

Northern Virginia Transportation Authority

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AGENDA

Thursday, May 23, 2013

5:30 p.m.

3060 Williams Drive, Suite 510
Fairfax, Virginia 22031

1. **Call to Order.....Chairman Nohe**
2. **Roll Call**
3. **Approval of the Minutes of the April 25, 2013 Meeting**
4. **Approval of Fairfax County Reallocation Request**
5. **Approval of NVTa Six Year Program (FY14-19) Testimony**
6. **Discussion/Action Items**
 - A. **HB 2313 Update**
 - i. **Working Group Updates**
 1. **Project Implementation**
 - a. **Authorization to Release FY2014 Projects for Public Open House**
 2. **Organizational**
 - a. **Approval of CY2013 Revised Meeting Schedule**
 - b. **Approval of June 20th NVTa Meeting**
 3. **Public Outreach**
 - a. **Approval of Location of June 20th Open House**
 4. **Financial**
 5. **Legal**
 - B. **Member Alternates to the Authority**
7. **Other Business**
8. **Adjournment**

SUMMARY MINUTES NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

April 25, 2013

Northern Virginia Regional Commission
3060 Williams Drive, Ste. 510
Fairfax, VA 22031

NVTA Members Present:

Voting Members:

Martin Nohe, Chairman
William Euille, Vice Chairman
Board Member Chris Zimmerman
Chairman Sharon Bulova
Chairman Scott York
Council Member Rishell
Council Member Way
Council Member Snyder
Senator Ebbin
Delegate Rust
Delegate May
Ms. Bushue
Mr. Garczynski

Prince William County
City of Alexandria*
Arlington County
Fairfax County
Loudoun County
City of Manassas Park
City of Manassas
City of Falls Church
Virginia General Assembly
Virginia General Assembly
Virginia General Assembly*
Governor's Appointee
Governor's Appointee

*Arriving at 5:49 p.m.

**Arriving at 6:21 p.m.

Non-voting Members:

Renee'e Hamilton
Joe Swartz
Jerry Foreman

VDOT
DRPT
Town Representative

Staff:

Pam Martin
Various jurisdictional staffs

Clerk

Item I: Call to Order

Chairman Nohe called the meeting to order at 5:39 p.m.

Item II: Roll Call

The roll was called and members present were as noted above.

Item III: Approval of the Minutes of March 8, 2013 Meeting

Minutes for the March 8, 2013 were approved.

Item IV: Statement from the Honorable Sean T. Connaughton – Secretary of Transportation

Chairman Nohe introduced the Honorable Sean T. Connaughton, Secretary of Transportation for the Commonwealth. Secretary Connaughton highlighted the importance of House Bill 2313 for Northern Virginia which goes into effect July 1, 2013. He emphasized the importance of working together. He outlined several of the key components of House Bill 2313 which included: (a) it addresses transportation problems for Northern Virginia and Hampton Roads; (b) to get the full 30% local portion, a locality's C&I tax rate must be 12.5 cents or they must have an equivalent using other sources; (c) 70% will be for regional projects; jurisdictions need to be ready to collect and distribute money by July 1, 2013; (d) this is not a local option; (e) revenue will be approximately \$350 million; (f) NVRTA needs a priority list of projects; (g) towns and cities will be included in the process; (h) VDOT will coordinate with the NVRTA; (i) much needs to be done in a short amount of time; and (j) the Virginia Department of Motor Vehicles and Department of Taxation are working to be ready by July 1, 2013.

Secretary Connaughton informed the committee that in the year 2000, VDOT had approximately 12,000 employees and now has 6,700. VDOT is now in the process of sending out RFP's for paving and constructing to meet the needs of the Commonwealth. It is estimated that there be approximately \$450 million in paving projects state-wide.

Item V: Discussion/Action Items:

Ms. Backmon introduced Noelle Dominguez from Fairfax County who gave a brief update the veto session and transportation updates for Northern Virginia.

5.A.1 - Working Groups:

Chairman Nohe informed the Authority that appointments were not necessary. He invited members to volunteer for the group of their interest. The Chair of the working group can also invite whoever they wish to participate in that group. Council Member Snyder expressed his appreciation to the staff for all of their hard work. The following working groups were established:

Project Implementation: Council Member Zimmerman; Mr. Garczynski
Legal – Council Member Snyder, Mayor Silverthorne
Organizational – Chairman York, Mayor Parrish, Chairman Bulova
Public Outreach – Chairman Nohe
Financial – Mayor Euille

5.A.2 – Project Implementation:

The JACC provided a list proposed projects to refer to the Project Implementation and Legal Working Groups for consideration for FY 2014 funding. The working groups would evaluate the list and ensure the projects meeting the HB 2313 requirements. It was requested that the Authority members be allowed to add additional projects for consideration. The Chairman asked that these new projects be submitted within one week to allow the Working Groups the time for evaluation. The Authority requested that Working Groups provide a draft list at the next NVTa meeting. The suggestion of a public hearing/public comment meeting to be scheduled in late June was recommended.

5.B Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) Appointments and Involvement

Staff provided an update on the current TAC and PCAC. Staff noted that three members of the TAC are appointed by the Chairman of the Commonwealth Transportation Board and that some members needed to be replaced because they have moved out of Northern Virginia. The Authority asked staff to communicate with Secretary Connaughton and request appointees to the TAC.

Staff then discussed the history of the PCAC and the requirements for its members. The Chairman asked if the Northern Virginia Regional Commission, with the NVTa members excluded, could be considered as the PCAC. Mr. Zimmerman noted that had previously been discussed, but that would not comply with the statutory requirements. The Authority asked if the Authority's member alternates could serve on the PCAC, and staff noted that the Virginia Code does not specify in the negative.

5.C – Revised Meeting Schedule

The Authority requested that staff at the next NVTa meeting present: (a) calendar for NVTa for the remainder of 2013; schedule NVTa to May 23rd at 5:30 at NVRC; location for public hearing in late June.

Item VI: Other Items

The Authority was asked to approve a request for multiple reallocations of Fairfax County Congestion Mitigation Air Quality and Regional Surface Transportation Program Funds. Mayor Euille requested more information on the project related to improvements on the I-395 southbound off-ramp to Route 236 westbound and asked that the action on that project be deferred to provide for additional discussion between Fairfax County and Alexandria

staff on the project. The Mayor moved to defer action on the transfer for the project, which was approved by the Authority. The NVTa then voted, unanimously, to approve the other projects included in the request.

Item VII: Adjournment

The NVTa meeting was adjourned at 6:40 p.m.

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Approval to Reallocate Regional Surface Transportation Program Funds
for Fairfax County (Agenda Item 4)

DATE: May 17, 2013

Recommendation:

The Jurisdictional and Agency Coordinating Committee (JACC) recommends that the Authority approve the attached letter to VDOT's Northern Virginia District Administrator Helen Cuervo endorsing Fairfax County's request to reallocate Regional Surface Transportation Program (RTSP) funds.

Background:

Attached is a letter from Tom Biesiadny, Director of the Fairfax County Department of Transportation, requesting reallocation of the following RSTP funds:

At the April 25, 2013 meeting of the Northern Virginia Transportation Authority (NVTa), Mayor Euille moved to defer approval for a Fairfax County funding transfer request until NVTa's next meeting on May 23, 2013. Mayor Euille requested additional clarification and coordination between staff of the City of Alexandria and Fairfax County concerning the project that would receive transferred funds. Staff of the City of Alexandria and Fairfax County have discussed the specifics of the project, working collaboratively, and have agreed to move forward with the transfer request.

Fairfax County seeks NVTa approval to reallocate previously approved Regional Surface Transportation Program (RSTP) funds. The requested adjustment is \$500,000 from RSTP funds in balance on the Route 29 and Gallows Intersection Improvements (UPC 11395) for spot improvements to mitigate the impacts of BRAC 133 in Fairfax County that are part of the Mason District Task Force recommendations. This reallocation request will expedite implementation of the identified project.

This improvement includes the study and implementation of enhanced signage to ensure that travelers are aware, in advance, that Quantrell Avenue, with direct access from the ramp, can be used to access Beauregard Street, Lincolnia Road and the Plaza at Landmark Shopping Center, thereby reducing congestion on Route 236 westbound. The traffic impact study will analyze the impacts of the proposed signage on roadways within the City of Alexandria and Fairfax County. The study will be shared with and reviewed by the City of Alexandria prior to implementation, and implementation will be guided by the results of the study.

Cc: Members, NVTa Jurisdictional and Agency Coordinating Committee

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

May 23, 2013

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

Reference: Request to Reallocate RSTP Funds for Fairfax County

Dear Ms. Cuervo:

On May 23, 2013, the Northern Virginia Transportation Authority endorsed the attached request from Prince William County to reallocate the following Regional Surface Transportation Program (RSTP) funds:

Fairfax County seeks NVTa approval to reallocate previously approved Regional Surface Transportation Program (RSTP) funds. The requested adjustment is \$500,000 from RSTP funds in balance on the Route 29 and Gallows Intersection Improvements (UPC 11395) for spot improvements to mitigate the impacts of BRAC 133 in Fairfax County that are part of the Mason District Task Force recommendations. This reallocation request will expedite implementation of the identified project.

This improvement includes the study and implementation of enhanced signage to ensure that travelers are aware, in advance, that Quantrell Avenue, with direct access from the ramp, can be used to access Beauregard Street, Lincolnia Road and the Plaza at Landmark Shopping Center, thereby reducing congestion on Route 236 westbound. The traffic impact study will analyze the impacts of the proposed signage on roadways within the City of Alexandria and Fairfax County. The study will be shared with and reviewed by the City of Alexandria prior to implementation, and implementation will be guided by the results of the study.

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: Jan Vaughn, Transportation Planning Section, VDOT
Dic Burke, Transportation Planning Section, VDOT
Alexis Verzosa, Director, City of Fairfax Department of Transportation
Monica Backmon, Prince William County Department of Transportation



County of Fairfax, Virginia

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

May 23, 2013

Mr. Martin E. Nohe, Chairman
Northern Virginia Transportation Authority
3060 Williams Drive
Fairfax, Virginia 22031

Reference: Request for NVTa to Reallocate Regional Surface Transportation Program Funds

Dear Chairman Nohe:

At the April 25, 2013 meeting of the Northern Virginia Transportation Authority (NVTa), Mayor Euille moved to defer approval for a Fairfax County funding transfer request until NVTa's next meeting on May 23, 2013. Mayor Euille requested additional clarification and coordination between staff of the City of Alexandria and Fairfax County concerning the project that would receive transferred funds. Staff of the City of Alexandria and Fairfax County have discussed the specifics of the project, working collaboratively, and have agreed to move forward with the transfer request.

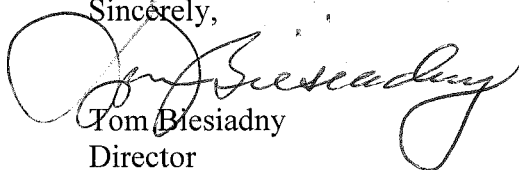
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This improvement includes the study and implementation of enhanced signage to ensure that travelers are aware, in advance, that Quantrell Avenue, with direct access from the ramp, can be used to access Beauregard Street, Lincolnia Road and the Plaza at Landmark Shopping Center, thereby reducing congestion on Route 236 westbound. The traffic impact study will analyze the impacts of the proposed signage on roadways within the City of Alexandria and Fairfax County. The study will be shared with and reviewed by the City of Alexandria prior to implementation, and implementation will be guided by the results of the study.

If you have any questions, please contact Ray Johnson at (703) 877-5617.

Thank you for your assistance.

Sincerely,


Tom Biesiadny
Director

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



Chairman Nohe

May 23, 2013

Page 2 of 2

Cc: Monica Backmon, Chairman, NVTJ JACC
Helen Cuervo, Administrator, Northern Virginia District, VDOT
Dic Burke, Director, Programming and Investment, Northern Virginia District, VDOT
Jan Vaughan, Programming and Investment, Northern Virginia District, VDOT

5.0.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: FY 2014-2019 Six-Year Improvement Program Testimony (Agenda Item 5.0.)

DATE: May 22, 2013

Background:

As was done in previous years, the Secretary of Transportation and the Commonwealth Transportation Board will be conducting four public hearings to solicit public comment about the working draft Fiscal Year 2014-2019 Six-Year Improvement Program. The scheduled public hearing date for Northern Virginia is Wednesday, May 29, 2013 at 6:00 p.m. in the Potomac Conference Center at VDOT's Northern Virginia District Office, located at 4975 Alliance Dr., Fairfax, VA. 22030.

The draft testimony includes language related to the passage of HB 2313, as well as requests made previously by the Authority.

**Northern Virginia Transportation Authority
Comments on Draft
FY 2014 to FY 2019 Six-Year Improvement Program
May 29, 2013**

Good Evening Secretary Connaughton, Commissioner Whirley, Director Drake, and members of the Commonwealth Transportation Board. My name is Martin Nohe and I am Chairman of the Northern Virginia Transportation Authority. I am here to present the Authority's comments on the FY 2014 to FY 2019 Six-Year Improvement Program as well as comment on several other matters. NVTA's comments are as follows:

- We would like to thank the Administration and the General Assembly for their actions during the 2013 Session to pass HB 2313. The Governor and many members of the Northern Virginia General Assembly Delegation worked together and passed a transportation funding bill that will provide substantial resources to begin addressing the region's transportation needs.**
- The NVTA is working diligently to implement the regional components of HB 2313. Continued coordination and cooperation with this Administration is essential to ensuring that NVTA is able to fully utilize the resources it has been given to implement the necessary improvements to Northern Virginia's transportation infrastructure. Due to the large role that VDOT has in this process, it is essential that VDOT also has sufficient resources needed to help implement the projects created through the new statewide and regional funds.**
- In addition to the ongoing cooperation with the Commonwealth that we anticipate when allocating the regional funds, we appreciate that HB 2313 specifically includes language providing that these regional funds may not be used to reduce the region's share of statewide funds distributed through allocation formulas. Local, regional, state-wide, and federal funds are all part of the solution for addressing the long-term transportation funding needs of the Commonwealth.**
- While we are appreciative of the new revenues, we are concerned that no new urban and secondary funds are allocated in the plan until 2017. As provided in the Code, the CTB has the authority to allocate up to \$500 million to priority projects before funds are provided to the construction fund. We ask that Northern Virginia receive its share of this funding. Additionally, due to this provision, the secondary and urban road programs are not expected to receive new funds until FY 2017. This is concerning, as our localities have not received funds for this program since FY 2010. Improvements to secondary and urban road are vital. If not addressed, the lack of improvements to these roads will seriously impact our economy and**

compromise the movement of people and goods to and from Northern Virginia and other parts of the Commonwealth.

- The Authority also remains opposed to any legislation that would require the transfer of secondary road construction and maintenance responsibilities to counties and specifically, Northern Virginia jurisdictions. We understand that the maintenance of secondary roads is a huge expenditure for the state; however, unfunded mandates of this nature, resulting in the shift of an expenditure of this magnitude to local jurisdictions, would result in dire consequences.**
- On the transit side, thank you for continuing to include the Virginia match for Federal dedicated funding for the Washington Metropolitan Area Transit Authority. We appreciate this significant commitment to maintaining Metro's assets and ensuring that Metro can continue to safely and efficiently meet the region's transportation needs. Please continue to provide these funds, even if the Federal government does not provide their match, as long as Maryland and the District of Columbia provide their \$50 million each. If the Federal government does not provide its \$150 million, these non-Federal funds will be even more critical to Metro.**
- We understand that you are working on efforts to modify the statewide transit formula, as provided by SB 1140. Transit service is essential to Northern Virginia residents and businesses, and any changes to the transit formula could significantly impact our transit systems. As such, we ask that you remember the importance of transit in the region and the impact any change in funding may have to Northern Virginia and the Commonwealth as a whole.**
- I would also like to discuss provisions in the 2012 transportation bill, HB 1248/ SB 639, which remain a concern to many of our jurisdictions. The 2012 bill provided VDOT and the CTB the ability to decide whether a local transportation plan is consistent with the Commonwealth's priorities. If VDOT and the CTB decide this is not the case, the CTB can withhold funding for projects in that locality. While efforts to better coordinate local and state transportation planning are appreciated, these provisions essentially transfer the responsibility for land use planning, as it relates to transportation, from local governments to the Commonwealth. Our localities work diligently with our residents, property owners, and the local business communities on our land use and transportation plans and these provisions could inhibit development and redevelopment efforts throughout Virginia.**
- The federal government now requires that a quarter of all CMAQ funds be spent on projects that reduce PM 2.5. This new requirement restricts projects this federal funding can be used for. As such, we ask the CTB to**

reconsider its decision regarding hybrid vehicle purchases using CMAQ funds since these vehicles qualify for this purpose while many other projects may not.

- **In addition to addressing the foregoing major issues, NVTa requests that:**
 - **the CTB, continue to provide the \$50 million in capital funds for Metro;**
 - **the CTB, continue funding VRE's track leases with federal funds and assist with funding necessary capacity improvements to the system;**
 - **the CTB, treat transit operating expenses like VDOT maintenance expenses and make these expenses a higher priority than new capital projects;**
 - **the CTB, continue funding VRE's track leases from federal funds;**
 - **the CTB, simplify and shorten environmental reviews for locally administered projects;**
 - **the CTB, DRPT and VDOT support, promote, and encourage walking and bicycling as more viable modes of transportation, and in concert with Secretary of Transportation Ray LaHood's policy direction, look for opportunities to enhance pedestrian and bicycle connectivity in the Northern Virginia;**
 - **the CTB, support the policy that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments; and**
 - **the CTB, adopt policies that streamline transportation project review by further delegating the design review process from VDOT to the local governments and by adopting a uniform timeframe for plan reviews that remain under VDOT jurisdiction. These efforts would save Virginia taxpayers money and simultaneously result in timely approvals of contextually appropriate projects.**
- **We request that this testimony be made part of the Draft Six-Year Improvement Program public hearing record, and that full consideration be given to these comments in preparing the final FY 2014-FY 2019 SYIP. Thank you, again, for the opportunity to speak today. Please let me know if I can provide any clarification regarding the Authority's testimony.**

**Project Implementation Working Group
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Christopher Zimmerman, Chairman
Gary Garczynski, Vice-chairman

Project Implementation Working Group

SUBJECT: Preliminary Report of the Project Implementation Working Group:
FY 2014 project recommendations

DATE: May 16, 2013

This Working Group's charge, as directed by the Authority at its April 25, 2013 meeting, was to discuss how projects might be implemented and to recommend actions that the NVTa can take to successfully undertake transportation projects. Pursuant to this charge, this preliminary report represent the recommendations of the Working Group for an initial set of projects to be advertised and heard by NVTa for funding in Fiscal Year 2014. When the Group meets again in June, it will turn to the longer-term mission to establish processes and recommendations for the development of a Six-Year Plan, on which it has had limited discussion to date.

Given the very short timeframe, with the new fiscal year (and the implementation of new taxes imposed by HB 2313) coming on July 1, the focus of the Working Group has been on the immediate assignment; to present a proposed set of projects for consideration and action by the Authority for Fiscal Year 2014, working from the list of submissions referred by the Authority at its April 25th meeting.

Recommendations of Working Group:

The Working Group recommends that NVTa take the following actions on May 23, 2013:

1. Direct the Jurisdiction and Agency Coordinating Committee (JACC) to release the NVTa Proposed FY 2014 Project List, as shown in Attachment A, for public comment.
2. Direct the Jurisdiction and Agency Coordinating Committee to schedule a public open house on this Proposed FY 14 Project List for June 20, 2013.

3. Direct the Project Implementation Working Group to carry over projects submitted but not recommended for FY 14 funding for consideration as part of the six year program, see Attachment B.
4. Task the Project Implementation Working Group, in coordination with the Legal and Financial Working Groups, to establish a WMATA Subcommittee and VRE Subcommittee to work on specific issues related to project implementation.

In developing the list shown in Attachment A, the Working Group sought to select projects that can be implemented quickly and allow the Authority to show early accomplishment. The recommended projects are: 1) included in the TransAction 2040 Plan and/or Constrained Long Range Plan/Transportation Improvement Plan or is air quality neutral; 2) have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes; 3) have the resources (staffing and funds) to move forward with the project when regional funding becomes available; 4) be ready to begin construction or revenue service in FY 14, or begin or complete a project phase that will; 5) expedite project delivery if regional funding becomes available. In addition, the Working Group is recommending additional criteria, as shown in Attachment A, which support the advancement of projects that improve safety, leverage external funding, and are balanced across modes.

Background and Discussion:

The Project Implementation Working Group held its first two meetings on May 3 and on May 10. A synopsis of the discussion points, grouped by topic, is below:

At its first meeting, the Group reached consensus on a set of criteria to be used in selecting the initial projects to be recommended for funding in FY 14. These criteria fall in to two tiers (Attachment C). The first set of criteria are based on the requirements derived from statutory provisions governing NVTAs' actions, both under Chapter 766, and the 2002 authorizing statute. For a project to qualify and move forward under this first set of criteria, it must meet all the requirements. The second tier provides the basis for distinguishing among proposed projects that qualify under tier 1, creating a relative ranking among them. The most significant distinction is relative to "project readiness"; that is the ability to deliver a project (or at least advance it significantly) within the first fiscal year.

Following the May 3rd meeting, staff gathered additional project information from applicants, and applied the criteria to derive a ranked FY 14 project "straw man" list. Based on that ranking, at the May 10th meeting, the Working Group reached consensus on a list of projects to forward to the Authority, see Attachment A.

Projects not selected for the FY 14 project list are included in a list for consideration as part of the forthcoming six-year program, see Attachment B.

The funding recommendations developed by the Group are based on the assumption that the Authority would not exceed the expected first-year revenue in approving the initial project list. Revenue expected to be realized in the first year (that is, the fiscal year beginning on July 1, 2013, and ending on June 30, 2014), are estimated at approximately \$190 million. The Group took this to be the upper bound and therefore is proposing a total project funding package of \$189,475,000. The Working Group's FY 14 Proposed Project List recommends a total of 34 projects; 12 roadway and 22 mass transit / multi-modal.

The following summarizes the consensus list:

- In general, the projects represent the highest ranked projects submitted in both roadway and mass transit/multimodal categories as well as overall.
- Every project submitted for which actual construction (or revenue service) would commence during FY 2014 is included in the recommended list.
- The 12 road projects constitute 58% of the available funding, while the mass transit / multimodal projects account for 42%.
- The list is broadly balanced in geographic terms, with projects in all jurisdictions that requested funding. While funding does not exactly match each jurisdiction's proportional share of the regional funding, it is the Working Group's intention to ensure that, as per the Code, over the long-term localities receive a benefit generally proportional to the funding raised in each jurisdiction.
- It is anticipated that, for projects funded with FY 14 revenues, the submitting localities and regional entities will be responsible for the general administration and management of the projects.

Additional thoughts for NVT A Consideration:

- While the consensus project list presented here comes to \$189,475,000, NVT A may ultimately choose to move forward with an FY 14 project list totaling somewhat less (indeed this would be the preference of the Chair and Vice-chair of the Project Implementation Working Group).
- With regard to VRE and WMATA projects, the Working Group recommends that two subcommittees be established, in coordination with the Legal and Financial Working Groups, to discuss issues related to geographic equity and fair share, as well as consistency with statutory requirements.
- At the May 10, 2013 Working Group meeting, VRE expressed concern that its request for \$19.8 million to purchase 9 additional coaches is not recommended for FY 14 project funding. Core to the discussion was VRE's interest in obtaining at

least a portion of the total requested funding (minimum of 10%) to leverage federal and state dollars.

- While NVTa may ultimately choose to approve an FY 14 project list below the proposed level of \$189,475,000, it would be the preference of the Chair and Vice-chair of the Project Implementation Working Group to move forward with projects totaling somewhat less than that of the consensus list presented herewith.
- The Working Group's FY 14 proposed project list was developed prior of the May 15, 2013 release of the Commonwealth Transportation Board Six Year Plan. The Authority may wish to consider how, if at all, the new information in the SYIP may impact the proposed project list.
- Other working groups may be discussing whether the Authority should pursue a bond issuance in FY 14, and the Authority may wish to consider this issue moving forward, however, the Project Implementation Working Group is making no recommendation at this time.

Next Steps:

The Working Group plans to meet next in June, and begin work to develop recommendations for the initial Six-Year Plan.

NVTA Project Implementation Working Group (May 10, 2013)
Proposed Project List for Consideration for FY 2014 Funding

5/10/2013

ROADWAY PROJECTS								Tier I Screen					Tier II Screen							
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	TA2040	Reduces Congestio	Increases Capacity - transit only	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments	
1	Loudoun	Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road) –the estimated cost is \$12,400,000.00 FOR CONSTRUCTION. If funded for construction, the work could begin after VDOT issues a notice to proceed to the Route 28 PPTA. Route 28 is a major regional roadway connecting north and south areas and the Dulles Toll Road to the Dulles International Airport.				This segment of Route 28 has been funded for design and is nearing 100% design completion by the Route 28 PPTA.	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
2	Arlington	Columbia Pike Multimodal Improvement Project. Arlington is requesting regional transportation funds for a phase of the Columbia Pike Multimodal Street Improvement Project. The project will provide for street improvements to include a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, and utility undergrounding and upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to S. Joyce Street on the east end. The goal of this project is to provide a complete street that achieves an appropriate balance of travel modes and supports future high-quality, high-frequency transit service. Project phase to begin construction FY 14.	\$6,400,000	\$12,400,000	28		Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
3	Fairfax City	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place The project proposes the following roadway improvements (to Improve traffic flow & mobility): Widen Route 123 (Chain Bridge Road) to six lanes from U.S. Route 29/50 (Fairfax Boulevard) to Eaton Place; Improve the geometrics (lane alignments) of the roadway approaches for the intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road); Improve all turn lanes at intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road). Access Management Improvements. The project also proposes extensive culvert improvements to eliminate roadway flooding due to the inadequate existing culvert under Route 123 (Chain Bridge Road); The new culvert will allow conveyance of the 100-Year Flood for the North Fork of the Accotink Creek along U.S. Route 29/50 (Fairfax Boulevard) from Route 123 (Chain Bridge Road) to Eaton Place. Cost Breakdown: Engineering: \$1.5 Million (fully funded) R/W Acquisition: \$9.5 Million Construction: \$10 Million	\$5,000,000	\$21,000,000	50/123	ROW Acquisition anticipated to begin FY14	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	Detailed Design - Summer/Fall 2013 Begin Right of Way Acquisitions - Spring 2014 Construction Plans - Spring 2015 Advertisement for Construction Bids - Spring 2015 Begin Construction - Winter 2016	
4	Arlington	Boundary Channel Drive Interchange. The existing Boundary Channel Drive interchange is inadequate for current demands and for planned growth in Crystal City. The addition of Long Bridge Park and the Aquatics Center accelerate the need for improvements at this location. Long Bridge Park Drive up to and through the interchange with I-395 and Boundary Channel Drive will be reconstructed to provide a safe and attractive environment for all modes of transportation, including bicyclists, pedestrians, buses, and vehicles. Project elements include new curb and gutter, sidewalks, bicycle facilities, streets trees and street lighting. Critical bike and pedestrian connections will be made from Crystal City to the Mount Vernon Trail. Two roundabouts will be constructed, which will serve as a gateway to the new aquatic center and Long Bridge Park. The redesigned interchange will improve safety and will be effective in managing emergency operations that occur frequently in that vicinity. Funds requested for construction phase expected to begin end CY14.	\$5,835,000			Planning and design underway. Construction to begin CY 14, early FY15	Y	Y	Y	Y	Y	Y	1	4	R	1	-	6		
5	Prince William	Route 28 form Linton Hall Road to Fitzwater Drive - Wide from 2 undivided to 4 lanes divided roadway. Include multiuse trail on the south side and a sidewalk on the north side. Project funds will eliminate the ne to phase project construction. Funds will be used for construction. Construction in FY14.	\$25,000,000	\$28,000,000	28	ROW Acquisition anticipated to begin June 2013	Y	Y	Y	Y	Y	Y	1	4	R	1	-	6		
6	Herndon	Herndon Parkway Intersection Improvements at Van Buren Street - Herndon Parkway & Van Buren Street intersection is located on the southern portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Monroe Street, Route 666 and Herndon-Monroe Park & Ride Garage Fairfax County. The project is for street capacity improvements to address traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike / pedestrian improvements. And the project will include transit improvements where appropriate.	\$500,000	\$3,000,000	606 / 666	Design concept completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	Y	Y	1	5	R	1	-	7		
7	Herndon	Herndon Parkway Intersection Improvements at Sterling Road - Herndon Parkway & Sterling Road intersection is located along the western portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Old Ox Road (Rt. 606) / Route 28 interchange in Loudoun County. The project is for street capacity improvements to address significant traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike/ pedestrian improvements. The project is to include dual-left turn lanes for northbound Herndon Parkway onto westbound Sterling Road and will also include pedestrian and transit improvements where appropriate. The project is listed in NVTA's TransAction 2040 Plan.	\$1,000,000	\$1,000,000	606	Concept design completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	Y	Y	1	3	R	1	-	5		
8	Prince William	Route 1 from Featherstone Road to Mary's Way - Design and Build. Widen from 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail on the west side and sidewalk on the east side of the road. Funding for design/build. Design only \$3.0 million.	\$3,000,000	\$52,000,000	1		Y	Y	Y	Y	Y	Y	1	4	R	1	-	6		

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TRANSIT PROJECTS								Tier I Screen					Tier II Screen						
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	TA2040	Reduces Congestion	Increases Capacity	Within/adj. to NVT A Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
1	Alexandria	Shelters and Real-Time Transit Information for DASH/WMATA. This project would fund the replacement and expansion of bus shelters at high ridership locations throughout the City. The shelters would include amenities, such as real-time transit information to improve riders' access to information and customer satisfaction. Real time transit data infrastructure installed at 25 high ridership stops. Improve transit service across the region by integrating real-time transit information system and providing high quality transit stops for bus patrons traveling into and out of the City of Alexandria. Bus shelter construction and installation of real time transit signs will begin in FY2014.	\$450,000	\$1,500,000		WMATA recently awarded real-time transit information contract (City will ride contract to procure signs). City's bus shelters currently at 95% design phase, expected 100% design by June 2013	Y/Y	Y	Y	Y	Y	Y	1	6	T	1	-	8	
2	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. Four buses for increased frequency of existing AT1 route to urban standards. One bus will be contributed to the launch of a new crosstown route that will provide new connectivity to regional transit hubs such as Mark Center, Shirlington Transit Center, and the future Potomac Yard Metrorail station. (\$650,000/bus)Benefit to the Region: The AT1 improvements will strengthen transit connectivity between Van Dorn Metro, Landmark Mall, Mark Center, and Southern Towers. They will also provide increased regional support and connectivity to the regional Metrorail, Metrobus, Fairfax Connector, VRE service, Amtrak service, and future Van Dorn-Beauregard transitway. The new crosstown route will provide increased regional support and connectivity to the regional Metrorail, Metrobus, Arlington Transit, and the Crystal City-Potomac Yard and Van Dorn-Beauregard transitways. Ability to Leverage Other Funds: Funds can be used to provide the local match for DRPT funds which the City has applied for in the FY2014 Six Year Improvement Plan (SYIP), or can be used to purchase the vehicles if DRPT funds are not allocated to this project in the SYIP. Buses can be acquired and put in operation in FY2014.	3,250,000	3,250,000	N/A	Buses can be procured in FY2014.	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7	
3	PRTC	PRTC New Gainesville Service. One (1) 45-ft. commuter bus to provide for the new PRTC Gainesville to DC Service that is expected to begin in the Fall of 2013. With the restructuring of two commuter routes (Linton Hall and Manassas OmniRide), PRTC had a net savings of 3 buses, but the Gainesville to DC service needs four buses hence the request for one bus. The total cost for the commuter bus is estimated at \$580,000.This project is included in TransAction 2040 and the CLRP and will increase capacity. Once ordered, the manufacturing of the bus would take less than one (1) year.	\$580,000	\$580,000	N/A	Project implementation planned for Fall of FY14. Passenger surveys conducted in December 2012, draft routing has been produced. Timings for draft schedule and finalization of routing should be accomplished by June 15, 2013. Schedule finalized by July 31, 2013.	Y/Y	Y	Y	Y	TBD	Y	1	6	T	0	-	7	
4	Alexandria	Traffic Signal Upgrades/Transit Signal Priority. The first phase of this project will leverage existing infrastructure and improve system efficiencies by funding transportation technologies such as traffic signal upgrades, Transit Signal Priority (TSP), and queue jumps. These technologies will help maximize efficiency of the transportation system without large investment in new infrastructure. The systems will be implemented on the Duke Street corridor from the western City limit to Route 1 and on the Route 1 Transitway corridor from the Braddock Road Metrorail station to Potomac Yard. Some of the funds may also be used to upgrade traffic signals on Route 1, south of Braddock Road Metro without providing TSP. The TSP work will improve transit service and systems operations in the Duke Street and Route 1 corridors which provide direct connections to Fairfax and Arlington Counties. These corridors will support mobility, as well as improved travel times for SOVs and transit users along both corridors. The project will improve the efficiency of existing and planned transit service within the City of Alexandria, Fairfax County, and Arlington County.	\$660,000	\$1,200,000		Design in FY2014 for Duke St. for \$60,000. Construction of \$600,000 for Route 1	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7	Project in CLRP. Part of Route 1 Transitway Project.
5	WMATA	Traction Power Upgrades on the Orange Line in Virginia (\$5M). WMATA's strategic plan includes a project to expand the Metrorail fleet to enable the operation of 100 percent eight-car trains. The eight-car train project includes not only the purchase of rolling stock and railyard expansion, but also associated traction power upgrades. This project will begin the process of upgrading traction power along the Orange Line in Virginia, a very busy Metrorail corridor. The eight-car train project is included in TransAction 2040	\$5,000,000	TransAction 2040's estimate of VA share for 100% 8-car trains is \$496m; cost and schedule are being updated	N/A	It is expected that this \$5 million project can be completed in FY 14.	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6	This project represents an initial step toward addressing traction power as part of the eight car train project. Traction power on the Orange Line in Virginia represents the greatest need at this time.
6	Loudoun	Leesburg Park and Ride – The estimated cost \$1,000,000.00 right of way acquisition. This project entails funding of land acquisition for a second Leesburg Park-n-Ride Facility. This will be a new (minimum) 300 space park-n-ride facility to be located near the Town of Leesburg, and will allow for expanded connecting transit service to the Silver Line of Metro. The County has programmed funding for the construction in FY 2016; however no funds are available at this time to purchase land. Between 8 and 10 acres may be needed based on terrain, environmental conditions, accessibility, etc.	\$1,000,000	\$1,000,000	N/A	ROW acquisition and construction completed in FY 14 with regional funds.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	

7	Arlington	Crystal City Interim Multimodal Center. This project expands bus capacity at the Crystal City Metrorail station. It will provide for additional sawtooth bus bays, seating, dynamic information signage, lighting, additional bicycle parking, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets. The contemplated improvements constitute an interim condition until a full intermodal center is constructed as part of redevelopment under the Crystal City Sector Plan. Interim improvements are needed to support the operations of the Crystal City Potomac Yard transitway and future streetcar. Transit agencies from suburban jurisdictions provide longer distance commuter bus service in the Crystal City area. These buses would compete for space in the dedicated transit lanes and for dwell time at the transitway (and future streetcar) station stops. Bus capacity expansion at the Crystal City Metrorail station will allow commuter bus passengers to transfer to the frequent, convenient local circulation provided by the transitway (and future streetcar) service without interfering with transitway operation. Funds would cover construction in FY14.																	
			\$1,500,000	\$1,500,000		In design. Construction to begin in FY14	N	Y	Y	Y	Y	Y	1	4	M	1	-	6	
8	Arlington	Blue/Silver Line Mitigation (ART Fleet Expansion) Purchase four Arlington Transit (ART) buses in FY 2014. This is a short-term measure to moderately increase ART's north-south bus capacity within Arlington to coincide with the opening of the Silver Line.	\$1,000,000	\$1,000,000		Buses should begin revenue service in FY 2014	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6	
9	Loudoun	Transit Buses – 40-foot transit buses will be purchased to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway. The estimated cost per bus is \$440,000 based on contract pricing available in the region.	\$880,000	\$880,000	N/A	Initiate revenue service FY 14	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	
10	Alexandria	Amtrak/VRE Parking Lot Improvements. Project will transform the existing gravel parking lot adjacent to Alexandria's Union Station, which has significant grading issues, into a paved and accessible parking lot for users of VRE and Amtrak services. Overall, this project will improve access to the regional and intra-city transit network. This project will include grading work, paving, the installation of sidewalks, and curb ramps to make the parking lot accessible for VRE and Amtrak users. Will provide parking and enhanced accessibility for VRE and Amtrak users. With this funding, a design/build contract would be pursued in FY14. Construction can begin in FY2014.	\$482,000	\$482,000		Construction can begin in FY2014.	N	Y	Y	Y	Y	Y	1	4	T	0	-	5	
11	VRE	VRE Alexandria station tunnel and platform improvements This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King St. Metrorail station and the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000	\$1,300,000		NEPA/design of the project is underway; estimated completion March 2014.	Y/Y	Y	Y	Y	Y	Y	1	6	T	1	-	8	The requested funding fills a shortfall in construction funds for the project and allow it to proceed to the next phase (construction phase). The project expands VRE capacity, enhances operational flexibility for VRE, Amtrak and freight trains, improves pedestrian safety by eliminating an at-grade pedestrian crossing of the railroad tracks, and improves ADA/multimodal pedestrian connections at the Alexandria station. As the station serves both the VRE Fredericksburg and Manassas Lines it will benefit riders from all VRE member jurisdictions, including jurisdictions beyond the NVTA boundaries.
12	Herndon	Herndon Metrorail Intermodal Access Improvements - Project concept plans show right-of-way acquisition for vehicle and bus pull-off bays along a section of Herndon Parkway (vicinity of the north-side pedestrian access facility associated with future Herndon Dulles Metrorail Station). The project also includes major intersection enhancements to include ADA accessible paver crosswalks, traffic and bike-ped signalization, refuge median islands and bus shelter / transit facilities. The purpose is for improved enhancements, connectivity and accessibility to transit-oriented development along Herndon Parkway and to improve intermodal connectivity to/from the northside area of the future Herndon Metrorail Station. MWAA/Dulles Corridor Metrorail Project will provide a wide sidewalk connecting approximately 450 feet between Herndon Parkway and the Metrorail pedestrian access facility. The project will provide a drop-off lane for both directions to accommodate Fairfax Connector buses and for drivers to pull off of Herndon Parkway, stop and drop off Metrorail passengers in a safe manner.	\$600,000	\$1,500,000	228	Concept design completed; approved by Town Council. PE to begin July 2013 and continue with ROW during FY2014	N	Y	Y	Y	Y	Y	1	4	M	1	-	6	FY 14 ROW Acquisition

13	VRE	VRE Gainesville-Haymarket Extension Project Development The project includes project development, NEPA and preliminary engineering for an 11 mile VRE extension from Manassas to the Gainesville-Haymarket area of Prince William County.		\$1,500,000	\$1,500,000			Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	The requested NVTVA funding leverages \$2.8M in state funds that would not be available without the local match. The extension is estimated to attract an additional 1,500 + new riders/day (3,000+ trips/day removed from highways). It would expand VRE capacity and provide additional transit options to an underserved and growing area of northern Virginia. By enhancing VRE Manassas Line frequency, the project benefits travelers in Prince William County (and the Town of Haymarket), the City of Manassas, Fairfax County and jurisdictions beyond the NVTVA boundaries. The project is also included in the Prince William County Comprehensive Plan, Transportation Element.
14	VRE	VRE Lorton station second platform (\$7.9M) This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length. This project expands VRE station capacity and enhances operational flexibility and maintenance of on-time performance. NEPA and preliminary engineering for the project are complete.		\$7,900,000	\$9,240,000			Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	
15	WMATA	Ten new buses on Virginia routes (\$7M). This project will allow for the purchase of ten new buses to serve Virginia routes. Capital funds could be obligated in FY 14 and be available to support services in the beginning of FY 15. This assumes an increased operating subsidy associated with the new routes. Candidate corridors as part of the Priority Corridor Network include: • Richmond Highway Line (REX) • Columbia Pike Lines (16A,B,D,J & 16G,H & MetroExtra 16X,Y) • Leesburg Pike Lines (28A & MetroExtra 28X) • Little River Turnpike Line (29K,N) Also for consideration are recommended adjustments from Service Evaluation Studies: • Wilson Blvd Line (1A,BE,F,Z) • Washington Blvd Line (2A,B,C,G) • Pershing Drive-Arlington Blvd Line (4A,B,E,H) • Lincolnia North-Fairlington Line (7A,E,F,Y) • Hunting Point-Ballston Line (10B) • McLean-Crystal City Line (23A,C) • Ballston-Bradlee-Pentagon Line (25A,C,D,E) • Landmark-Ballston Line (25B)		\$7,000,000		Various		N	Y	Y	Y	TBD	Y	1	3	T	0	-	4	This project assumes an increased operating subsidy associatd with the new routes.
16	Falls Church	Pedestrian Bridge: \$300,000 Expand the pedestrian portion of a bridge on Van Buren St. The current bridge forces pedestrians to leave the sidewalk and cross the bridge using a parking lane before returning to the sidewalk on the far side of the bridge. This bridge is part of a frequently used pedestrian path to the East Falls Church Metro Station and is important for expanding access to Metro Rail. Design: \$45,000 Right of Way: \$0 Construction: \$235,000		\$300,000	\$300,000	Corridor 6	Assessment of Existing Conditions	AQN	Y	Y	Y	Y	Y	1	4	M	0	-	5	
17	Falls Church	Funding for Bus Shelters: \$200,000 Increase funding available for bus shelters and wayfinding information. Additional bus shelters and wayfinding will facilitate alternative modes of transportation . These monies will leverage an existing city project to install bus shelters on the highly-utilized, regional routes connecting Tysons Corner, Falls Church, Seven Corners, Baileys Crossroads, the Mark Center, and Old Town Alexandria. Design: \$20,000 Right of Way: \$30,000 Construction: \$150,000		\$200,000	\$350,000	Corridor 6	Design 30% Complete.	N	Y	Y	Y	Y	Y	1	4	T	1	-	6	
18	Falls Church	W&OD Trail Lighting: \$500,000 Provide lighting for the portion of the W&OD Trail in the City of Falls Church. The W&OD Trail, a major commuting route, lacks basic lighting as is provided on other major commuting routes. This portion of the trail currently serves approximately 1,200 daily trips to and from DC, Arlington, Alexandria, and Fairfax. Providing lighting would significantly increase capacity by making the trail available to more users after dark, especially during the winter months when the sun sets very early in the evening. Design: \$75,000 Right of Way: \$0 Construction: \$425,000		\$500,000	\$500,000	Corridor 6	Design 5% Complete.	AQN	Y	Y	Y	Y	Y	1	4	M	0	-	5	

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Strawman Proposed Project List for Consideration for FY 2014 Funding (May 10, 2013)**Geographic Balance and Summary**

	Phase/s	Allocation
<u>Alexandria</u>		
DASH Bus Expansion (5 new buses)	FY 14 Revenue Service	3,250,000
Amtrak/VRE Parking Lot Improvements.	FY 14 Construction Start	482,000
Traffic Signal Upgrades/Transit Signal Priority	FY 14 Construction / FY 14 Design Start	660,000
Shelters and Real-Time Transit Information for DASH/WMATA.	FY 14 Construction Start	450,000
Potomac Yard Metrorail Station EIS	FY 14 Planning Complete, Begin Design	2,000,000
Subtotal		6,842,000
<u>Arlington</u>		
Columbia Pike Multimodal Street Improvements	FY 14 Construction Start	12,000,000
Boundary Channel Drive Interchange	FY 14 Design Complete, FY 15 Const.	5,835,000
Silver/Blue Line Mitigation (ART Fleet Expansion) (4 buses)	FY 14 Revenue Service	1,000,000
Crystal City Interim Multimodal Center	FY 14 Construction Start	1,500,000
Subtotal		20,335,000
<u>Fairfax City</u>		
Chain Bridge Road Widening/Improvements	FY 14 ROW and Construction Start	5,000,000
<u>Fairfax County</u>		
Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	FY14 Design/Build	20,000,000
Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	FY14 Design/Build	11,100,000
Innovation Center Metrorail Station	FY14 Design/Build	41,000,000
Herndon Parkway Intersection Improvements at Van Buren St.	FY 14 ROW	500,000
Herndon Parkway Intersection Improvements at Sterling Road	FY 14 ROW	1,000,000
Herndon Metrorail Intermodal Access Improvements	FY 14 ROW	600,000
Subtotal		74,200,000
<u>Falls Church</u>		
Pedestrian Access to Transit	FY 14 Design Complete	700,000
Funding for Bus Shelters	FY 14 Construction Start	200,000
Pedestrian Bridge at Van Buren Street	FY 14 Design Start	300,000
W&OD Trail Lighting connecting to Future Intermodal Plaza	FY 14 Design Complete / Const. Start	500,000
Subtotal		1,700,000
<u>Loudoun</u>		
Belmont Ridge Road between Portsmouth Boulevard and Hay Road	FY 14 Design/Build Start	20,000,000
Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)	FY 14 Construction Start	6,400,000
(Leesburg) Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separation.	FY 14 Design Start	1,000,000
Leesburg Park and Ride	FY 14 ROW and Construction Complete	1,000,000
2 New Transit Buses	FY 14 Revenue Service	880,000
Subtotal		29,280,000
<u>Prince William</u>		
Route 1 from Featherstone Road to Mary's Way	FY 14 Design Start	3,000,000
Route 28 from Linton Hall Road to Fitzwater Drive	FY 14 Construction Start	25,000,000
Subtotal		28,000,000
<u>NVTC</u>		
Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II)	FY 14 Planning Start	838,000
<u>PRTC</u>		
PRTC New Gainesville Service (1 bus)	FY 14 Revenue Service	580,000

VRE

VRE Lorton station second platform	FY14 Design	7,900,000
VRE Alexandria station tunnel and platform improvements	FY 14 Construction	1,300,000
VRE Gainesville-Haymarket Extension Project Development	FY 14 Planning and Design Start	1,500,000
Subtotal		10,700,000

WMATA

Traction Power Upgrades on the Orange Line in Virginia	FY 14 Design Start	5,000,000
Ten New Buses on Virginia Routes	FY 14 Contract Start / FY 15 Rev Svc.	7,000,000
Subtotal		12,000,000

Total FY 14 Construction Projects	12	54,492,000
Total FY 14 Revenue Service Projects	4	5,710,000
Total FY 14 Design/Build Projects	6	104,935,000
Total FY 14 ROW Acquisition Projects	3	2,100,000
Total FY 14 Design Projects	8	21,400,000
Total FY 14 Planning Projects	1	838,000
Total FY 14 Projects (1)	34	189,475,000

(1) All FY 14 construction/rev svc projects included in Strawman

Mode Balance	Projects	Allocation	% Share
Total Roadway Projects	12	110,835,000	58%
Total Transit/Multimodal Projects	22	78,640,000	42%

NVTA Project Implementation Working Group
Projects for Consideration for the NVTA 6 Year Plan

5/8/2013

ROADWAY PROJECTS (in no particular order)								Tier I Screen					Tier II Screen							
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	Transaction 2040	Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments	
1	Herndon	Herndon - East Elden Street Improvement Project - East Elden Street Improvement Project is 0.9 miles in length and is located between Van Buren Street and the Fairfax County Parkway (Route 7100) in the Town of Herndon. Elden Street is a critical town arterial (36,000VPD to 40,00VPD) that transverses through the middle of Herndon. It serves as the town's commercial corridor and is a primary state route providing connectivity between the surrounding environs of Herndon and to / from Centreville Road (Route 228), Fairfax County Parkway (Route 7100), Barron Cameron (Route 606), Dulles Toll Road (Route 267) and Route 28.	\$2,600,000	\$20,400,000	606	Concept design and NEPA completed. VDOT to begin PE in June 2013 estimated at \$2.2M; ROW estimated at \$400K	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
2	Manassas Park	Route 28 Widening - 4 to 6 lanes from Old Centreville Road in PWC to Route 29 in Centreville. This nearly 5 mile long segment of the Route 28 Corridor continues to be one of Northern Virginia's worst bottlenecks. Travelled by 54,000 to 63,000 vehicles per day, this segment is well over capacity and offers travelers with extremely poor levels of service. New housing developments along the corridor, including Orchard Bridge Apartments, a 772-unit apartment complex that is less than 1/4 mile from the Fairfax County line, is under construction and will come online soon. Orchard Bridge is expected to bring nearly 5,000 additional vehicles per day to Route 28 at build-out. Serving four of NVTA's 9 member jurisdictions (Manassas Park, Manassas, Prince William County, and Fairfax County), this particular segment of Route 28 offers one of the greatest opportunities to improve the quality of life for residents of these localities.					N	-	Y	Y	Y	N	-	-	-	-	-	-		
3	Fairfax	Braddock Road HOV Widening: 6 to 8 Lanes (Burke Lake Road to I-495) – Design \$10 M. 6 to 8 Lanes - Burke Lake Road to I-495 - Design - In accordance with the Fairfax County Comprehensive Plan, widen Braddock Road from 6 general purpose (GP) lanes to 6 GP lanes with 1-HOV lane in each direction. Funding is for preliminary design and environmental study.	\$10,000,000	TBD	620	Planning to start FY 14	N	Y	Y	Y	Y	Y	1	3	R	0	-	4	On Fairfax County Comp Plan	
4	Fairfax	Route 28 Widening: 4 to 6 lanes (Prince William County Line to Route 29) - Design \$10M. Widen Rte. 28 (NB and SB) from 4 to 6 lanes from the Bull Run Bridge/PW County Line to Machen Road/Old Centreville Road and Rte. 28/Rte. 29 Interchange – Funding for PE, Environmental Studies and Design.	\$10,000,000	TBD	28	Design to begin FY14	N	Y	Y	Y	Y	Y	1	3	R	0	-	4	same request as #7, on Fairfax County Comp Plan	
5	Fairfax	Franconia/S. Van Dorn Interchange – Design \$20M. Design - Construct Interchange at S. Van Dorn St/Franconia Road. Funding for Design. Initial PE and Environmental complete however, needs to be updated/revised since completion of I-495/Rte. 1 and I-495/Telegraph Road Interchanges.	\$20,000,000	\$84,000,000	644/613	Conceptual design and Environmental document completed, but need to be updated	N	Y	Y	Y	Y	Y	1	3	R	1	-	5	On Fairfax County Comp Plan	
6	Fairfax	Route 29 Widening (Fairfax City to Legato Road) \$7.5M. Add third lane NB from Legato Road to Shirley Gate Road – already funded for design and partial RW acquisition. Funding requested to complete RW acquisition, utility relocation and Construction.	\$7,500,000	\$7,500,000	29	Utility relocation June 2014 to Sep 2015, Construction Sep 2015 to Sep 2016	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan	
7	Loudoun	Belmont Ridge Road (Route 659) (Gloucester Parkway to Hay Road). This project is a part of both the TransAction 2040 Plan and CLRP. The project is a regional north-south corridor connection and is significant as the ultimate connection to the State identified North/South Corridor of Statewide Significance. When, and if funding becomes available, VDOT estimates that the project can move forward with design/build procurement with a notice to proceed issued within six (6) months. • Segment 1A. - Belmont Ridge Road between Gloucester Parkway and Portsmouth Boulevard is approximately 4,400 linear feet in length and will include a grade separation of the W&OD Trail. The estimated stand alone cost is \$40,000,000.	\$40,000,000	\$40,000,000		The NEPA document is complete and the plans are ready for design/build procurement.	Y	Y	Y	Y	Y	Y	1	5	R	0	-	6		

TRANSIT PROJECTS								Tier I Screen					Tier II Screen						
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	Transaction 2040	Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
1	Fairfax	West Ox Bus Garage Phase II - This project expands the capacity of the West Ox facility and allows for additional Fairfax Connector service. This funding would allow project to proceed to construct 9 maintenance bays and expand facilities for bus drivers and security	\$17,000,000	\$20,000,000		Feasibility study complete. Negotiating contract for design; 18 month contract.	N	N	Y	Y	Y	Y	1	3	T	1	-	5	TRANSIT project. Included in Fairfax County Transit Development Plan. Transaction 2040 and the CLRP include bus service
2	Fairfax	Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - Capital Purchases 12 Buses - The County is planning a new high-quality, limited-stop bus service between Herndon and Fort Belvoir. There is no existing Connector service linking these activity centers, so additional buses will be needed to operate the service. The \$6 million requested would cover the purchase of the 10 buses needed for peak period service, plus 2 additional buses for use as spares to cover down time for bus servicing and repairs.	\$6,000,000	\$6,000,000		Buses could be purchased within 4-6 months of funding allocation; however the West Ox Bus Garage expansion must occur first. Anticipate revenue service in FY16	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	Included in Fairfax County Transit Development Plan
3	Fairfax	Innovation Center Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 2037 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$51,000,000		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
4	Fairfax	Herndon Monroe Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 1975 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$49,400,000		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
5	VRE	VRE rolling stock purchase (9 additional coaches) at \$2.2M each/\$19.8 total request. This project is for the purchase of 9 VRE coaches to expand system capacity to accommodate existing and future passenger demand.	\$19,800,000	\$19,800,000		VRE has an open contract with the equipment manufacturer that includes options for the purchase of additional coaches. Option could be exercised within 2 months of NVTA selection of the project for funding.	Y/Y	Y	Y	Y	TBD	Y	1	5	T	0	-	6	The additional rolling stock will allow VRE to lengthen existing trains and/or add new trains that otherwise would not be possible without the purchase. The project expands VRE on-board carrying capacity by approx. 1,230 persons/day (approx. 2,460 trips/day removed from highways).

6	VRE	VRE Rippon station second platform This is a 650 foot second platform and extension of the existing platform at the VRE Rippon station in Prince William County to accommodate trains up to 8 cars in length.					Y/Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	The requested funding expedites the delivery of the project. The project will double VRE station capacity, alleviate existing crowding, and enhance operational flexibility and maintenance of VRE on-time performance for VRE, Amtrak and freight trains. The project will benefit Fredericksburg Line riders from Prince William County (including the Towns of Dumfries, Triangle and Quantico), and jurisdictions beyond the NVT A boundaries.
7	Falls Church	Signal Improvements: \$300,000 Upgrade the traffic signal at Columbia Street and North Washington Street to include a bicycle detection system and pedestrian countdown timers and to connect to the City's coordinated traffic signal management system. This intersection is within 1 mile of the East Falls Church Metro Station, so the addition of pedestrian and bicycle infrastructure will increase accessibility and use of the Metro Rail system. Connecting this signal to the signal management system will ease traffic flow along South Washington Street for vehicles, pedestrians, and cyclists into and out of Arlington County, the I-66 corridor, Each Falls Church Metro Station, and the W&OD multi-use trail. Design: \$45,000 Right of Way: \$20,000 Construction: \$235,000	\$300,000	\$300,000	Corridor 6	Design.	N	Y	Y	Y	Y	Y	1	3	M	0	-	4	
8	VRE	VRE Crystal City platform expansion This project is a 400 foot extension of the existing platform at the VRE Crystal City station in Arlington County to accommodate trains up to 10 cars in length. It would alleviate existing crowding, expand VRE station capacity, and enhance operational flexibility and maintenance of VRE on-time performance.	\$4,000,000	\$4,000,000			N	Y	Y	Y	Y	Y	1	3	T	0	-	4	The requested funding expedites the delivery of the project. The project will double VRE station capacity (from 10,000 trips/day to 20,000 trips/day), alleviate existing crowding, and enhance operational flexibility and maintenance of VRE on-time performance. As the station serves both the VRE Fredericksburg and Manassas Lines it will benefit riders from all VRE member jurisdictions, including jurisdictions beyond the NVT A boundaries.

9	WMATA	Upgrade of interlocking and platform/girder repairs at National Airport (\$5M). This project will allow Metrorail trains to turn back just past the Ronald Reagan Washington National Airport station on the Yellow/Blue Line. The work will allow increased operational flexibility on the Yellow/Blue Line.		\$5,000,000	\$10,000,000 to \$15,000,000	N/A	It is expected that this \$5 million project can be completed in FY 14.	N	N	Y	Y	Y	Y	1	4	T	0	-	5	This project would enable Metro to decrease headways in this section of the system in the event that single tracking is necessary. This is particularly important where a train or equipment/system malfunction occurs during normal service hours. Re-activating the switches will allow Metro to use the center track at Reagan as a pocket track to store disabled trains or to insert an extra train to relieve overcrowding and address special event needs. This project could allow for a shuttle between National and Rosslyn if a new Rosslyn station is built.
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FY 14 Project Selection Ranking Methodology

Tier I Screening Criteria	Assigned Value
Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)	"Y/N" given for each category
Mass transit project that increases capacity	"Y/N"
Reduces congestion	"Y/N"
Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.	"Y/N" if project or service is contained within the geographic boundaries of the NVTa. "TBD" if type of project request requires additional guidance.

Tier II Screening Criteria	Assigned Value
Improve auto and pedestrian safety	1 pt – Yes, 0 pts - No
Project Readiness <ul style="list-style-type: none"> a. Project is included in TIP/CLRP or is air quality neutral. b. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes. c. Resources available to move forward with project when funding becomes available. d. Funding will provide expedition of project phase. e. Projects will begin or complete next phase with requested funding. 	Maximum Points: 6 1 pt – Included in CLRP/AQ Neutral 1 pt – Included in TIP 1 pt – Completed major regulatory reviews and/or public input processes 1 pt – Resources available to move forward 1 pt – Funding will expedite project/phase 1 pt – Projects will begin or complete next phase in FY14
Mode Balance (Transit, Road, Multimodal)	R – Road, T – Transit, M - Multimodal
Short-term priorities of the jurisdictions that are partially funded in Commonwealth's SYIP or by individual jurisdictions or agencies. (Leverages External Funding)	1 pt – Yes, 0 pt – No
Projects with 20 year lifespans (only to be used if bond project list is developed, not for use on FY14 list).	Not applicable

Criteria Overlay
Priority given to greatest congestion reduction relative to cost.
Locality's total long-term benefit shall be approximately equal to the proportion of revenues attributable to the locality.*(use for 6-year plan, but not for FY14)
Counties and cities embraced by Authority must work cooperatively with towns and populations greater than 3,500 located within such counties to ensure that the towns receive their respective share of the revenues. (Pending Legal and Financial Working Groups collection/distribution process)



Strawman Project List for Consideration for FY 2014 Funding

Northern Virginia Transportation Authority
Project Implementation Working Group

May 10, 2013



Project Selection Criteria Methodology

Tier I Screening Criteria	Assigned Value
Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)	"Y/N" given for each category
Mass transit project that increases capacity	"Y/N"
Reduces congestion	"Y/N"
Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.	"Y/N" if project or service is contained within the geographic boundaries of the NVTA. "TBD" if type of project request requires additional guidance.



Project Selection Criteria Methodology

Tier II Screening Criteria	Assigned Value
Improve auto and pedestrian safety	1 pt – Yes, 0 pts - No
Project Readiness a. Project is included in TIP/CLRP or is air quality neutral. b. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes. c. Resources available to move forward with project when funding becomes available. d. Funding will provide expedition of project phase. e. Projects will begin or complete next phase with requested funding.	Maximum Points: 6 1 pt – Included in CLRP/AQ Neutral 1 pt – Included in TIP 1 pt – Completed major regulatory reviews and/or public input processes 1 pt – Resources available to move forward 1 pt – Funding will expedite project/phase 1 pt – Projects will begin or complete next phase in FY14
Mode Balance (Transit, Road, Multimodal)	R – Road, T – Transit, M - Multimodal
Short-term priorities of the jurisdictions that are partially funded in Commonwealth's SYIP or by individual jurisdictions or agencies. (Leverages External Funding)	1 pt – Yes, 0 pt – No
Projects with 20 year lifespans (only to be used if bond project list is developed, not for use FY14 list).	Not applicable.



FY 14 Strawman Summary

- **Total 49 project submitted for consideration**
- **34 Projects in proposed FY 14 Strawman**

# Projects	Phase Start/Completed in FY14	Allocation (all phases)
12	Total FY 14 Construction Projects	\$ 54,492,000
4	Total FY 14 Revenue Service Projects	\$ 5,710,000
6	Total FY 14 Design/Build Projects	\$104,935,000
3	Total FY 14 ROW Acquisition Projects	\$ 2,100,000
8	Total FY 14 Design Projects	\$ 21,400,000
1	Total FY 14 Planning Projects	\$ 838,000
34	Total FY 14 Projects	\$189,475,000



FY 14 Strawman Summary

Mode Balance	# of Projects	Allocation	% Share of Total
Roadway	12	\$110,835,000	58%
Transit / Multimodal	22	\$78,640,000	42%
Total	34	\$189,475,000	100%

Roadway Projects

- **FY 14 Project Allocations: \$110,835,000**
- **Total Roadway Projects: 12**

# Projects	Phase Start/Completed in FY14	Allocation (all phases)
3	FY 14 Construction	\$ 48,400,000
4	FY 14 Design/Build	\$ 56,935,000
2	FY 14 ROW	\$1,500,000
2	FY 14 Design	\$ 4,000,000

Mass Transit Projects

- **FY 14 Project Allocations: \$78,640,000**
- **Total Transit and Multimodal Projects: 22**

# Projects	Phase Start/Completed in FY14	Allocation (all phases)
7	FY 14 Construction	\$ 5,432,000
4	FY 14 Revenue Service	\$ 5,710,000
2	FY 14 Design/Build	\$48,000,000
1	FY 14 ROW	\$ 600,000
5	FY 14 Design	\$15,900,000
1	FY 14 Planning	\$ 838,000

**Northern Virginia Transportation Authority
Organizational Working Group**

**Meeting Summary
May 16, 2013**

Members Present:

Scott York, Chair	Tracy Gordon
Sharon Bulova, Vice Chair	Alfred Harf
Doug Allen	Tim Hemstreet
Tom Blaser	Dan Malouff
Sandy Bushue	Charles Yudd, Staff Coordinator
Bernard Caton	Hal Parrish
Noelle Dominguez, Staff Coordinator	

1. Introductions

Scott York opened the meeting and members of the working group introduced themselves.

2. Selection of Staff Coordinator and Assistant Staff Coordinators, including Recorder

Charles Yudd, Loudoun County Assistant County Administrator and Noelle Dominguez, Fairfax County Legislative Liaison will be serving as the Organizational Working Group's staff coordinators. Lisa Erickson, Assistant to Charles Yudd, will serve as the group's recorder.

Mr. Yudd gave an overview of the items to be discussed: 1) background on the legislation; 2) overview of the Transportation Bill; 3) Report from the 2007 working group; and 4) breakout chart individually listing questions regarding the organizational structure.

3. Explanation of Bill Provisions – Noelle Dominguez

Noelle Dominguez provided the group with a summary of HB2313, highlighting the provisions pertaining to the regional funding, to become effective July 1, 2013. The final transportation funding bill provides approximately \$840 million annually for statewide maintenance, construction, and transit by 2018. The bill also includes a regional component for planning districts that meet certain thresholds (population, registered vehicles, and transit ridership). Currently, only Northern Virginia and Hampton Roads meet the criteria, but other planning districts may do so in the future. The Northern Virginia plan is expected to provide approximately an additional \$300 million per year. (See Attachment 1 for a breakdown of each funding mechanism.)

Seventy percent of the Northern Virginia plan will be provided to the NVTA to be used on 1) regional projects included in TransAction 2040 or its future updates that have also been evaluated by VDOT for reducing congestion or 2) mass transit capital projects that increase capacity. Thirty percent of funds will be distributed to individual localities and must be spent on urban or secondary road construction, capital improvements that reduce congestion, projects included in TransAction 2040 or its future updates, or for public transportation purposes.

Chairman York questioned if the Silver Line project was eligible under the 30 percent funding for localities or the 70 percent regional funding. Ms. Dominguez stated the Silver Line was included in the CLRP as part of TransAction 2040 and was also considered as a mass transit capital project which increases capacity, and therefore should be eligible for both local and regional funding.

Hal Parrish, Manassas, questioned if the diesel tax had been eliminated in addition to the 17.5 cents per gallon gas tax. Ms. Dominguez stated that both gas and diesel tax had been eliminated and replaced with a 3.5 percent wholesale gas tax and a 6 percent wholesale diesel tax.

The Committee discussed the requirement that localities must enact the local Commercial and Industrial (C&I) Property Tax at \$.125 per \$100 valuation or dedicate an equivalent amount to be used only for transportation. Mr. Yudd questioned if a jurisdiction could chose to appropriate other funds to match the 12.5 percent. Tom Biesiadny, Fairfax County/Financial Working Group, explained that the law stated if a jurisdiction did not institute the full 12.5 percent C&I tax, or equivalent, then the 30 percent would be distributed proportionally. Chairman York questioned the Towns' eligibility to apply for funding from NVTA. Mr. Biesiadny explained that the law required NVTA to work cooperatively with the Towns within each eligible County for both the local and regional funding.

4. Review of Overarching Working Group Question

(Based on the information provided by the other four working groups, how should NVTA be organized to effectively and efficiently undertake the work it has been assigned, and what are the interim steps that need to be taken to reach that end?)

As of December 31, 2012 the current structure of NVTA is as follows:

- NVTA “staff” is provided by an inter-jurisdictional coordinating committee made up of local, regional, and state transportation agencies and provides guidance on allocations of federal resources
- NVTA has limited financial responsibility
- Virtual Office (street address, mailbox, receptionist) at the Innovation Center (month-to-month agreement).

- NVTC, established in 2007, serves as the financial group authorized by the NVTA to pay bills

The history of the 2007 process was presented as follows:

- NVTA had the authority to impose seven taxes and fees and several parties had questioned legality/constitutionality
- Legal Working Group recommended pursuing a bond validation suit and to prepare for selling bonds (filed suit in August 2007; court answered in February 2008). Future suits would be consolidated and expedited.

For 2013, the Legal Working Group will most likely recommend a similar strategy for consideration.

The working group discussed matters relating to bond issuance and the effects of debt and interest rates on individual jurisdictions.

5. Review and Discuss Individual Questions

- a. What is the best organizational structure, related to the use of in-house staff, consultants, local jurisdictional staffs, and transportation and planning agency staffs?
- b. What level and type of administrative support will NVTA need?
- c. What amount of office space will NVTA need and where should it be located?
- d. What timeline should be used for implementing changes to NVTA's organizational structure if any?
- e. What is the recommend meeting schedule for calendar year 2013?

In 2007 NVTA developed a standing resolution to use a "Council of Counsels," made up of attorneys from the larger jurisdictions, to provide legal advice. Subject to the approval of each jurisdiction, the Legal Working Group will be making a recommendation to continue with this strategy for legal services.

Effective July 1, 2013, approximately \$275 million will be distributed into the Northern Virginia Transportation Account (received by mid-August/September). NVTA will need to make a decision about how to manage the account. In 2007 NVTC was designated to manage funds and still exists as a means to receive local funds from the State. The Committee discussed whether it preferred to continue using the NVTC account or to explore other options.

NVRC offered its current office space for NVTA meetings and dedicated staff. The Committee discussed options for dedicated staff, such as hiring a consultant or management firm to serve as an Executive Director/CEO and/or to provide financial or legal support. The Committee further discussed the necessity for better communication

between each of the working groups and requested that staff regularly provide updates on activities.

Actions:

1. The Organizational Working Group forwarded to the Financial Working Group a request to poll each jurisdiction as to their ability to carry debt through bonding.
2. The Organizational Working Group requested that Mark Gibb, NVRC, come back to the group with a proposal for larger meeting space/office space, subject to all required procurement practices.
3. May 30, 2013 Organizational Working Group Meeting:
 - Determine recommendation for interim and/or permanent central staffing (Executive Director, Consulting/Management firm, etc.)
 - Determine recommendation for managing funds (existing NVTC account, other account, etc.); this can be considered further by the Financial and Legal Working Groups.
 - Determine recommendation for office/meeting space (NVRC, etc.)

The Organizational Working Group discussed the proposed meeting schedule for calendar year 2013. The NVTA's 2013 schedule, originally passed in November 2012 and prior passage of HB 2313 called for meetings in January, May and December. However, additional meetings will be needed as HB 2313 is implemented.

The Organizational Working Group, therefore, recommends that the NVTA take the following actions on May 23, 2013:

- That the NVTA meet monthly through the end of the calendar year, except for August and November (Attachment 2).
- That the meetings continue to be held at 5:30 on the evenings that NVRC meets at the NVRC offices or a nearby location. Due to space constraints of the current meeting room, NVTA and NVRC staff has been asked to explore whether larger meeting rooms are available at either the building where NVRC is located or at neighboring Luther Jackson Middle School. More information will be presented at the June 20, 2013 meeting.

Future Organizational Working Group Meeting Dates:

- May 30, 2013, 1:00 p.m. – Organizational Working Group Meeting
- June 13, 2013, 1:00 p.m. – Organizational Working Group Meeting

Members of the Working Group:

Loudoun County Chairman Scott York (Working Group Chair; NVTA Member); Fairfax County Chairman Sharon Bulova (Working Group Vice-Chair; NVTA Member); Mayor of Manassas Harry J. “Hal” Parrish (NVTA Member); Governor’s Appointee Sandy Bushue (NVTA Member); Bernard Caton (Alexandria); Dan Malouff (Arlington); Steve MacIsaac (Arlington); Tom Bruccoleri (Arlington); Noelle Dominguez (Fairfax County); Corinne Lockett (Fairfax County); Erin Ward (Fairfax County); John Foster (Falls Church); Cindy Mester (Falls Church); Tim Hemstreet (Loudoun); Charles Yudd (Loudoun); Jay Johnson (Manassas Park); Vanessa Watson (Manassas Park); Tom Blaser (Prince William); Ric Canizales (Prince William); Rob Dickerson (Prince William County); Tracy Gordon (Prince William); Alfred Harf (PRTC); Doug Allen (VRE)

ATTACHMENTS:

1. Transportation Summary, April 16, 2013
2. Proposed Calendar Year 2013 Meeting Schedule – Northern Virginia Transportation Authority

6.A.5

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: David Snyder
Legal Working Group, Chairman
Northern Virginia Transportation Authority

SUBJECT: Legal Working Group Interim Report

DATE: May 20, 2013

Background and Recommendations:

Pursuant to the discussion had by the Northern Virginia Transportation Authority (NVTA) at its April 25, 2013, meeting, NVTA established certain working groups in order to help facilitate NVTA's implementation of HB 2313. One of those working groups is the Legal Working Group.

The NVTA Legal Working Group held its initial meeting at 10:00 a.m. on May 15, 2013, at the Falls Church Community Center, 223 Little Falls Street, Falls Church, Virginia.

I presided at that meeting. Also in attendance were Virginia House of Delegate James LeMunyon, Steve MacIsaac, Angel Horan, Ellen Posner, Monica Backmon, Corinne Lockett, Erin Ward, Cindy Mester, Mark Pohl, Greg Potts, Todd Wigglesworth, Arthur Andersen, and Tom Biesiadny. Monica Backmon agreed to take official minutes for that meeting.

I called the meeting to order at 10:15 a.m. with a welcome message and introductions. I advised the Legal Working Group that its mission was not policy oriented, but was to review and address those legal requirements necessary to implement and comply with the enabling statute's directives and objectives. I further advised that the Legal Working Group's meetings would be open to the public, but that the Legal Working Group would reserve its right to convene a closed session should circumstances warranting and permitting a closed session arise.

In addition to the tentative meeting agenda that had been previously circulated, Ellen Posner and Monica Backmon distributed for the Legal Working Group's use a draft list of proposed projects for NVTA's consideration that was prepared by NVTA's Project Implementation Group and other relevant background documentation that could be useful in discussion. I advised that any additional issues to be discussed or considered by the Legal Working Group at future meetings should be submitted to me on or before May 20, 2013.

The Legal Working Group then discussed possible legal issues relating to the draft initial project list to be submitted to NVTA for its consideration. It is my understanding from input by NVTA's jurisdictional and technical staff that the FY 2014 projects as set forth on that draft project list are all considered part of NVTA's TransAction 2040 plan and that the elements of congestion relief and relative cost benefit were considered in project selection and prioritization. Therefore, based upon the representations made to the Legal Working Group during the meeting, there was no information presented to the Legal Working Group that would indicate that the projects on the draft list were inconsistent with the requirements of Va. Code Ann. Section 15.2-4838.1(C)(1).

The Legal Working Group also discussed whether rolling stock would be eligible for NVTA funding under HB 2313. Given that the term rolling stock is broad and may apply to both buses and rail cars and given that the nature of the services offered by the several regional systems utilizing these assets may vary, the Legal Working Group concluded that further analysis of this question would be needed with additional factual input from the other NVTA Working Groups. As part of that discussion, Ms. Backmon advised that the NVTA Project Implementation Group had established sub-groups for both WMATA and VRE to conduct further study of this issue from a technical and financial standpoint.

The Legal Working Group also discussed the possibility of NVTA filing a bond validation suit in order to determine the validity of the underlying funding mechanism established by HB 2313. The Group recommended that should NVTA decide to pursue and file a bond validation proceeding, the specific details of any such proceeding, including the timing, scope, and particular projects to be included in any such bond issuance, be discussed by NVTA and its counsel in a closed session made upon proper motion at a regularly scheduled NVTA meeting.

Based upon this discussion, it is my intention to offer a motion for discussion purposes at NVTA's May 23, 2013, meeting which would direct that NVTA's staff begin the process of assembling an initial bond issuance with input from the other NVTA Working Groups and further direct that NVTA's technical, financial, and legal staffs begin the process of exploring what steps would need to be taken in order to prepare and file a bond validation suit.

The Legal Working Group also discussed advising NVTA with regard to its statutory responsibilities under Va. Code Ann. Section 15.2-4833. Pursuant to Section 15.2-4833, NVTA is required to employ a chief executive officer and such staff as may be necessary for NVTA to fulfill its duties and obligations under the Virginia Code. The Legal Working Group will review the analysis and recommendations made by NVTA's Financial and Organizational Working Groups as to how that statutory mandate is to be satisfied.

The Legal Working Group also discussed various options for procuring general legal services for NVTA. Since 2007, NVTA has relied upon its "Council of Counsels" concept for general legal services. Under this "Council of Counsels" concept, attorneys from certain NVTA member jurisdictions have contributed legal services to NVTA on a voluntary basis upon the authorization of their respective governing bodies. These legal services are donated free of charge and the attorneys who provide them are attorneys with expertise in those areas of the law pertinent to NVTA's functions. Alternatively, NVTA could employ its own general counsel under Section 15.2-4833 or retain outside counsel services. The Legal Working Group agreed that it is preferable for NVTA to maintain the current structure for its general legal services on the assumption that the localities who contribute these services would continue to allow their

counsel to provide this service on a voluntary basis. Accordingly, I plan to offer the following motion for NVTAs consideration at the May 23, 2013, meeting; to wit: NVTAs Council of Counsels concept upon the concurrence of the localities whose attorneys' legal services would be contributed until rescinded by NVTAs and/or the designated localities.

The Legal Working Group also briefly discussed HB 2313's revenue allocations requirements with respect to NVTAs member counties and their respective towns. The Legal Working Group believed that there needed to be a long term solution reached to satisfy the statutory objectives. But, for the interim, it endorsed the concept of having the Financial Working Group provide to NVTAs a menu of options that would ensure that the towns received the benefits of the revenues to which they might be entitled under HB 2313, but which would also not jeopardize the revenue entitlements of the member counties. If asked, the Legal Working Group or NVTAs Council of Counsels would review those options for legal sufficiency in advance of NVTAs June 2013, meeting.

There were other miscellaneous legal matters discussed at the Legal Working Groups May 15, 2013, meeting. A summary of those matters are contained in the official minutes which are attached.

It is my understanding that other legal issues and matters have been referred to the Legal Working Group since its May 15, 2013, meeting. Those matters will be reviewed and addressed at the Legal Working Groups next meeting or, if necessary, earlier by NVTAs Council of Counsels.

The Legal Working Groups next meeting is currently scheduled for Wednesday, June 19, 2013, at 10:00 a.m. at the Falls Church Community Center.

Northern Virginia Transportation Authority Legal Working Group
Meeting Summary for Meeting held on Wednesday, May 15, 2013 at 10a.m.
Falls Church Community Center-223 Little Falls Church Street

Meeting Attendees

David Snyder-City of Falls Church-Chairman of Legal Working Group
Ellen Posner-FCDOT-NVTA Council of Counsels
Steve MacIsaac-Arlington County-NVTA Council of Counsels
Angela Horan-Prince William County-NVTA Council of Counsels
Corrine Lockett-Fairfax County
Jim LeMunyon-House of Delegates
Cindy Mester-City of Falls Church
Mark Pohl-WMATA
Todd Wigglesworth-FCDOT
Greg Potts-WMATA
Erin Ward-Fairfax County
Arthur Andersen-McGuire Woods
Monica Backmon-Prince William County DOT
Tom Biesiadny-Fairfax County DOT

Notes

Mr. Snyder called the meeting to order at 10:15am and opened the meeting with welcome and introductions.

- Mr. Snyder informed the group that their task was not political or policy in nature but to look at the legal requirements to implement the code.
- It was stated that while the meetings are open to the public, where necessary and appropriate, the group may go into closed session to discuss legal issues.
- Ellen Posner/Monica Backmon circulated a draft/ proposal project list for FY 14 for discussion by the Legal Working Group that had been compiled in accordance with previous discussions had by the Project Implementation Group and the JACC. The documents that were included in the meeting packet were reviewed and confirmed.
- Mr. Snyder requested that any additional issues for the Legal Working Group consideration should be submitted to him no later than Monday, May 20th.
- There was discussion on the eligibility of the Authority to fund Rolling Stock projects. The FY 14 project list does not include VRE rail cars but does include bus purchases- which the Council of Counsels must review to ensure they meet statutory requirements.
- There was discussion of the FY 14 draft project list that is being recommended by the Project Implementation Working Group. The projects in FY14 are all in TransAction 2040. It was also stated that congestion reduction relative to cost applies to all projects including those in FY14 and beyond. The request was made of the Council of Counsels to confirm that the project selection criteria used for the development/selection of the projects meets the statutory requirements prior to the May 23rd NVTA meeting.

- There was discussion of the possibility of a bond validation suit—this would allow the Authority to test the legal issues concerning the legislation, including the rolling stock issue, before any funds are expended. The recommendation was made that any discussion of projects on a potential bond list be held in closed session. Any bond validation should include the use of the 70% funds on administrative expenses.
- The Legal Working Group will remind the NVTa about the statute that requires a CEO and such other staff as are necessary to carry out NVTa's duties and responsibilities, and that this is advisable to minimize liability of Authority members. The Legal Working Group will get recommendations from Financial and Organizational regarding staffing for the Authority.
- There was discussion on whether the Council of Counsels needs to be appointed to act as General Counsel for the NVTa. There was also discussion on whether additional attorneys should be appointed to the Council of Counsels. It was recommended that any additions to the Council of Counsels have the support of their own governing body and be approved via NVTa action.
- The calculation and tracking of localities' long term benefit in proportion to revenues was discussed. Arlington County staff made initial projections regarding revenues—it was determined that the Council of Counsels will review the recommendations of the Financial Working Group regarding this matter to determine if the methodology being used is acceptable.
- Del. LeMunyon, an attendee from the public, stated his views on various issues.
- Tom Biesiadny informed the group that a subcommittee of the Financial Working Group has been established to further explore how to appropriately address the outstanding WMATA and VRE issues
- There was discussion of the need for jurisdictions to provide project cash flow estimates to NVTa.
- There was discussion of the documentation and timing requirements for jurisdictions reporting to NVTa to comply with State audit requirements.
- Tom Biesiadny reported that the other working groups have been asked to submit their estimates of potential NVTa administrative operating budget needs to the FWG.
- The Chairman reported that the next NVTa Board meeting is May 23rd.
- Another public attendee, NVTa's former bond counsel Arthur Andersen, stated his view to the Legal Working Group that any debt issued by NVTa in which the revenues generated by HB2313's taxes and fees would be considered NVTa debt and not state debt. Also, if NVTa chose to issue debt pledging the revenues generated by the taxes and fees imposed and appropriated by the state, NVTa would be asked to write a letter to the Treasury Board advising that it was exempt and/or seeking exemption from any approvals required by the Treasury Board.
- There was discussion regarding the Towns and Enactment Clause 8—the group believes that there should be a long term solution but in the interim, the Legal Working Group suggested that the NVTa approve a menu of options/choices for the Counties and Towns so that there are different scenarios for the Counties and Towns to cooperate in providing revenue to the towns from HB 2313 without fear of jeopardizing the ongoing participation of the respective counties under Enactment Clause 14. The Financial Working Group is working on the revenues projected for the Towns. Legal review the

options that the Financial Working Group develops so that a recommended list of options can be submitted to NVTa for approval at its June meeting.

- The reporting mechanisms for the jurisdictions were discussed. The group determined that the Financial Working Group can make a recommendation for the consideration of the Legal Working Group.
- There was discussion regarding whether the NVTa should appoint a CEO and staff in due course in accordance with 15.2-4833.

Actions Taken and Follow-up Items

Mr. Snyder will make three motions at NVTa's May 23, 2013, meeting based upon the Legal Working Group's recommendations which were reached upon consensus.

1. The first will be for NVTa to continue its Council of Counsels concept upon concurrence of the localities whose attorneys' services would be contributed and utilized for this purpose and until rescinded by NVTa and/or the designated localities.
 2. The second will be for NVTa to direct that its staff begin the process of assembling an initial bond issuance with the input of the Financial Working Group and direct staff to begin the process of preparing a bond validation suit.
 3. The third will be for NVTa to consider retaining adequate executive staff to perform critical and essential functions, including an executive director and CFO.
-
- The Council of Counsels will review the existing NVTa bylaws and the NVTa's Liability and Insurance
 - The Council of Counsels will coordinate with the state's Attorney General's office on how the state will work with the NVTa. The LWG will invite Joanne Maxwell with VDOT and Jeff Allen with the Office of the Attorney General to the next meeting of the Legal Working Group.
 - The Legal Working Group will prepare a an Interim Report of its discussions/ actions/ recommendations to be submitted to the NVTa for consideration at its May 23, 2013, meeting and a Final Report for NVTa's consideration at its June 20, 2013, meeting.
 - The next Legal Working Group meeting is scheduled for Wednesday, June 19th at 10:00 am at the Falls Church Community Center

NVTA LEGAL WORKING GROUP

AGENDA

May 15, 2012

10 am

Falls Church Community Center (near City Hall)

223 Little Falls Street

Falls Church, Virginia

1. Working Group Members
2. Meeting notice and minutes responsibility
3. Issues for consideration
 - a. Legal
 - i. Project selection
 1. Criteria for project selection
 2. Priority determination – greatest congestion reduction relative to cost
 3. Calculation and tracking of locality's long term benefit in proportion to revenues
 4. Town projects -- Enactment Clause 8
 - ii. Eligibility of rolling stock projects
 - iii. Eligibility of operating costs
 - iv. Need for approval by jurisdiction in which project is located
 - v. HB 2313 constitutional and other legal considerations
 1. Potential challenges and strategies
 2. Refund issues
 - b. Organizational
 - i. Appointment of council of counsels
 - ii. Need for administrative and/or legal staff/contractors
 - iii. Administrative expenses
 - iv. Alternates

Guidance to Working Groups

Draft: April 30, 2013

Draft Agenda for First Meeting

Introductions

Selection of Staff Coordinator and Assistant Staff Coordinators, including Recorder

- These staff will be responsible for summarizing the working group's activities and recommendations. This core group of staff will be responsible to writing the group's report and circulating it to other working group members for review.

Explanation of Bill Provisions

Review Overarching Working Group Question

Financial

- How will NVTA distribute taxes and fees, establish financial systems, and sell bonds, if desirable? How will funds be allocated to the Towns?

Legal

- How will NVTA secure legal support for implementing distributing taxes and fees, issuing bonds and defending NVTA's actions in the event of court challenges? How will funds be allocated to the Towns?

Project Implementation

- How will NVTA implement projects once funding is available? How will NVTA proceed with project selection for FY 2014? How will NVTA prepare a Six Year Program for the future?

Public Outreach

- How will NVTA organize its public outreach efforts to ensure that it receives reasonable feedback from the public its activities including projects and services it is considering?

Organizational

- Based on the information provided by the other four working groups, how should NVTA be organized to effectively and efficiently undertake that work it has been assigned, and what are the interim steps that need to be taken to reach that end?

Review and Discuss Individual Questions

- Determine general priority order for answering questions
- Identify additional questions that should be discussed
- Work towards consensus answers to the questions
- Ensure that decisions and recommendations are recorded.

- Identify any area where additional information is needed and identify working group member to secure information.

Review Calendar and Discuss Dates for Next Steps

- Second meeting to discuss questions, if not all have been discussed
- Date draft report is to be sent to working group members
- Date to discuss Draft Report
- Date comments are due back to staff coordinators
- Date report is forwarded to NVTAs members – June 2013

Confirm Date, Method and Location for Next Meeting

Summarize Decisions Made by Working Group; Additional Information Needed and Person Responsible to Securing Information

Adjourn

Northern Virginia Transportation Authority

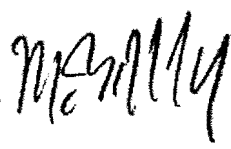
MEMORANDUM

TO: David Snyder, Chairman
Legal Working Group
Northern Virginia Transportation Authority

FROM: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

SUBJECT: Information for Legal Working Group

DATE: May 1, 2013



Thank you for your willingness to chair the Legal Working Group. Attached is a draft agenda and materials to facilitate your first working group meeting. The materials include an "overarching question" for your working group, as well as a list of additional questions that may help to guide the discussion of the working group. If there are other questions that need to be addressed in order to answer the overarching question, please pursue those questions as well.

As you know, the working groups need to provide their recommendations by mid-June 2013. Your staff coordinators are Ellen Posner (Fairfax County), Steve MacIsaac (Arlington County) and Angela Horan (Prince William County). Ellen, Steve and Angela can prepare a draft report for the larger working group to review. The report should include your recommended response to the overarching question and a list of specific actions for NVTa to consider to implement your recommendation. (A draft format for the report is also attached.) Please be prepared to present the recommendation recommendations at the Authority's mid-June meeting. This date will be finalized at the May 23rd meeting.

Ellen, Steve and Angela will assist you with the logistics for your first meeting. Ellen can be reached at (703) 877-5661, Steve can be reached at (703) 228-3100 and Angela can be reached at (703) 792-6620.

Thank you again for your work on this critical regional issue. Feel free to contact me at (703) 792-4620 if you have any questions.

Staff Coordinators by Working Group

May 1, 2013

Financial

- Monica Backmon, Prince William County
- Tom Biesiadny, Fairfax County

Legal

- Steve MacIssac, Arlington County
- Ellen Posner, Fairfax County
- Angela Horan, Prince William County

Project Implementation

- Ricardo Canizales, Prince William County
- Jennifer Fioretti, Arlington County

Public Outreach

- Kala Quintana, NVTC
- Under Review

Organizational

- Noelle Dominguez, Fairfax County
- Charles Yudd, Loudoun County

Northern Virginia Transportation Authority
Estimate of Start-Up Costs

Assumptions

1. State continues to provide \$50,000 annual grant.
2. NVTA taxes become effective January 08 with revenue postings beginning in March 08.
3. State provides revenue anticipation loans, per HB 3202.
4. NVTA adopts 6-year construction plan in November 07, bonds issued in January 08, verified by bond validation suit.
5. Project six staff by end of FY 08 (Exec. Director, CFO, accountant, admin. staff, two proj. mgmt. staff)
6. Assume building lease will include basic build-out, furniture provided by lessee.
7. 20% contingency covers unanticipated expenditures/underassumptions.

Initial Phase (Thru March 2008)

Legal	\$100,000	Per working group recommendation
Public Outreach	20,000	Per working group recommendation
Organizational	150,000	Hire executive director and temporary support staff in September 07
Financial	100,000	Contractual financial management through March 08.
Project Implementation	60,000	Hire 2 project management staff in January 08
Office Space Lease	52,500	Shared space with VDRPT, est. 3,000 sf @ \$35/sf beginning in September 07
Office Space Build-Out	81,000	Estimate 2 hardwall offices, 8 systems furniture
Office Equipment	9,000	Estimate \$3,000 one-time cost for additional employees (computers, fax, etc.)
Vehicle/Transportation	26,530	Purchase one vehicle, add transit allowance for employees
Operating Expenses	15,000	Estimate \$10,000 annual rate per employee (supplies, telecommunications, etc.)
Insurance	5,000	Estimate \$10,000 per year for NVTA board coverage and liability insurance
Subtotal:	619,030	
Contingency (20%):	123,806	
Total Initial Phase:	\$742,836	

State Grant: \$50,000

Revenue Anticipation Loan: \$692,836

Balance of FY 08 (Thru June 30, 2008)

Legal	\$25,000	
Public Outreach	5,000	Contingency for continued outreach, website maintenance
Organizational	62,500	
Financial	62,500	Hire CFO & accountant in April 08
Project Implementation	60,000	
Office Space Lease	26,250	
Office Equipment	9,000	
Vehicle/Transportation	9,030	Vehicle depreciation + transit allowance
Operating Expenses	15,000	
Insurance	2,500	
Subtotal:	276,780	
Contingency (20%)	55,356	
Total Balance of FY 08:	\$332,136	Paid by NVTA Tax Revenue

Strawman Proposed Project List for Consideration for FY 2014 Funding (May 10, 2013)
Geographic Balance and Summary

	Phase/s	Allocation
Alexandria		
DASH Bus Expansion (5 new buses)	FY 14 Revenue Service	3,250,000
Amtrak/VRE Parking Lot Improvements.	FY 14 Construction Start	482,000
Traffic Signal Upgrades/Transit Signal Priority	FY 14 Construction / FY 14 Design Start	660,000
Shelters and Real-Time Transit Information for DASH/WMATA.	FY 14 Construction Start	450,000
Potomac Yard Metrorail Station EIS	FY 14 Planning Complete, Begin Design	2,000,000
Subtotal		6,842,000

Arlington		
Columbia Pike Multimodal Street Improvements	FY 14 Construction Start	12,000,000
Boundary Channel Drive Interchange	FY 14 Design Complete, FY 15 Const.	5,835,000
Silver/Blue Line Mitigation (ART Fleet Expansion) (4 buses)	FY 14 Revenue Service	1,000,000
Crystal City Interim Multimodal Center	FY 14 Construction Start	1,500,000
Subtotal		20,335,000

Fairfax City		
Chain Bridge Road Widening/Improvements	FY 14 ROW and Construction Start	5,000,000

Fairfax County		
Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	FY14 Design/Build	20,000,000
Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	FY14 Design/Build	11,100,000
Innovation Center Metrorail Station	FY14 Design/Build	41,000,000
Herndon Parkway Intersection Improvements at Van Buren St.	FY 14 ROW	500,000
Herndon Parkway Intersection Improvements at Sterling Road	FY 14 ROW	1,000,000
Herndon Metrorail Intermodal Access Improvements	FY 14 ROW	600,000
Subtotal		74,200,000

Falls Church		
Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II)	FY 14 Planning Start	838,000
Pedestrian Access to Transit	FY 14 Design Complete	700,000
Funding for Bus Shelters	FY 14 Construction Start	200,000
Pedestrian Bridge at Van Buren Street	FY 14 Design Start	300,000
W&OD Trail Lighting connecting to Future Intermodal Plaza	FY 14 Design Complete / Const. Start	500,000
Subtotal		2,538,000

Loudoun		
Belmont Ridge Road between Portsmouth Boulevard and Hay Road	FY 14 Design/Build Start	20,000,000
Route 28 Hot Spot Improvements -- Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)	FY 14 Construction Start	6,400,000
(Leesburg) Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separation.	FY 14 Design Start	1,000,000
Leesburg Park and Ride	FY 14 ROW and Construction Complete	1,000,000
2 New Transit Buses	FY 14 Revenue Service	880,000
Subtotal		29,280,000

Prince William

Route 1 from Featherstone Road to Mary's Way	FY 14 Design Start	3,000,000
Route 28 from Linton Hall Road to Fitzwater Drive	FY 14 Construction Start	25,000,000
Subtotal		28,000,000

PRTC

PRTC New Gainesville Service (1 bus)	FY 14 Revenue Service	580,000
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VRE

VRE Lorton station second platform	FY14 Design	7,900,000
VRE Alexandria station tunnel and platform improvements	FY 14 Construction	1,300,000
VRE Gainesville-Haymarket Extension Project Development	FY 14 Planning and Design Start	1,500,000
Subtotal		10,700,000

WMATA

Traction Power Upgrades on the Orange Line in Virginia	FY 14 Design Start	5,000,000
Ten New Buses on Virginia Routes	FY 14 Contract Start / FY 15 Rev Svc.	7,000,000
Subtotal		12,000,000

Total FY 14 Construction Projects	12	54,492,000
Total FY 14 Revenue Service Projects	4	5,710,000
Total FY 14 Design/Build Projects	6	104,935,000
Total FY 14 ROW Acquisition Projects	3	2,100,000
Total FY 14 Design Projects	8	21,400,000
Total FY 14 Planning Projects	1	838,000
Total FY 14 Projects (1)	34	189,475,000

(1) All FY 14 construction/rev svc projects included in Strawman

Mode Balance	Projects	Allocation
Total Roadway Projects	12	110,835,000
Total Transit/Multimodal Projects	22	78,640,000

	% Share
Roadway	58%
Transit	42%

6.A.3

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Kala Quintana, Interim PIO
Public Outreach Working Group
Northern Virginia Transportation Authority

SUBJECT: Public Outreach Working Group Interim Report

DATE: May 20, 2013

Recommendation:

The Public Outreach Working Group (POWG) has been tasked with identifying strategies for The Authority to engage the public including but not limited to:

- Updating The Authority's communication plan;
- Addressing the need for formal outreach to Northern Virginia residents, the business community, the media, other transportation agencies, and other community stakeholders; and
- Determining the outreach efforts and tools that should be undertaken before, during, after the implementation of projects using the new revenues.

The Members of this group include:

- Chairman-The Honorable Martin Nohe, Prince William County Representative on the NVTA
- Representatives of local transportation staffs
- Public information staff from VDOT, DRPT, WMATA, VRE, NVTC, PRTC and NVRC
- Jurisdictional PIO's will be included

The Public Outreach Working Group (POWG) met on May 7 and May 20. As a result of those meetings the following recommendations have been made:

- **Hold multiple open houses within several jurisdictions between May 28 and June 19, 2013 concluding with a regional open house on June 20, 2013 to provide information and get feedback from the public on the proposed list of FY2014 projects.**
- **The final Open House to be held June 20, 2013 will be located in City of Fairfax . This location has access to transit, ample parking, is centrally located, is near the current business offices of the Authority and is widely viewed as having a historical significance in the region. The POWG feels that this location will suit the needs of the Authority for this purpose.**
- Provide a dedicated e-mail address for the public to provide feedback and one web based tool for public engagement and feedback.
- Continue to update www.thenovaauthority.org with information and appropriate links so that the public can have immediate and timely access to information about the work of the Authority as well as the new taxes and fees that go into effect on July 1, 2013.
- Develop a comprehensive Frequently Asked Questions (FAQs) fact sheet to help provide comprehensive answers to questions the public may have about the Authority, TransAction 2040, the proposed FY2014 project list, new taxes and fees, etc.
- Create a media release for May 24, 2013 outlining projects, the local and regional open house schedule, background on HB2313 and TransAction 2040, as well as any other pertinent information.
- Re-issue the media release on May 28, 2013 – *“In case you missed it...”* along with additional detail about the local jurisdictional open houses.
- Prepare budget for outreach activities in FY2014
- Prepare a short statement about The Authority’s commitment to Transparency and Inclusiveness that can be shared on line and with the public at every meeting.
- Prepare a list of principles that outline the Authority’s goals for public involvement.
- Update all Authority Outreach Materials as appropriate

POWG staff leads will be on hand May 23, 2013 at the NVTa meeting to answer questions.



MEDIA RELEASE

For Immediate Release

May 24, 2013

Contact: Kala Quintana
703/ 524-3322 ext. 104
kala@nvtdc.org

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY WANTS PUBLIC INPUT ON FIRST YEAR OF PROPOSED PROJECTS TO KICK START CONGESTION RELIEF

*Informational Open House and First Public Hearing
on Proposed Projects is June 20, 2013*

NORTHERN VIRGINIA—The Northern Virginia Transportation Authority (NVTa) today announced the first year of proposed transportation projects to be funded under the Commonwealth's landmark transportation bill that is estimated to bring Northern Virginia \$1.9 billion in new transportation funding over the next six years.

The Authority urges the public to get involved by learning about and commenting on the proposed first fiscal year FY2014 (July 1, 2013 to June 30, 2014) transportation project list during an Open House and Public Hearing on June 20, 2013 beginning at 5:30 p.m. at the Council Chambers at City Hall in the City of Fairfax, 10455 Armstrong Street, Fairfax, VA. The Open House will be followed by a presentation and the Public Hearing. There will also be opportunities for public comment during local community meetings to be held in several Authority jurisdictions in June and July. More information about those local meetings will be available soon. The public may email their comments on the projects to: fy14projects@thenovaauthority.org.

In addition to the June 20, 2013 Open House and Public Hearing a second Public Hearing will be held in July, 2013. Additional details will be provided in the coming weeks.

"Our goal is to jumpstart those congestion relief projects in the region that give us the most bang for our buck. The Authority wants to hear what the public thinks about these projects," said Martin Nohe, NVTa chairman. "However, this is only the first wave of projects. In the coming years The Authority will implement dozens of transit, rail and highway projects, all with the same basic goal: Getting Northern Virginia residents home from work faster. Through increased connectivity these projects will improve the ease of getting around the area and allow for greater opportunity for economic development."

THE PROPOSED PROJECTS FOR FY2014 ONLY INCLUDE:

- Alexandria (total \$6,360,000)
 - DASH Bus Expansion (5 new buses) – FY14 Revenue Service
 - Traffic Signal Upgrades/Transit Signal Priority – FY14 Construction/FY14 Design Start
 - Shelters and Real-Time Transit Information for DASH/WMATA – FY14 Construction Start
 - Potomac Yard Metrorail Station EIS – FY14 Planning Complete, Begin Design
- Arlington (total \$18,835,000)
 - Columbia Pike Multimodal Street Improvements – FY14 Construction Start
 - Boundary Channel Drive Interchange – FY14 Design Complete, FY15 Construction
 - Silver/Blue Line Mitigation (ART Fleet Expansion) (4 buses) – FY14 Revenue Service
 - Crystal City Multimodal Center – FY14 Construction Start
- Fairfax City (total \$5,000,000)
 - Chain Bridge Road Widening/Improvements – FY14 Right of Way Acquisition (ROW) & Construction Start
- Fairfax County (total \$74,200,000)
 - Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50) – FY14 Design/Build
 - Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road) – FY14 Design/Build
 - Innovation Center Metrorail Station – FY14 Design/Build
 - Herndon Parkway Intersection Improvements at Van Buren St. – FY14 ROW
 - Herndon Parkway Intersection Improvements at Sterling Road – FY14 ROW
 - Herndon Metrorail Intermodal Access Improvements Herndon – FY14 ROW
- Falls Church (total \$1,700,000)
 - Pedestrian Access to Transit – FY 14 Design Complete
 - Funding for Bus Shelters – FY14 Construction Start
 - Pedestrian Bridge at Van Buren Street – FY14 Design Start
 - W&OD Trail Lighting connecting to East Falls Church Metro Station – FY14 Design Complete/Construction Start
- Loudoun (total \$29,280,000)
 - Belmont Ridge Road between Portsmouth Boulevard and Hay Road – FY14 Design/Build Start
 - Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road) – FY14 Construction Start
 - (Leesburg) Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separation – FY14 Design Start
 - Leesburg Park and Ride – FY14 ROW and Construction Complete
 - 2 New Transit Buses – FY14 Revenue Service
- Prince William County (total \$28,000,000)
 - Route 1 from Featherstone Road to Mary's Way – FY14 Design Start
 - Route 28 form Linton Hall Road to Fitzwater Drive – FY14 Construction Start
- Potomac and Rappahannock Transportation Commission (PRTC) (total \$580,000)

- PRTC New Gainesville Service (1 bus) – FY14 Revenue Service
- Virginia Railway Express (VRE) (total \$10,700,000)
 - VRE Lorton station second platform – FY14 Design
 - VRE Alexandria station tunnel and platform improvements – FY14 Construction
 - VRE Gainesville-Haymarket Extension Project Development – FY14 Planning & Design Start
- Washington Metropolitan Area Transit Authority (WMATA) (total \$12,000,000)
 - Traction Power Upgrades on the Orange Line in Virginia – FY14 Design Start
 - 10 New Buses on Virginia Routes – FY14 Contract Start/FY15 Revenue Service
- Northern Virginia Transportation Commission (total \$838,000)
 - Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner) (PHASE II) – FY14 Planning Start

There are a total of 33 proposed projects. 12 are classified as roadway projects and 21 are classified as transit/multimodal projects, representing a 58% (roads) v. 42% (transit/multimodal) cost split. These projects were selected based on specific criteria which include, but are not limited to:

- Congestion reduction;
- Identified in TransAction 2040 the Authority's regional transportation plan;
- Mass transit project that increases capacity;
- Project readiness;
- Mode balance (between transit, road, multimodal); and
- Leverages external funding.

Detailed information about these projects and criteria as well as the projects for consideration the future Six Year Plan can be found at: www.TheNoVaAuthority.org.

BACKGROUND OF HB 2313 AND TRANSACTION 2040

HB 2313 established a new transportation revenue source for Northern Virginia, which is estimated to be \$1.9 billion over the next six years. It will be allocated through the Northern Virginia Transportation Authority Fund and Northern Virginia localities.

Seventy percent of revenues collected will go to The Authority to be used on regional projects that are included within the [TransAction 2040](#) regional transportation plan or mass transit capital projects that increase capacity. Thirty percent of funds will be distributed to localities to be spent on urban or secondary road construction, capital improvements that reduce congestion, other projects that have been approved in the regional transportation plan, or for public transportation purposes.

TransAction 2040 is an update of the Northern Virginia 2030 Transportation Plan. While incorporating recent changes in our transportation network, TransAction 2040 prioritizes all of the transportation solutions presented in the 2030 Plan and includes a cost-benefit analysis. The 2030 plan itself was created as an answer to the growing problems with congestion in the

Northern Virginia region. During the development of TransAction 2030 and TransAction 2040, citizens and advisory groups aided Northern Virginia's transportation planners to map out a plan for making the vision a reality for the region's transportation future.

For information and regular updates Northern Virginians are encouraged to visit The Authority web site at www.TheNoVaAuthority.org. In addition, The Authority will provide status updates and information periodically on its [Facebook](#) page.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

NVTA was created by the General Assembly on July 1, 2002, to offer a common voice for Northern Virginia on transportation and other issues that confront the region. The Authority is made up of nine jurisdictions including: the counties of Arlington, Fairfax, Loudoun and Prince William; as well as the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. As the entity responsible for long-range transportation planning for regional projects in Northern Virginia, The Authority recently completed TransAction 2040, its regional transportation plan.

NVTA Who's Who

The voting members of the Authority include:

Hon. Martin Nohe, NVTA Chairman; Prince William County
Hon. William D. Euille, NVTA Vice Chairman; City of Alexandria
Hon. R. Scott Silverthorne, City of Fairfax
Hon. Sharon Bulova, Fairfax County
Hon. Harry J. "Hal" Parrish II, City of Manassas
Hon. Bryan Polk, City of Manassas Park
Hon. David Snyder, City of Falls Church
Hon. Scott York, Loudoun County
Hon. Christopher Zimmerman, Arlington County
Hon. Adam Ebbin, Virginia Senate
Hon. Joe T. May, Virginia House of Delegates
Hon. Thomas Davis Rust, Virginia House of Delegates
Sandy Bushue, Governors Appointee
Gary Garczynski, Governors Appointee, CTB Member

Non-voting members of the Authority include:

Helen Cuervo, VDOT
Kevin Page, VDRPT
Gerald "Jerry" Foreman, Town of Dumfries

##TheAuthority##

**Financial Working Group
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: William Euille, Chairman
Financial Working Group

SUBJECT: Preliminary Report of the Financial Working Group

DATE: May 17, 2013

The charge of the Financial Working Group, as directed by the Authority at its April 25, 2013 meeting, is to discuss how and make recommendations on how the NVTa will distribute taxes and fees, establish financial systems, and sell bonds, if desirable. Also consider how funds will be allocated to the Towns. The Financial Working Group has met twice (May 10th and May 15th). The following are the activities that the Financial Working Group has undertaken to date:

- Working Group met twice in May.
- Began review of revenue estimates (calculated for each jurisdiction) for the three taxes and fees that NVTa will be receiving. For the purposes of FY14 regional revenues, the current working estimate is \$190 million.
- Distributed estimated revenue to be generated in towns and encourages counties to meet with towns to discuss and reach consensus.
- Received briefing on current NVTa financial practices and procures
- Collected information about each jurisdictions intention to implement the commercial and industrial property tax for transportation or equivalent. Information collected so far which will be verified:
 - Alexandria: 2.2 cents - existing real estate tax
 - Arlington: 12.5 cents – C&I Tax
 - Fairfax City: 5.5 cents – C&I Tax
 - Fairfax County: 12.5 cents – C&I Tax
 - Loudoun: 2 cents – existing real estate tax
 - Prince William: - set aside equivalent amount from other sources

- Begin process for documenting transportation expenditures for each local government for FY 2011, FY 2012 and FY 2013 to use in calculation of maintenance of effort thresholds.
- Discussed benefits of a bond validation suit as a way to resolve legal challenges quickly.
- Began working of FY 2014 administrative budget proposal in conjunction with other working groups.
- Distributed current NVTa bonding, investment and procurement policies for review.
- Discusses timing of funding distribution for both the 70% funding retained by NVTa and the 30% funding that will be transferred to localities.
- Sought guidance from Auditor of Public Accounts on requirement for audit of taxes and fees in the future.

The next scheduled meeting of the Financial Working Group is Thursday, May 30th at 11 a.m. at the Fairfax Innovation Center.