	🚶 🚲	\$ 116,564,678	\$ 1,253,026,078	\$ 127,800,000		ROW, CN																50.00	41	3.85	36				
FFX-104	Fairfax Co	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	🚶 🚲	\$ 79,000,000	\$ 1,332,026,078	\$ 86,283,356		PE, ROW, CN																58.69	10	2.70	37				
PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	🚶 🚲	\$ 6,000,000	\$ 1,338,026,078	\$ 51,500,000		PE	ROW, CN															53.24	33	2.01	38				
ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	🚶 🚲	\$ 2,000,000	\$ 1,340,026,078	\$ 18,000,000		PE	CN															57.44	18	1.58	39				
PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	🚶 🚲	\$ 10,000,000	\$ 1,350,026,078	\$ 150,000,000		PE	ROW, CN															57.94	15	1.07	40				
FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	🚶 🚲	\$ 94,800,000	\$ 1,444,826,078	\$ 94,800,000	CFC	PE, ROW, CN																54.51	28	0.36	41				
41 applications 13 applicants				TOTAL	\$ 1,444,826,078	\$ 1,444,826,078	\$ 3,796,747,458	Average performance of all applications																							

* Continuation project: This project has received NVTA funding in previous cycle(s)

Modal Components

- 🚶 New or improved pedestrian path/trail
- 🚲 New or improved bicycle lane/path
- 🚌 New or improved bus/BRT facility
- 🚇 Improvement/Access to Metrorail/VRE Commuter Rail
- 🚏 Access to Park-and-Ride facility
- 📶 Transportation technology
- 🚦 New or improved intersection/interchange
- 🛣️ New roadway capacity and/or alignment

First symbol reflects the primary modal component, other symbols denote supporting modal components

Notes

- A Future phase 2 will include dedicated transit lanes along the entirety of the corridor
- B FFX-108 Richmond Highway Widening is a prerequisite for this project
- C Prerequisite for FFX-098 Richmond Highway BRT
- D Project cannot be implemented without WMATA's active involvement

Jurisdictions/ Agencies

- ARL Arlington Co
- FFX Fairfax Co
- LDN Loudoun Co
- PWC Prince William Co
- ALX City of Alexandria
- CFX City of Fairfax
- CFC City of Falls Church
- DMF Town of Dumfries
- LEE Town of Leesburg
- VIE Town of Vienna
- NOV NOVA Parks
- VRE Virginia Railway Express
- RPT VA Department of Rail and Public Transportation

See definition below#	See definition below^	% drawn down of expected drawdown	% drawn down of expected drawdown	% drawn down of total allocation	% drawn down of total allocation	Ratio	Ratio
None	Top 3	Very high	> 100%	> 100%	> 100%	> 100%	> 4
Very low	Next 3	High	>80-100%	>80-100%	>80-100%	>80-100%	>3 to 4
Low	All others	Medium	>60-80%	>60-80%	>60-80%	>60-80%	>2 to 3
Medium		Low	>40-60%	>40-60%	>40-60%	>40-60%	>1 to 2
High		Very low	>20-40%	>20-40%	>20-40%	>20-40%	>0 to 1
Very high		None	0-20%	0-20%	0-20%	0	0
			N/A	N/A	N/A	N/A	N/A

Funding Gap (Higher of % or \$)
 Gap> 80% or >100M
 Gap= >60-80% or >50-100M
 Gap= >40-60% or >10-50M
 Gap= >20-40% or >1-10M
 Gap= >0-20% or upto 1M
 No gap

^ External Funds (Higher of % or \$)
 Non-NVTA> 80% or >100M
 Non-NVTA= >60-80% or >50-100M
 Non-NVTA= >40-60% or >10-50M
 Non-NVTA= >20-40% or >1-10M
 Non-NVTA= >0-20% or upto 1M