



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, December 8, 2016
6:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the November 10, 2016 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Consent Agenda

- IV. Approval of Standard Project Agreement for Virginia Railway Express–Regional Funding 997-30831 (Manassas Park Station Parking Expansion)**
Recommended action: Approval of Project Agreement
- V. Approval of Standard Project Agreement for City of Alexandria–Regional Funding 510-80811 (Potomac Yard Metrorail Station)**
Recommended action: Approval of Project Agreement
- VI. Approval of Standard Project Agreement for Town of Leesburg –Regional Funding 402-10801 (Route 7 East Market Street/Battlefield Parkway Interchange)**
Recommended action: Approval of Project Agreement
- VII. Approval of NVTA Comments on the Atlantic Gateway Project**
Recommended action: Approval of NVTA Comments

Action

- VIII. Approval of Performance Measures for TransAction Update**
Chairman Nohe, Chair, Planning and Programming Committee
Recommended Action: Approval of Performance Measures
- IX. Approval of the TransAction Update Contract Amendment 1**
Mayor Parrish, Chair, Finance Committee
Recommended Action: Approval of Contract Amendment 1

- X. **Approval of Acceptance of Funds from the Commonwealth of Virginia to Incorporate the HB 599 Evaluation into the TransAction Update**
Mayor Parrish, Chair, Finance Committee
Recommended Action: Approval of Acceptance of Funds
- XI. **Adoption of the 2017 Legislative Program**
Ms. Hynes, Chair, Governance and Personnel Committee
Recommended Action: Adoption of 2017 Legislative Program
- XII. **Approval of Project Endorsements for the FASTLANE Grants**
Ms. Backmon, Executive Director
Recommended Action: Approval of Endorsements
- XIII. **Appointment of Chairman and Vice-Chairman for Calendar Year 2017**
Nominating Committee
Recommended Action: Appointment of Chairman and Vice-Chairman

Discussion/Information

- XIV. **Finance Committee Report** Mayor Parrish, Chair
- XV. **Planning and Programming Committee Report** Chairman Nohe, Chair
- XVI. **Planning Coordination Advisory Committee Report**
Mayor Foreman, Chairman
- XVII. **Technical Advisory Committee Report** Mr. Boice, Chairman
- XVIII. **Monthly Revenue Report** Mr. Longhi, CFO
- XIX. **Operating Budget Report** Mr. Longhi, CFO
- XX. **Executive Director's Report** Ms. Backmon, Executive Director
A. **Approval of Falls Church CMAQ/RSTP Reallocation Request**
- XXI. **Chairman's Comments**

Closed Session

- XXII. **Adjournment**

Next Meeting: January 12, 2017

Northern Virginia Transportation Authority
3040 Williams Drive (Suite 200)
Fairfax, VA 22031
www.TheNovaAuthority.org



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, November 10, 2016

7:00pm

**3040 Williams Drive, Suite 200
 Fairfax, VA 22031**

MEETING MINUTES

I. Call to Order

Chairman Nohe

- Chairman Nohe called the meeting to order at 7:09pm.

II. Roll Call

Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Mayor Silberberg (arrived 7:10pm); Board Member Fisette; Mayor Parrish; Mayor Stombres; Council Member Snyder (arrived 7:33pm); Mayor-Elect Rishell; Senator Black; Ms. Hynes; Mr. Kolb.
- Non-Voting Members: Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Sree Nampoothiri (Transportation Planner); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.
- Chairman Nohe congratulated Mayor Parrish and Mayor-Elect Rishell on their successful elections.

(Mayor Silberberg arrived.)

III. Minutes of the October 13, 2016 Meeting

- Chairman Bulova moved approval of the October 13, 2016 minutes; seconded by Senator Black. Motion carried unanimously.

Consent Agenda

IV. Approval of Standard Project Agreement for Arlington County–Regional Funding 013-60721 (Lee Highway Corridor Intelligent Transportation System Enhancements)

V. Approval of Standard Project Agreement for Arlington County–Regional Funding 013-80731 (Crystal City Streets: 12th Street Transitway, Clark/Bell Realignment & Intersection Improvements)

- VI. Approval of Standard Project Agreement for Prince William County – Regional Funding 153-80781 (Route 1 Widening: Featherstone Road to Marys Way)**
- VII. Approval of Standard Project Agreement for Prince William County– Regional Funding 153-30791 (Route 28 Widening: Route 234 Bypass to Linton Hall Road)**
- VIII. Approval of City of Alexandria CMAQ/RSTP Reallocation Requests**
- Chair Randall moved approval of the consent agenda to include the specific motions in items IV – VIII; seconded by Chairman Bulova. Motion carried unanimously.

Action

IX. Approval of Legislative Services Contract

Mayor Parrish, Chair, Finance Committee

- Mayor Parrish stated that the Finance Committee recommended the approval of the Legislative Services Contract. He complimented the NVTA staff on their efforts to procure this contract.
- Mr. Longhi briefed the Authority on the Legislative Services Contract. He highlighted:
 - ✓ \$60,000 was appropriated in FY2017 Operating Budget for legislative services.
 - ✓ This was an open procurement and was placed on the NVTA website and Virginia's eProcurement Portal.
 - ✓ 13 firms expressed interest, 7 submitted proposals and 5 were deemed responsive and responsible.
 - ✓ Evaluation team was comprised of the NVTA Executive Director, Legislative and Intergovernmental Affairs Directors from Prince William, Alexandria and Arlington, the Fairfax County Department of Transportation Legislative Liaison and the NVTA CFO.
 - ✓ Based on proposal evaluations 3 firms were selected to enter into final negotiations with best and final offers.
 - ✓ Conclusion of evaluation team was unanimous that the contract award should go to McGuireWoods Consulting Firm.
 - ✓ Finance Committee was briefed at last meeting and recommended the contract award for Authority approval.
- Mayor Parrish moved approval of the proposed Legislative Services Agreement with McGuireWoods Consulting LLC; seconded by Ms. Hynes.

- Senator Black asked for confirmation that this would be a contract with a lobbying firm. Mr. Longhi responded that the contract is for legislative advisory services, with the principal activity being to monitor General Assembly activities and to ensure that there are no potential bills that are in conflict with HB 2313. Ms. Backmon added that these services would also assist Chairman Nohe, as previously the Authority has authorized Chairman Nohe to speak to the General Assembly on behalf of legislation that could impact the Authority. She stated that having representation in Richmond will help insure there is no legislation that could be detrimental to the Authority. She noted the consultants would work in conjunction with our General Assembly members and legislative liaisons.
- Chair Randall stated that she has heard only very positive reactions to HB 2313. She asked if there is any anticipated encroachment on the legislation. Chairman Nohe responded that we have not heard of any meaningful attempts to repeal HB 2313. He stated that the Authority now attracts a lot of attention. He gave some examples of legislative issues that have arisen in the past:
 - ✓ Legislation that would have changed the NVTA voting structure to add additional voting members. He noted that he attended several committee meetings to discuss the NVTA's opposition to this change.
 - ✓ Legislation to allow the use of regional funds to pay for facilities that are pedestrian only, essentially encouraging the NVTA to set aside a sidewalk fund. Chairman Nohe added that there are many requests for sidewalks, but sidewalks are not in the spirit of regional congestion reduction.
- Chairman Nohe concluded that the NVTA's legislative position for the last few years has been, "just leave us alone, we are doing a good job".
- Senator Black stated that HB 2313 seems to be a done issue and the controversy has long passed. He added that there may be minor tweaks that come along.
- Chairman Nohe added that a recent piece of legislation from Delegate LeMunyon was to the NVTA's benefit. The legislation stated that if a jurisdiction removes a road from its comprehensive plan, the NVTA does not need to remove it from the regional plan. He added that this is a big deal and that it could cost the NVTA tens or thousands of dollars to amend the regional plan based solely on the act of a local board. Chairman Nohe stated that if there was an attack on HB 2313, we would have to go into full blown lobbyist mode.
- Motion carried unanimously.
- Upon Chairman Nohe's request, Ms. Baynard introduced herself to the Authority members. She stated that she would be the McGuireWoods lead consultant to the Authority and that she looks forward to working with the Authority over the next year.

X. Appointment of Nominating Committee

Chairman Nohe

- Chairman Nohe appointed Chairman Bulova and Mayor Parrish to the Nominating Committee.

XI. Adoption of the 2017 Meeting Schedule Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority members on the proposed calendar year 2017 meeting schedule, noting that it is the same schedule adopted for calendar year 2016. She stated that meetings would be the second Thursday of the month, with the exceptions of no meeting in August and a 6pm start in December, due to the anticipation of the Northern Virginia Regional Commission (NRVC) meeting the same evening.
- Chairman Nohe noted that previous meetings scheduled prior to the NVRC meeting have been difficult to conclude before the start time of the NVRC meeting. He asked what the anticipated agenda items for the December 2017 are. Ms. Backmon responded that it is anticipated that the meeting will primarily consist of updates on the advancement of projects previously funded. Chairman Nohe asked when we anticipate the adoption of TransAction. Ms. Backmon responded it would be around this time next year. Chairman Bulova asked if it would be prior to December 2017. Chairman Nohe expressed concern about there being a need for a lengthy discussion at the December 2017 meeting. Ms. Backmon stated that the adoption of TransAction would be prior to December 2017. She added it is anticipated that TransAction will be adopted in October 2017. Ms. Hynes added that the 2018 Legislative Program would likely be adopted in December 2017. Ms. Backmon confirmed this.
- Chairman Bulova moved approval of the Calendar Year 2017 Meeting Schedule; seconded by Chair Randall. Motion carried unanimously.

Discussion/Information

XII. Draft 2017 Legislative Program

Ms. Hynes, Chair, Governance and Personnel Committee

- Ms. Hynes informed the Authority members that the Governance and Personnel Committee (GPC) has met twice to review the draft 2017 Legislative Program. She noted that Ms. Baynard had also provided advice on the draft to the Committee. She stated that the major legislative positions of the Authority have not changed from previous years. Ms. Hynes added that the document format has been changed to make the positions more clear and prominent.
- Chair Randall asked Board Member Fisette, as Chair of the Northern Virginia Transportation Commission (NVTC), if the statement supporting Metro and the Washington Metropolitan Area Transit Authority (WMATA) is worded strongly enough and is consistent with the NVTC's position. Board Member Fisette clarified that Chair Randall was referring to the safety section. Ms. Mattice (NVTC Executive Director) stated that the language is fairly consistent

with the NVTC's and the Metro Safety Commission's position, noting that the language had been coordinated between entities.

- Chairman Nohe requested clarification on when the 2017 Legislative Program would be presented to the Authority for adoption. Ms. Hynes confirmed it would be at the December meeting.
- Chairman Nohe asked if the Authority should expect to review the list of pre-filed General Assembly bills that could affect the Authority in January. Ms. Backmon responded affirmatively. Chairman Nohe noted that last year the pre-filed bills were reviewed individually at the January Authority meeting. He requested that the GPC review the pre-filed bills prior to presentation to the Authority. Ms. Hynes responded affirmatively.
- Ms. Hynes requested Authority members communicate any legislative concerns regarding the draft 2017 Legislative Program to the GPC in advance of the December Authority meeting. She added that this way language and positions can be determined prior to the presentation of the final draft for adoption in December.

XIII. Planning and Programming Committee Report Chairman Nohe, Chair

- Chairman Nohe stated that the Planning and Programming Committee (PPC) has been reviewing the evaluation criteria for TransAction.

XIV. Planning Coordination Advisory Committee Report Mayor Foreman, Chairman

- Ms. Backmon stated that the Planning Coordination Advisory Committee (PCAC) is meeting on November 17, 2016 at 6:30pm. She noted that the Committee is expected to make a recommendation on the additional TransAction performance measures for recommendation to the Authority. She added that there was good attendance at the last meeting.

XV. Technical Advisory Committee Report Mr. Boice, Chairman

- Ms. Backmon stated that the Technical Advisory Committee (TAC) is meeting on November 16, 2016 and will be making a recommendation on the TransAction performance measures as well. She added that the recommendations from the PCAC and the TAC will be shared with the PPC prior to being presented to the Authority.

XVI. Executive Director's Report Ms. Backmon, Executive Director

A. Approval of Fairfax County CMAQ/RSTP Reallocation Requests

- Ms. Backmon briefed the Authority on the TransAction fall public outreach. She noted these efforts include an on-line survey intended to gather information about what Northern Virginian's think about the prioritization of different ways of addressing a broad range of transportation needs. She stated

that to date we have received approximately 1700 responses to the survey. She thanked Authority members for their efforts in sharing the survey with their constituents. Ms. Backmon stated that a workshop was held for members of the business community to receive business and stakeholder views on the prioritization, adding that focus groups are also being held this week. She noted that last year a benchmark survey was held to gauge public perceptions about the NVTa. She informed Authority members that a follow up survey will be done shortly to determine the effectiveness of the TransAction public engagement. Ms. Backmon stated that public engagement needs to be continuous. She shared the website, NVTaTransAction.org, and encouraged members to continue sharing the survey link. Ms. Backmon concluded that the survey will close on Monday, November 28, 2016.

- Ms. Backmon stated that on Thursday, November 3, 2016, Governor McAuliffe announced that Express Mobility Partners had been selected as the concessionaire for the I-66 Outside the Beltway Project. She noted that as part of the FY2017 Program the Authority had funded the I-66/Route 28 Interchange Project for \$300 million. She clarified that the FY2017 Program had approximately \$266.7 available in PayGo revenues and that the total funding program was \$466 million, leaving \$200 million to be bond funded. She noted that the interchange funding was \$300 million, leaving \$100 million in deallocated PayGo funding. Ms. Backmon stated that at the time of commercial close or total project close by the State on the I-66 Outside the Beltway Project, NVTa staff will work with the Finance Committee to present a recommendation to the Authority to withdraw this project and return the deallocated funds to the Regional Revenue Fund to be used for the FY2018-2023 Six Year Program. She added that, based on her conversation with Deputy Secretary Donohue, the State would prefer the Authority wait to take any action until the Commonwealth reaches financial close. Ms. Backmon noted that the I-66/Route 28 Interchange is a stand-alone project and can advance regardless of the outcome of the I-66 Outside the Beltway Project. She concluded that approximately \$100 million in PayGo revenues may become available if the State reaches financial close and the Express Mobility Partners fund the project entirely. She noted this would mean no public funds are needed for the project, further meaning that the \$300 million committed by the State will also become available and is intended to be used in the upcoming Smart Scale process. Ms. Backmon stated that commercial close is anticipated in December, with financial close in July 2017.
- Mayor Parrish expressed support for the staff recommendation that the Authority await State financial close on the I-66 Outside the Beltway Project before making a recommendation on the I-66/Route 28 Interchange Project.
- Chairman Bulova expressed concurrence with this position. She added that with commercial close anticipated in December and financial close in July, it is unknown what may happen until the entire process is complete. She suggested that the Authority should wait to be on the safe side.
- Mayor Parrish suggested this approach may also provide the State with additional negotiating assistance.

- Chairman Nohe added that Secretary Layne had also made it clear that the alternative for the State to publicly fund and build this project is still an option. Therefore, this proposal must still compete with the notion that the State can still build this project with public funds. Chairman Nohe noted that the State is also planning to wait until final project close to de-obligate their \$300 million funding commitment. Ms. Cuervo concurred that it is anticipated that the State's Six Year Plan will not be amended, and will wait until the summer for this to be part of the yearly update. Ms. Hynes added that the State has indicated that the additional funds will be available for Smart Scale distribution in July 2017.

XVII. Chairman's Comments

- Chairman Nohe directed NVTA staff to draft a letter to Secretary Layne, or the best person in the administration, regarding the State's I-66 Outside the Beltway Project agreement. He stated the letter should request clarification for the following:

(Council Member Snyder arrived.)

- ✓ It is understood that the \$300 million dedicated by the Commonwealth to the I-66 Outside the Beltway Project will become available to be programmed in the next round of Smart Scale. Prior to the Commonwealth's announcement last week, Northern Virginia had received the largest allocation of funds from the last round of Smart Scale, due to the \$300 million for this project. He suggested that with the deallocation of these funds, Northern Virginia has now not received the largest amount of funding from the last round of Smart Scale. He added that the General Assembly was very clear in HB 2313 that the regional funds made available through HB 2313 shall not be translated into a reduction of state-wide funds to Northern Virginia. Chairman Nohe stated that we need to ask how the \$300 million would come back to Northern Virginia for another project. He added that if we had known that there would not be a need to fund this project, the region would have requested different projects in the last round of Smart Scale, and they probably would have been funded. Chairman Nohe suggested that the most important lobbying function of the NVTA currently is less about laws that may affect us and more about making sure Northern Virginia does not lose its annual fair share of State money.
- ✓ There is \$500 million coming to the State from the concessionaire. Chairman Nohe stated that per the Deputy Secretary of Transportation, this money will not go through the Smart Scale process, but will go into a special fund dedicated to improvements in the I-66 Outside the Beltway corridor. He questioned how the State plans to allocate this \$500 million. He suggested the NVTA should be part of this process. He also suggested that this money will be used to fund projects in Northern Virginia, and if

these projects were not funded from the \$500 million, they would also be projects the region would request from Smart Scale. Therefore, the same projects get funded, but from the \$500 million, not from Smart Scale, and we are again at risk of getting less than Northern Virginia's fair share of Smart Scale funds. He noted that neither of these issues are directly connected to the section of HB 2313 that says we shouldn't lose out, because it is talking about a very specific set of funds; however, he believes that the spirit of the language was that Northern Virginia not get short-changed. Chairman Nohe stated that he is not saying this will happen, but that it is easy to forget the fact and these pots of money belong to Northern Virginia. He added that the \$500 million are not current state revenues, they are future toll revenues and those tolls will be paid almost entirely by Northern Virginia residents.

- ✓ Could the \$500 million be used to buy down the cost of the tolls?
- Chairman Nohe concluded that if any members have concerns about these questions, we don't need to ask them. Chair Randall agreed that the question regarding using the \$500 million to buy down the cost of the tolls is interesting.
- Ms. Cuervo clarified that the \$500 million must benefit the I-66 corridor. Chairman Nohe stated that he understands this and gave an example of his concern. He suggested that if funds these funds are used for improvements on Route 28 and the outcome is that Route 28 does not need funds from Smart Scale, therefore, it is possible that projects outside Northern Virginia will be funded with Smart Scale money. If that happens, Northern Virginia loses out because the toll money was used to fix Northern Virginia's problems and Northern Virginia's share of Smart Scale was used to fix someone else's problems. He suggested the NVTa is responsible for ensuring this does not happen. Mayor Parrish added that this is clearly not the intent of the legislation. Chairman Nohe agreed, adding it is also not the intent of the toll project. Ms. Hynes suggested this is not the case and that no one anticipated this deal. Chairman Nohe suggested that other regions in Virginia are already looking at the extra \$800 million (related to the Commonwealth's announcements on the I-66 Outside the Beltway Project) from Northern Virginia and trying to figure out how to get some of it.
- Mayor Parrish stated this is a good discussion and the NVTa needs to stay on top of this. Chairman Nohe concluded that however these decisions are made, the NVTa should be part of the discussion.
- Ms. Cuervo informed the Authority members that the Virginia Department of Transportation (VDOT) would be hosting their Six Year Plan Town Hall Meeting on December 14, 2016, noting this is a good opportunity to share thoughts on the Six Year Plan and what projects are important to the region. She added that this will also be the Northern Virginia region's Public Hearing for the Atlantic Gateway Project.

- Chairman Nohe stated there is currently a vacancy on the Governance and Personnel Committee, noting that the next action of this committee will be Ms. Backmon's annual review.
- Chairman Nohe appointed Mayor Parrish as a temporary member of the Governance and Personnel Committee.
- Senator Black expressed appreciation for Ms. Baynard's work and suggested the need to address the proffer bill that was passed by the General Assembly last year. He asked for Ms. Baynard's and the Governance and Personnel Committee's guidance as to what the NVTa can do to moderate this legislation. Senator Black expressed support for any approach the NVTa can take to moderate this legislation to make it more compatible with what Northern Virginia needs.
- Chair Randall suggested that one way the proffer law might affect the Authority is that developers can no longer proffer roads and interchanges, noting that this may have a regional impact. She suggested that localities may look to the Authority to fund projects that may have been funded through proffers in previous years. Ms. Hynes confirmed that the Governance and Personnel Committee will follow up on this request.

XVIII. Adjournment

- Meeting adjourned at 7:47pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 28, 2016

SUBJECT: Regional Funding Project 997-30831 (Virginia Railway Express - Manassas Park Station Parking Expansion)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 997-30831.
2. **Suggested motion.** *I move approval of the proposed Standard Project 997-30831 (Virginia Railway Express - Manassas Park Station Parking Expansion), in accordance with NVTa's approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
3. **Background.**
 - a. The Authority previously approved this project for funding using FY2017 70% regional revenues on July 14, 2016.
 - b. The attached SPA presented by the Virginia Railway Express is consistent with the project previously approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTa Project Number 997-30831

Coordination: Council of Counsels

IV.ATTACHMENT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Virginia Railway Express SPA #30831 Manassas Park Station Parking Expansion

SPA Documents are available upon request and at the NVTA website:

<http://www.thenovaauthority.org/meetings/authority-meetings>.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 28, 2016

SUBJECT: Regional Funding Project 997-30831 (Virginia Railway Express - Manassas Park Station Parking Expansion)

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2. **Suggested motion.** *I move approval of the proposed Standard Project 997-30831 (Virginia Railway Express - Manassas Park Station Parking Expansion), in accordance with NVTAs approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
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 - b. The attached SPA presented by the Virginia Railway Express is consistent with the project previously approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTAs Project Number 997-30831

Coordination: Council of Counsels

**Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and
NVTC/PRTC as joint owners and operator of VRE ("VRE")
(Recipient Entity)**

Project Name: Manassas Park Station Parking Expansion

NVTA Project Number: 997-30831

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 2016 as between the Northern Virginia Transportation Authority ("NVTA") and NVTC/PRTC as joint owners and operator of VRE ("VRE") ("Recipient Entity").

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 25 of Title 33.2 of the Code of Virginia, as amended;

WHEREAS, Section 33.2-2500(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 33.2-2509 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 33.2-2510;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 33.2-2510 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 33.2-2510;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTa Fund and/or from NVTa Bond Proceeds, is located within a locality embraced by NVTa's geographical borders, or is located in an adjacent locality, but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTa;

WHEREAS, _____ VRE _____ formally requested that NVTa provide funding to the Project by timely submitting an application for NVTa funding in response to NVTa's call for projects;

WHEREAS, NVTa has reviewed _____ VRE _____'s application for funding and has approved _____ VRE _____'s administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by _____ VRE _____, NVTa has determined that the Project complies with all requirements of the NVTa Act related to the use of moneys identified in Virginia Code Sections 33.2-2510(A),(C)1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTa described in Appendix B have been duly authorized and directed by _____ VRE _____ to finance the Project;

WHEREAS, NVTa agrees that _____ VRE _____ will design and/or construct the Project or perform such other specific work for the Project and _____ VRE _____ agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the _____ VRE _____'s administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTa's governing body and _____ VRE _____'s governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;.

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

 VRE shall:

- I. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 33.2-2510(A), (C)1.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVTA funds specified on Appendix B to pay any Project cost if the NVTA Act does not permit such Project cost to be paid with NVTA funds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTA will provide funding for such multiple phases (as set forth on Appendix B), NVTA may not provide funding to
 VRE to advance the Project to the next phase until the current phase is completed. In any circumstance where VRE seeks to advance a Project to the next phase using NVTA funds, VRE shall submit a written request to NVTA's Executive Director explaining the need for NVTA's funding of an advanced phase. NVTA's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTA's current and projected cash flow position and make a recommendation to NVTA whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit
 VRE from providing its own funds to

advance a future phase of the Project and from requesting reimbursement from NVTA for having advance funded a future phase of the Project. However, _____ VRE _____ further recognizes that NVTA's reimbursement to _____ VRE _____ for having advance funded a Project phase will be dependent upon NVTA's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTA's Executive Director will periodically update NVTA's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. _____ VRE _____ shall provide all information required by NVTA so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTA requests for payment consistent with Appendix B and the most recently approved NVTA cash flow estimates that include NVTA's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTA and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTA, _____ VRE _____ can expect to receive payment within twenty (20) days upon receipt by NVTA. Approved payments may be made by means of electronic transfer of funds from NVTA to or for the account of _____ VRE _____.
8. Promptly notify NVTA's Executive Director of any additional project costs resulting from unanticipated circumstances and provide to NVTA detailed estimates of additional costs associated with those circumstances. _____ VRE _____ understands that it will be within NVTA's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTA will do so only in accordance with NVTA's approved Project Selection Process and upon formal action and approval by NVTA. _____ VRE _____ shall timely provide to NVTA a

complete and accurate update to Appendix B, if NVTA approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTA no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTA Resolution No. 14-08 adopted January 23, 2014; to wit that, if applicable to _____ VRE _____'s Project: a) Prior to any NVTA funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTA member localities; b) any such funds released by NVTA for such project will be in addition to the funds that the NVTA member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTA until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTA.
11. Should _____ VRE _____ be required to provide matching funds in order to proceed or complete the funding necessary for the Project, _____ VRE _____ shall certify to NVTA that all such matching funds have been either authorized and/or appropriated by _____ VRE _____s governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern _____ VRE _____ and provide copies of any such financial records to NVTA, free of charge, upon request.

13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern _____ VRE _____; and provide to NVTA copies of all such drawings and plans free of charge, upon request.
14. Reimburse NVTA for all NVTA funds (with interest earned at the rate earned by NVTA) that _____ VRE _____ misapplied or used in contravention of Sections 33.2-2500 *et. seq.* of the Virginia Code ("the NVTA Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTA and its Bond Trustee or require that all _____ VRE _____'s contractors name NVTA or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of _____ VRE _____ for the Project and present NVTA with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTA that _____ VRE _____ may use NVTA funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTA's in-house legal counsel) in connection with the work performed under this Agreement _____ VRE _____ so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTA, that upon final payment to all contractors for the Project, _____ VRE _____ will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTA be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern _____ VRE _____.

19. Acknowledge that if the Project is being funded in whole or in part by NVTA Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if _____ VRE _____ expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that _____ VRE _____ agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that _____ VRE _____ is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if _____ VRE _____ is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTA funds and/or NVTA Bond Proceeds that _____ VRE _____ will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTA will not be a party or signatory to that Agreement; nor will NVTA have any obligation to comply with the requirements of that Agreement.
23. Provide a certification to NVTA no later than 90 days after final payment to the contractors that _____ VRE _____ adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTA's Obligations

NVTA shall:

- I. Provide to _____ VRE _____ the funding authorized by NVTA for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in

Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTA.

2. Assign a Program Coordinator for the Project. NVTA's Program Coordinator will be responsible for monitoring the Project on behalf of NVTA so as to ensure compliance with this Agreement and all NVTA's requirements and with overseeing, managing, reviewing, and processing, in consultation with NVTA's Executive Director and its Chief Financial Officer ("CFO") , all payment requisitions submitted by _____ VRE _____ for the Project. NVTA's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTA's assigned Program Coordinator all _____ VRE _____'s payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTA for the Project. After submission to NVTA, NVTA's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTA's Program Coordinator will then make a recommendation to the NVTA's CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from _____ VRE _____. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTA's Program Coordinator will notify _____ VRE _____ in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTA have been corrected. Under no circumstances will NVTA authorize payment for any work performed by or on behalf of _____ VRE _____ that is not in conformity with the requirements of the NVTA Act, Chapter 766, or this Agreement.

4. Route all _____ VRE _____'s supplemental requests for funding from NVTA under Paragraphs A.5 and A.8 of this Agreement to NVTA's Executive Director. NVTA's Executive Director will initially review those requests and all supporting documentation with NVTA's CFO. After such initial review, NVTA's Executive Director will make a recommendation to NVTA's Finance Committee for its independent consideration and review. NVTA's Finance Committee will thereafter make a recommendation on any such request to NVTA for final determination by NVTA.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTA Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of _____ VRE _____'s financial records for the Project and on -site inspections.
6. Acknowledge that if, as a result of NVTA's review of any payment requisition or of any NVTA compliance review, NVTA staff determines that _____ VRE _____ has misused or misapplied any NVTA funds in derogation of this Agreement or in contravention of the NVTA Act, Chapter 766 or applicable law, NVTA staff will promptly advise NVTA's Executive Director and will advise _____ VRE _____'s designated representative in writing. _____ VRE _____ will thereafter have thirty (30) days to respond in writing to NVTA's initial findings. NVTA's staff will review _____ VRE _____'s response and make a recommendation to NVTA's Finance Committee. NVTA's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTA. Pending final resolution of the matter, NVTA will withhold further funding on the Project. If NVTA makes a final determination that _____ VRE _____ has misused or misapplied funds in contravention of this Agreement, the NVTA Act, Chapter 766, or other applicable law, NVTA will cease further funding for the Project and will seek reimbursement from _____ VRE _____ of all funds previously remitted by NVTA (with interest earned at the rate earned by NVTA) which were misapplied or misused by _____ VRE _____. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.

7. Make guidelines available to _____ VRE _____ to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
9. Be the sole determinant of the amount and source of NVTA funds to be provided and allocated to the Project and the amounts of any NVTA funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. _____ VRE _____ may terminate this Agreement, for cause, in the event of a material breach by NVTA of this Agreement. If so terminated, NVTA shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by _____ VRE _____ to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTA as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTA fund created pursuant to Chapter 766 shall not be considered material breaches of this Agreement by NVTA. Before initiating any proceedings to terminate under this Paragraph, _____ VRE _____ shall give NVTA sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTA an opportunity to investigate and cure any such alleged breach.
3. NVTA may terminate this Agreement, for cause, resulting from _____ VRE _____'s material breach of this Agreement. If so terminated, _____ VRE _____ shall refund to NVTA all funds NVTA provided to _____ VRE _____ for the Project (including interest earned at the rate earned by NVTA). NVTA will provide _____ VRE _____ with sixty (60) days written notice that NVTA is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, _____ VRE _____ may

request that NVTA excuse _____ VRE _____ from refunding all funds NVTA provided to _____ VRE _____ for the Project based upon _____ VRE _____'s substantial completion of the Project or severable portions thereof; and NVTA may, in its sole discretion, excuse _____ VRE _____ from refunding all or a portion of the funds NVTA provided to _____ VRE _____ for the Project. No such request to be excused from refunding will be allowed where _____ VRE _____ has either misused or misapplied NVTA funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, _____ VRE _____ will release or return to NVTA all unexpended NVTA funds with interest earned at the rate earned by NVTA no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTA's Executive Director and _____ VRE _____'s Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTA and to _____ VRE _____'s governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTA's Financial Interest in Project Assets

_____ VRE _____ agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTA under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTA shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTA under this

Agreement. In the event that _____ VRE _____ fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, _____ VRE _____ shall refund to NVTa with interest at the rate earned by NVTa the amount attributable to NVTa's proportionate financial interest in the value of said Project Asset. If _____ VRE _____ refuses or fails to refund said monies to NVTa, NVTa may recover its proportionate financial interest from _____ VRE _____ by pursuit of any remedies available to NVTa, including but not limited to NVTa's withholding of commensurate amounts from future distributions of NVTa funds to _____ VRE _____.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTa pursuant to Chapter 766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTa Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTa Fund are subject to appropriation by the General Assembly and (ii) NVTa's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTa Fund by the General Assembly.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

- 1) to: NVTa, to the attention of its Executive Director;
3040 Williams Drive, Suite 200
Fairfax, VA 22031
- 2) to _____ VRE _____, to the attention of Doug Allen, CEO
1500 King Street, Suite 202
Alexandria, VA 22314 (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

VRE represents that it is not acting as a partner or agent of NVT; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

NVTC/PRTC as joint owners and operator of VRE ("V") (Name of Recipient Entity)

By: Dez Allen _____

Date: 10/25/2016

Appendix A –Narrative Description of Project (Attach Project Description Form)

NVTA Project Title: 3Q – Manassas Park Station Parking Expansion

Recipient Entity: VRE

Project Manager Contact Information: Sonali Soneji ssoneji@vre.org 703-838-5432

Table A-1 Project Changes

Only Complete if Different from the Approved NVTA Project Description Form Attached

Table A-2 Project Milestone Changes

Study Phase: N/A

Preliminary Engineering (30% Design) & Environmental Analysis: Start of PE & NEPA – July 2016

Final Design: Start of Final Design – July 2017

Signature: 
Chief Executive Officer

Date: 10/25/2016



Project Description Form – 3Q

Basic Project Information

Submitting Jurisdiction/Agency: Virginia
Railway Express

Project Title: Manassas Park Station Parking
Expansion

Project Location: VRE Manassas Park Station.
Project impacts I-66/US 29/US 50 (NVTa Corridor
6) and Route 28 (NVTa Corridor 3)



Project Description: This project includes analysis of alternatives, as well as design and construction for additional parking and pedestrian connections at the VRE Manassas Park station. A need has been identified for approximately 500 more spaces for VRE riders, in addition to about 600 existing spaces for a total of about 1,100 spaces. The VRE station and the proposed parking facility is an integral part of the Park Center concept (also referred to as City Center Redevelopment District), the city's transit-accessible high-density mixed-use town center. The size and location of the proposed parking facility and type of grade-separated pedestrian access to the existing platform will be determined through the currently funded study although a parking structure is envisioned.

Project Milestones

Project Milestones by Project Phase:

- **Study Phase:** Start of Study: Feb 2016
- **Preliminary Engineering (30% Design) & Environmental Analysis:** Start of PE & NEPA: Feb 2016
- **Final Design:** Start of Final Design: Feb 2017
Start date and subsequent milestones assume a project agreement for full funding is in place with NVTa by Feb 2017.
- **Right of Way Acquisition:** ROW acquisitions completed: TBD
This includes utility coordination/relocation but does not include land acquisition. The need for land acquisition and utility relocations will be determined as part of the Study/PE/Environmental phases.
- **Construction:** Start of Construction: July 2018, Construction completion/opening: July 2020

Project Analysis Summary*

NVTa Quantitative Score	33.33	Rank	24
Congestion Reduction Relative to Cost Ratio (NVTa Share)	0.41	hours saved/\$	Rank 6
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.40	hours saved/\$	Rank 3

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTA FY2017 Funds: \$ 2,000,000

Total Cost to Complete Project: \$19,600,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Project Development/ Engineering/ Environmental Work	\$280,000 (FY2017)	\$500,000 (NVTA FY2015-16 Program)	\$500,000 (FY2016) \$280,000 (FY2017)
Design	\$1,720,000 (FY2017)		\$1,720,000 (FY2017)
Right of Way Acquisition			
Construction		\$17,100,000 (NVTA future funding requests)	\$17,100,000 (FY2018)
Capital Asset Acquisitions			
Other			
TOTAL	\$2,000,000	\$17,600,000	\$19,600,000

Project Impacts

What regional benefit(s) does this project offer? The majority of VRE riders would drive alone for their commute if they did not use VRE. There are 600 existing parking spaces at the Manassas Park station and parking utilization is at 90% of capacity¹, the third highest utilization in the VRE system after Broad Run and Rolling Road. In addition, we believe about 200 riders park at other locations. Expanding parking capacity at the station will alleviate current capacity constraints, especially mid-week when all spaces are often filled, and attract additional riders to the station who otherwise would commute alone on the region's highways.

The Manassas Park station and parking facility are an integral part of the Park Center concept (also referred to as City Center Redevelopment District in the city's comprehensive plan), the city's transit-accessible high-density mixed-use town center. There is an opportunity to work with the city to leverage the parking for economic development. The parking facility can function as a shared-use facility serving retail and services at nights and weekends, thus reducing the cost of redevelopment of the town center. It can also support more compact development that allows patrons to "park once" and access multiple locations.

The Manassas Park station serves the VRE Manassas Line and is the origin station for approximately 18% of Manassas Line riders or 1,700 persons (3,400 trips) as indicated in the FY2014 VRE Master Agreement Survey (October 23, 2015). Riders come from Manassas Park (35%), Prince William County (48%), Manassas (3%), Fairfax County (13%), and Loudoun County and beyond (1%). About 33% of those riders are traveling to VRE northern Virginia destination stations in Fairfax County, the City of Alexandria and Arlington County; the remaining riders travel to destinations in the District of Columbia.

How will the project reduce congestion? The project expands the capacity of the VRE Manassas Park station to attract additional riders who otherwise would commute alone on the region's highways. Two VRE trains in an hour carry approximately 2,000 persons or the equivalent capacity as one lane of traffic on I-66. By supporting expansion of VRE capacity in the region, the project expands the capacity of the I-66 and Route 28 travel corridors and contributes to the reduction of regional congestion.

How will the project increase capacity? In tandem with a planned fleet expansion, the project would expand VRE station parking capacity by over 80%, to support both short- and long-term growth in VRE service and ridership. Future, expanded VRE peak period commuter service and the establishment of bi-directional service to the station included in the VRE System Plan is estimated to generate up to 8,000 new peak period VRE trips per day by 2020 and up to 10,000 new peak period trips by 2040².

How will the project improve auto and pedestrian safety? Commuter Rail is one of the safest modes of travel. Automobile and pedestrian safety is improved in the region by directly moving commuters and their vehicles from freeway system (one of the most dangerous) and other regional roads to commuter rail (one of the safest ways to commute). At the station, a grade-separated pedestrian connection will be constructed

¹ See VRE Parking Real-Time Data Study (report attached) and VRE CEO reports for parking utilization rates: <http://www.vre.org/about/board/board-agenda-minutes/>

² VRE System Plan Final Report, Ridership, Capital Cost and Operations and Maintenance Cost Estimating Technical Memorandum, February 2014, <http://www.vre.org/projects-plans/plans/2040/>

between the existing station platform, located on the south side of the railroad right-of-way (ROW), and the north side of the ROW, to provide a safe pathway for pedestrians traveling to/from the station.

How will the project improve regional connectivity? This project improves connectivity between Manassas Park and Activity Centers in Alexandria, Arlington, and Washington D.C., including King St/Old Town, Carlyle/Eisenhower East, Crystal City, Pentagon City, Pentagon, Capitol Hill, and NOMA.

How will the project improve bicycle and pedestrian travel options? The Manassas Park parking facility is proposed to be located in a dense mixed-use district with multi-family residential (apartment buildings), institutional (City Hall), and retail within easy walking distance. This project will allow VRE riders to "park-once" and access services and retail before or after their commute. The city may desire to use the parking as a spur for redevelopment of the town center, and use the parking spaces at nights and one weekends (when VRE patrons are not using the spaces) to serve other uses. Bicycle parking will also be incorporated as appropriate into the facility.

How will the project improve the management and operation of existing facilities through technology applications? VRE is in the process of installing automatic parking counters at all parking facilities. The Manassas Park parking garage will also include technology that will provide real-time information about parking availability to improve convenience of access for riders. This technology will also help reduce cruising time which will reduce emissions by patrons of the garage.

Additional Information in Support of This Project

List internet links to any additional information in support of this project:

City of Manassas Park Comprehensive Plan chapters referencing the VRE, the proposed parking facility, and its connection to Park Center, the city's town center.

http://www.cityofmanassaspark.us/Public_Documents/ManassasParkVA_CompPlan/chapter%205.pdf

http://www.cityofmanassaspark.us/Public_Documents/ManassasParkVA_CompPlan/chapter%2012.pdf

City of Manassas City Center Redevelopment District reference in Comp Plan:

<http://www.cityofmanassaspark.us/images/pdf/Ch11%20Land%20Use%20%20Urban%20Design.pdf>

Monthly VRE CEO Reports list Parking Utilization:

<http://www.vre.org/about/board/board-agenda-minutes/>

APPENDIX B-PROJECT BUDGET & CASH FLOW
PROJECT IDENTIFICATION AND PROPOSED FUNDING

NVTA Project Title: VRE Manassas Park Station Parking Expansion
 Recipient Entity: VRE
 Project Contact Information: Sonali Soneji ssoneji@vire.org 703-838-5432

NVTA Use:	
Date Received:	
Funding Program:	
Project #:	
Ledger Account #:	
Revision Date:	
Rec'd Certificate of Ins:	

TABLE B-1 PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	Approved NVTA Project Funds	Amount of Other Sources of Funds	List of Other Sources of Funds (For each cost category include all other funding sources; list each source of funds on a separate line for each cost category)
Study		\$ -	\$ -	
Preliminary Engineering	\$ 2,500,000.00	\$ 2,000,000	\$ 500,000	NVTA FY15-16 funds
Right-of-Way Acquisition				
Construction	\$ 17,713,000.00		\$ 17,713,000	Future NVTA Request
Capital Asset Acquisitions				
Other				
Total Estimated Cost	\$ 20,213,000	\$ 2,000,000	\$ 18,213,000	

TABLE B-2 PROJECT CASH FLOW PER FISCAL YEAR AND COST CATEGORY FOR NVTA FUNDS ONLY

Project Cost Category	Total FY2017 Project Funds	Total FY2018 Project Funds	Total FY2019 Project Funds	Total FY2020 Project Funds	Total FY2021 Project Funds	Total FY2022 Project Funds
Study						
Preliminary Engineering	\$ 280,000	\$ 745,000	\$ 860,000	\$ 115,000		
Right-of-Way Acquisition						
Construction						
Capital Asset Acquisitions						
Other						
Total Estimated Cost	\$ 280,000	\$ 745,000	\$ 860,000	\$ 115,000	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

TABLE B-3 MONTHLY/QUARTERLY PROJECT CASH FLOW FOR NVTA FUNDS ONLY

Month	FY2017 Monthly Cash Flow	FY2018 Quarterly Cash Flow	FY2019 Quarterly Cash Flow	FY2020 Quarterly Cash Flow	FY2021 Quarterly Cash Flow	FY2022 Quarterly Cash Flow
July						
August						
September		\$ 100,000	\$ 215,000	\$ 115,000		
October						
November						
December		\$ 215,000	\$ 215,000			
January						
February						
March		\$ 215,000	\$ 215,000			
April						
May						
June	\$ 280,000	\$ 215,000	\$ 215,000			
Total per Fiscal Year	\$ 280,000	\$ 745,000	\$ 860,000	\$ 115,000	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

The Total Amounts in Table B-2 and Table B-3 must agree to the total NVTA Funds listed in Table B-1

The total of each Fiscal Year must match in Table B-2 and Table B-3

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Recipient Entity
Doug Allen
 Signature
ceo
 Title
10/25/2016
 Date
Doug Allen
 Print name of person signing
 Revised: 4/13/2016

Northern Virginia Transportation Authority
 Signature
 NVTA Executive Director
 Title
 Date

Northern Virginia Transportation Authority
 Signature
 NVTA Chief Financial Officer
 Title
 Date

APPENDIX D-Tax Covenants

TAX COVENANTS (For Bond Funded Projects Only)

The Recipient Entity will not permit more than five percent of the total amount of NVTA Bond Proceeds or the Financed Property to be used directly or indirectly (i) for a Private Business Use or (ii) to make or finance loans to Nongovernmental Persons. Any transaction that is generally characterized as a loan for federal income tax purposes is a "loan" for purposes of this paragraph. In addition, a loan may arise from the direct lending of NVTA Bond Proceeds or may arise from transactions in which indirect benefits that are the economic equivalent of a loan are conveyed, including any contractual arrangement which in substance transfers tax ownership and/or significant burdens and benefits of ownership.

The Recipient Entity agrees not to requisition or spend NVTA Bond Proceeds for any Project Cost not constituting a Capital Expenditure.

Except as may be described in Appendix B, the Recipient Entity neither has on the date of this Agreement nor expects to have after this date any funds that are restricted, segregated, legally required or otherwise intended to be used, directly or indirectly, for the purposes for which the Recipient Entity is receiving NVTA Bond Proceeds.

The Recipient Entity acknowledges that it may have to provide detailed information about the investment of the amount of any requisition unless (i) payments are remitted directly by NVTA to the contractors/vendors or (ii) the Recipient Entity remits payment to the contractors/vendors within five banking days after the date on which NVTA advances the amount of the requisition. NVTA may request the detailed information in order to compute the rebate liability to the U.S. Treasury on NVTA's bonds or other debt financing pursuant to Section 148 of the Internal Revenue Code of 1986, as amended (the "Code").

"Capital Expenditure" means any cost of a type that is properly chargeable to capital account (or would be so chargeable with (or but for) a proper election or the application of the definition of "placed in service" under Treas. Reg. § 1.150-2(c)) under general federal income tax principles, determined at the time the expenditure is paid.

"Federal Government" means the government of the United States and its agencies or instrumentalities.

"Financed Property" means the property financed by the NVTA Bond Proceeds.

"General Public Use" means use of Financed Property by a Nongovernmental Person as a member of the general public. Use of Financed Property by a Nongovernmental Person in a Trade or Business is treated as General Public Use only if the Financed Property is intended to be available and in fact is reasonably available for use on the same basis by natural persons not

engaged in a Trade or Business. Use under arrangements that convey priority rights or other preferential benefits is not use on the same basis as the general public.

"Governmental Person" means any Person that is a state or local governmental unit within the meaning of Section 141 of the Code (or any instrumentality thereof).

"NVTB Bond Proceeds" means, as used herein, the sale proceeds of any NVTB bonds or other debt instrument and the investment earnings on such proceeds, collectively.

"Nongovernmental Person" mean any Person other than a Governmental Person. For the purposes hereof, the Federal Government is a Nongovernmental Person.

"Person" means any natural person, firm, joint venture, association, partnership, business trust, corporation, limited liability company, corporation or partnership or any other entity (including the Federal Government and a Governmental Person).

"Private Business Use" means a use of the NVTB Bond Proceeds directly or indirectly in a Trade or Business carried on by a Nongovernmental Person other than General Public Use. For all purposes hereof, a Private Business Use of any Financed Property is treated as a Private Business Use of NVTB Bond Proceeds. Both actual and beneficial use by a Nongovernmental Person may be treated as Private Business Use under Section 141 of the Code. In most cases, however, Private Business Use results from a Nongovernmental Person having special legal entitlements to use the Financed Property under an arrangement with the Recipient Entity. Examples of the types of special legal entitlements resulting in Private Business Use of Proceeds include (i) ownership for federal tax purposes of Financed Property by a Nongovernmental Person and (ii) actual or beneficial use of Financed Property by a Nongovernmental Person pursuant to a lease, a Service Contract, an incentive payment contract or certain other arrangements such as a take-or-pay or other output-type contract. Private Business Use of the Financed Property may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. Any arrangement that is properly characterized as a lease for federal income tax purposes is treated as a lease for purposes of the Private Business Use analysis. An arrangement that is referred to as a management or Service Contract may nevertheless be treated as a lease, and in determining whether a management or service contract is properly characterized as a lease, it is necessary to consider all of the facts and circumstances, including (i) the degree of control over the property that is exercised by a Nongovernmental Person, and (ii) whether a Nongovernmental Person bears risk of loss of the Financed Property. Private Business Use of Financed Property that is not available for General Public Use may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. In determining whether special economic benefit gives rise to Private Business Use, it is necessary to consider all of the facts and circumstances, including one or more of the following factors: (i) whether the Financed Property is functionally related or physically proximate to property used in the Trade or Business of a Nongovernmental Person, (ii) whether only a small number of Nongovernmental Persons receive the economic benefit, and

(iii) whether the cost of the Financed Property is treated as depreciable by the Nongovernmental Person.

"Service Contract" means a contract under which a Nongovernmental Person will provide services involving all, a portion or any function of any Financed Property. For example, a Service Contract includes a contract for the provision of management services for all or any portion of Financed Property. Contracts for services that are solely incidental to the primary governmental function or functions of Financed Property (for example, contracts for janitorial, office equipment repair, billing, or similar services) are not included in this definition. Additional contracts not included in this definition are (i) a contract to provide for services by a Nongovernmental Person in compliance with Revenue Procedure 97-13, 1997-1 C.B. 632, as modified by Revenue Procedure 2001-39, I.R.B. 2001-28, (ii) a contract to provide for services by a Nongovernmental Person if the only compensation is the reimbursement of the Nongovernmental Person for actual and direct expenses paid by the Nongovernmental Person to unrelated parties and (iii) a contract to provide for the operations by a Nongovernmental Person of a facility or system of facilities that consists predominately of public utility property (within the meaning of Section 168(i)(10) of the Code), if the only compensation is the reimbursement of actual and direct expenses of the Nongovernmental Person and reasonable administrative overhead expenses of the Nongovernmental Person.

"Trade or Business" has the meaning set forth in Section 141(b)(6)(B) of the Code, and includes, with respect to any Nongovernmental Person other than a natural person, any activity carried on by such Nongovernmental Person. "Trade or Business" for a natural person means any activity carried on by such natural person that constitutes a "trade or business" within the meaning of Section 162 of the Code.

RECIPIENT ENTITY

By: Doug Allen
Name: Doug Allen
Title: CEO
Date: 10/25/2016

Appendix E -Authorization of designee(s)

Attach this page to the recipient governing body's authorization for their respective designee(s) to execute the Standard Project Agreement and Tax Covenant (if applicable) on their behalf(s) as evinced by entity's clerk's minutes.

Submission of the original signed or certified copy of the governing body's authorization is required

**Virginia Railway Express
Operations Board**

**Resolution
8C-10-2015**

**Authorization to Issue a Request for Proposals
for Engineering and Environmental Services for
Manassas Park Station Parking Expansion Project**

WHEREAS, existing parking utilization and the VRE Manassas Park Station ranges between 94% and over 100%; and,


WHEREAS, forecast growth in population and employment as well as future VRE Manassas Line service expansion proposed in the VRE System Plan 2040 will result in increased demand for parking at the Manassas Park Station that exceeds available capacity; and,

WHEREAS, the preparation of environmental and engineering studies are needed to refine the future parking demand estimates for the station, complete required NEPA analyses, and prepare engineering design documents for parking expansion;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby acknowledge that competitive negotiation is required in accordance with the Virginia Public Procurement Act; and,

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a Request for Proposals for engineering and environmental services for the Manassas Park Station parking expansion project.

Approved this 16th day of October 2015


Paul Smedberg
Secretary


John C. Cook
Chairman

I certify this is a true copy of the original resolution.


Lezlie M. Lamb
VRE Operations Board Clerk

10-24-16



RESOLUTION #2289

SUBJECT: Approve the Submission of a Request for Funding for Final Design for Parking Expansion at the Manassas Park VRE Station to NVTA for FY2017 Funding Consideration

WHEREAS: The passage of House Bill (HB) 2313 requires the Northern Virginia Transportation Authority (NVTA) to fund highway projects that have been both included in TransAction 2040 and evaluated for congestion relief and emergency evacuation by VDOT or mass transit capital projects that increase capacity;

WHEREAS: As NVTA approved \$500,000 to initiate study of the Manassas Park parking expansion as part of its Fiscal Year (FY) 2015-16 program in April 2015;

WHEREAS: An estimated additional \$2 million is needed to advance the full project development phase of the project through final design;

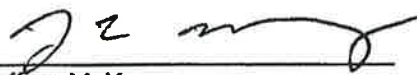
WHEREAS: NVTA has issued a Call for Projects to agencies and jurisdictions for consideration for funding with expected FY 2017 revenues; and

WHEREAS: The VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED by the Northern Virginia Transportation Commission hereby approves the submission of the Manassas Park parking expansion project, final design phase in the amount of \$2 million, to the NVTA for consideration for funding in FY 2017.

BE IT FURTHER RESOLVED that NVTC authorizes the VRE Chief Executive Officer to submit the approved project for funding, to make any necessary corrections to project amounts or descriptions, and to execute all project agreements on behalf of the Commissions.

Approved this 5th day of November 2015.



Jeffrey McKay
Secretary-Treasurer



David F. Snyder
Chairman

I certify that this is a true copy of the original resolution.

 10-24-16

Rhonda Gilchrest
NVTC Commission Secretary

November 5, 2015
Regular Meeting
Res. No. 15-11-09
VRE Agenda Item 9-D

MOTION: JONES

SECOND: KELLY

**RE: RECOMMEND APPROVAL OF SUBMISSION OF MANASSAS PARK PARKING
EXPANSION TO THE NVTB FOR FY 2017 FUNDING CONSIDERATION**

ACTION: APPROVED

WHEREAS, the passage of House Bill (HB) 2313 requires the Northern Virginia Transportation Authority (NVTB) to fund highway projects that have been both included in TransAction 2040 and evaluated for congestion relief and emergency evacuation by VDOT or mass transit capital projects that increase capacity; and

WHEREAS, as the NVTB approved \$500,000 to initiate study of the Manassas Park parking expansion as part of its Fiscal Year (FY) 2015-16 program in April 2015; and

WHEREAS, an estimated additional \$2 million is needed to advance the full project development phase of the project through final design; and

WHEREAS, NVTB has issued a Call for Projects to agencies and jurisdictions for consideration for funding with expected FY 2017 revenues; and

WHEREAS, the VRE Operations Board recommends the following action.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission (PRTC) approves the submission of the Manassas Park parking expansion project, final design phase in the amount of \$2 million, to the NVTB for consideration for funding in FY 2017.

BE IT FURTHER RESOLVED that the Potomac and Rappahannock Transportation Commission authorizes the VRE Chief Executive Officer to submit the approved project for funding, to make any necessary corrections to project amounts or descriptions, and to execute all project agreements on behalf of the Northern Virginia Transportation Commission (NVTC) and the PRTC.

November 5, 2015
Regular Meeting
Res. No. 15-11-09
VRE Agenda Item 9-D
Page Two

Votes:

Ayes: Barg, Caddigan, Durany, Jenkins, Jones, Kelly, Miller, Mitchell, Skinner, Thomas, Trampe, Way

Nays: None

Abstain: Nohe

Absent from Vote: Principi

Alternate Present Not Voting: None

Absent from Meeting: Anderson, Aveni, Bohmke, Horsley, Lawson, Lasch, Lovejoy, May, McLaughlin, Milde, Naddoni, Pittard, Puller, Ross, Sellers, Stewart, Withers, Wren

ATTEST:



Eric Marx, Interim Executive Director

Certified copy of an original:

City/County of Prince William

Commonwealth of Virginia

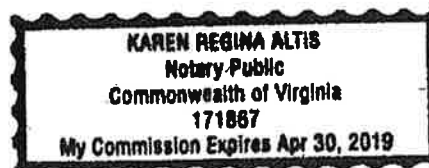
I certify this to be a complete, full, true, and exact reproduction of the original document.

Certified this 24th day of October, 20 16



Notary Public

My commission expires April 30, 2019



RESOLUTION 15-1000-1184

MOTION: Councilmember Naddoni SECOND: Councilmember Banks

Date of Meeting: November 17, 2015

**SUPPORT FOR SUBMISSION OF A STRUCTURED
PARKING FACILITY FOR THE MANASSAS PARK VIRGINIA RAILWAY
EXPRESS (VRE) COMMUTER STATION
FOR FUNDING CONSIDERATION TO THE NORTHERN VIRGINIA
TRANSPORTATION AUTHORITY (NVTa) FOR FISCAL YEAR 2017**

WHEREAS, VRE's Capital Improvements Program for Fiscal Year 2015, which is incorporated into the VRE Operations Board's recommended budget for FY 2015, lists a project described as the Manassas Park Parking Expansion and Pedestrian Improvements, which includes a 500 space parking garage on the City Hall side of the railroad tracks and a pedestrian connection between the new parking facility and the existing commuter station; and

WHEREAS, at its October 16, 2015 meeting the VRE Operations Board also approved the submission of the Manassas Park Parking Expansion to the NVTa for FY 2017 Funding Consideration, which includes the final design for Manassas Park Station parking expansion project at the VRE commuter station in the City of Manassas Park; and

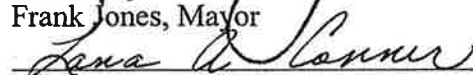
WHEREAS, the adopted comprehensive plan for the City of Manassas Park includes structured parking in the City's downtown area, specifically in support of the VRE commuter station; and

WHEREAS, the Governing Body of the City of Manassas Park wishes to show its support for the proposed structured parking facility included in VRE's recommended budget for FY 2015 and the VRE Project List to the NVTa for FY 2017.

NOW, THEREFORE, BE IT RESOLVED that the Governing Body of the City of Manassas Park hereby formally states its support for the inclusion of a structured parking facility in (i) VRE's FY 2015 budget as recommended by the VRE Operations Board, and (ii) the VRE Project List to the NVTa for FY 2017.

Approved November 17, 2015


Frank Jones, Mayor

 (True Copy Certified October 25 2016)
Lana A Conner, City Clerk

Ayes: Naddoni, Banks, Carrera, Miller, Polk, Rishell, Jones

Nays: None

Absent: None

Abstain: None



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 28, 2016

SUBJECT: Regional Funding Project 510-80811 (Potomac Yard Metrorail Station)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 510-80811.
2. **Suggested motion.** *I move approval of the proposed Standard Project 510-80811 (Potomac Yard Metrorail Station), in accordance with NVTa's approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
3. **Background.**
 - a. The Authority previously approved this project for funding using FY2017 70% regional revenues on July 14, 2016.
 - b. The attached SPA presented by the City of Alexandria is consistent with the project previously approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTa Project Number 510-80811

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

City of Alexandria SPA #510-80811 Potomac Yard Metrorail Station

SPA Documents are available upon request and at the NVTA website:

<http://www.thenovaauthority.org/meetings/authority-meetings>.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 28, 2016

SUBJECT: Regional Funding Project 510-80811 (Potomac Yard Metrorail Station)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 510-80811.
2. **Suggested motion.** *I move approval of the proposed Standard Project 510-80811 (Potomac Yard Metrorail Station), in accordance with NVTAs approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
3. **Background.**
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 - b. The attached SPA presented by the City of Alexandria is consistent with the project previously approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTAs Project Number 510-80811

Coordination: Council of Counsels

**Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and
City of Alexandria**

(Recipient Entity)

Project Name: Potomac Yard Metro

NVTA Project Number: 510 - 80811

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 20__, as between the Northern Virginia Transportation Authority ("NVTA") and
City of Alexandria ("Recipient Entity").

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 25 of Title 33.2 of the Code of Virginia, as amended;

WHEREAS, Section 33.2-2500(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 33.2-2509 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 33.2-2510;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 33.2-2510 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 33.2-2510;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTa Fund and/or from NVTa Bond Proceeds, is located within a locality embraced by NVTa's geographical borders, or is located in an adjacent locality, but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTa;

WHEREAS, City of Alexandria formally requested that NVTa provide funding to the Project by timely submitting an application for NVTa funding in response to NVTa's call for projects;

WHEREAS, NVTa has reviewed City of Alexandria's application for funding and has approved City of Alexandria's administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by City of Alexandria, NVTa has determined that the Project complies with all requirements of the NVTa Act related to the use of moneys identified in Virginia Code Sections 33.2-2510(A),(C)1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTa described in Appendix B have been duly authorized and directed by City of Alexandria to finance the Project;

WHEREAS, NVTa agrees that City of Alexandria will design and/or construct the Project or perform such other specific work for the Project and City of Alexandria agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the City of Alexandria's administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTa's governing body and City of Alexandria's governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

City of Alexandria shall:

1. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 33.2-2510(A), (C)1.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVT A funds specified on Appendix B to pay any Project cost if the NVT A Act does not permit such Project cost to be paid with NVT A funds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVT A will provide funding for such multiple phases (as set forth on Appendix B), NVT A may not provide funding to City of Alexandria to advance the Project to the next phase until the current phase is completed. In any circumstance where City of Alexandria seeks to advance a Project to the next phase using NVT A funds, City of Alexandria shall submit a written request to NVT A's Executive Director explaining the need for NVT A's funding of an advanced phase. NVT A's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVT A's current and projected cash flow position and make a recommendation to NVT A whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit City of Alexandria from providing its own funds to

advance a future phase of the Project and from requesting reimbursement from NVTA for having advance funded a future phase of the Project. However, Cityof Alexandria further recognizes that NVTA's reimbursement to Cityof Alexandria for having advance funded a Project phase will be dependent upon NVTA's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTA's Executive Director will periodically update NVTA's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. Cityof Alexandria shall provide all information required by NVTA so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTA requests for payment consistent with Appendix B and the most recently approved NVTA cash flow estimates that include NVTA's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTA and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTA, Cityof Alexandria can expect to receive payment within twenty (20) days upon receipt by NVTA. Approved payments may be made by means of electronic transfer of funds from NVTA to or for the account of Cityof Alexandria.
8. Promptly notify NVTA's Executive Director of any additional project costs resulting from unanticipated circumstances and provide to NVTA detailed estimates of additional costs associated with those circumstances. Cityof Alexandria understands that it will be within NVTA's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTA will do so only in accordance with NVTA's approved Project Selection Process and upon formal action and approval by NVTA. Cityof Alexandria shall timely provide to NVTA a

complete and accurate update to Appendix B, if NVTA approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTA no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTA Resolution No. 14-08 adopted January 23, 2014; to wit that, if applicable to Cityof Alexandria's Project: a) Prior to any NVTA funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTA member localities; b) any such funds released by NVTA for such project will be in addition to the funds that the NVTA member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTA until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTA.
11. Should Cityof Alexandria be required to provide matching funds in order to proceed or complete the funding necessary for the Project, Cityof Alexandria shall certify to NVTA that all such matching funds have been either authorized and/or appropriated by Cityof Alexandria's governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern Cityof Alexandria and provide copies of any such financial records to NVTA, free of charge, upon request.

13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern Cityof Alexandria; and provide to NVTa copies of all such drawings and plans free of charge, upon request.
14. Reimburse NVTa for all NVTa funds (with interest earned at the rate earned by NVTa) that Cityof Alexandria misapplied or used in contravention of Sections 33.2-2500 *et. seq.* of the Virginia Code ("the NVTa Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTa and its Bond Trustee or require that all Cityof Alexandria's contractors name NVTa or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of Cityof Alexandria for the Project and present NVTa with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTa that Cityof Alexandria may use NVTa funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTa's in-house legal counsel) in connection with the work performed under this Agreement Cityof Alexandria so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTa, that upon final payment to all contractors for the Project, Cityof Alexandria will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTa be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern Cityof Alexandria.

19. Acknowledge that if the Project is being funded in whole or in part by NVTB Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if _____ Cityof Alexandria _____ expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that _____ Cityof Alexandria _____ agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that _____ Cityof Alexandria _____ is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if _____ Cityof Alexandria _____ is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTB funds and/or NVTB Bond Proceeds that _____ Cityof Alexandria _____ will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTB will not be a party or signatory to that Agreement; nor will NVTB have any obligation to comply with the requirements of that Agreement.
23. Provide a certification to NVTB no later than 90 days after final payment to the contractors that _____ Cityof Alexandria _____ adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTB's Obligations

NVTB shall:

- I. Provide to _____ Cityof Alexandria _____ the funding authorized by NVTB for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in

Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTA.

2. Assign a Program Coordinator for the Project. NVTA's Program Coordinator will be responsible for monitoring the Project on behalf of NVTA so as to ensure compliance with this Agreement and all NVTA's requirements and with overseeing, managing, reviewing, and processing, in consultation with NVTA's Executive Director and its Chief Financial Officer ("CFO") , all payment requisitions submitted by Cityof Alexandria for the Project. NVTA's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTA's assigned Program Coordinator all Cityof Alexandria's payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTA for the Project. After submission to NVTA, NVTA's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTA's Program Coordinator will then make a recommendation to the NVTA's CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from Cityof Alexandria. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTA's Program Coordinator will notify Cityof Alexandria in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTA have been corrected. Under no circumstances will NVTA authorize payment for any work performed by or on behalf of Cityof Alexandria that is not in conformity with the requirements of the NVTA Act, Chapter 766, or this Agreement.

4. Route all City of Alexandria's supplemental requests for funding from NVTA under Paragraphs A.5 and A.8 of this Agreement to NVTA's Executive Director. NVTA's Executive Director will initially review those requests and all supporting documentation with NVTA's CFO. After such initial review, NVTA's Executive Director will make a recommendation to NVTA's Finance Committee for its independent consideration and review. NVTA's Finance Committee will thereafter make a recommendation on any such request to NVTA for final determination by NVTA.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTA Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of City of Alexandria's financial records for the Project and on-site inspections.
6. Acknowledge that if, as a result of NVTA's review of any payment requisition or of any NVTA compliance review, NVTA staff determines that City of Alexandria has misused or misapplied any NVTA funds in derogation of this Agreement or in contravention of the NVTA Act, Chapter 766 or applicable law, NVTA staff will promptly advise NVTA's Executive Director and will advise City of Alexandria's designated representative in writing. City of Alexandria will thereafter have thirty (30) days to respond in writing to NVTA's initial findings. NVTA's staff will review City of Alexandria's response and make a recommendation to NVTA's Finance Committee. NVTA's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTA. Pending final resolution of the matter, NVTA will withhold further funding on the Project. If NVTA makes a final determination that City of Alexandria has misused or misapplied funds in contravention of this Agreement, the NVTA Act, Chapter 766, or other applicable law, NVTA will cease further funding for the Project and will seek reimbursement from City of Alexandria of all funds previously remitted by NVTA (with interest earned at the rate earned by NVTA) which were misapplied or misused by City of Alexandria. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.

7. Make guidelines available to City of Alexandria to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
9. Be the sole determinant of the amount and source of NVTAs funds to be provided and allocated to the Project and the amounts of any NVTAs funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.
2. City of Alexandria may terminate this Agreement, for cause, in the event of a material breach by NVTAs of this Agreement. If so terminated, NVTAs shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by City of Alexandria to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTAs as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTAs fund created pursuant to Chapter 766 shall not be considered material breaches of this Agreement by NVTAs. Before initiating any proceedings to terminate under this Paragraph, City of Alexandria shall give NVTAs sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTAs an opportunity to investigate and cure any such alleged breach.
3. NVTAs may terminate this Agreement, for cause, resulting from City of Alexandria's material breach of this Agreement. If so terminated, City of Alexandria shall refund to NVTAs all funds NVTAs provided to City of Alexandria for the Project (including interest earned at the rate earned by NVTAs). NVTAs will provide City of Alexandria with sixty (60) days written notice that NVTAs is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, City of Alexandria may

request that NVTa excuse _____ Cityof Alexandria _____ from refunding all funds NVTa provided to _____ Cityof Alexandria _____ for the Project based upon _____ Cityof Alexandria _____'s substantial completion of the Project or severable portions thereof; and NVTa may, in its sole discretion, excuse _____ Cityof Alexandria _____ from refunding all or a portion of the funds NVTa provided to _____ Cityof Alexandria _____ for the Project. No such request to be excused from refunding will be allowed where _____ Cityof Alexandria _____ has either misused or misapplied NVTa funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, _____ Cityof Alexandria _____ will release or return to NVTa all unexpended NVTa funds with interest earned at the rate earned by NVTa no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTa's Executive Director and _____ Cityof Alexandria _____'s Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTa and to _____ Cityof Alexandria _____'s governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTa's Financial Interest in Project Assets

_____ Cityof Alexandria _____ agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTa under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTa shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTa under this

Agreement. In the event that Cityof Alexandria fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, Cityof Alexandria shall refund to NVTA with interest at the rate earned by NVTA the amount attributable to NVTA's proportionate financial interest in the value of said Project Asset. If Cityof Alexandria refuses or fails to refund said monies to NVTA, NVTA may recover its proportionate financial interest from Cityof Alexandria by pursuit of any remedies available to NVTA, including but not limited to NVTA's withholding of commensurate amounts from future distributions of NVTA funds to Cityof Alexandria.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTA pursuant to Chapter 766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTA Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTA Fund are subject to appropriation by the General Assembly and (ii) NVTA's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTA Fund by the General Assembly.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

- 1) to: NVTA, to the attention of its Executive Director;
3040 Williams Drive, Suite 200
Fairfax, VA 22031
- 2) to Cityof Alexandria, to the attention of Mark Jinks
301 King Street, Room 3500
Alexandria, VA 22314 (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

City of Alexandria _____ represents that it is not acting as a partner or agent of NVT; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

City of Alexandria (Name of Recipient Entity)

By: Mark B. Jinks

Mark B. Jinks, City Manager

Date: 10-26-16

APPROVED AS TO FORM
Doyle
ASSISTANT CITY ATTORNEY

Appendix A –Narrative Description of Project (Attach Project Description Form)

NVTA Project Title: Potomac Yard Metro (include alpha-numeric project id)

Recipient Entity: City of Alexandria

Project Manager Contact Information: Lee Farmer (703) 746-4146

Table A-1 Project Changes

Only Complete if Different from the Approved NVTA Project Description Form Attached

Table A-2 Project Milestone Changes

Only Complete if Different from the Approved NVTA Project Description Form Attached

These milestone changes are based on an assumed Record of Decision in Fall 2016.

The current set of milestones for the project are:

PE for Design-Build Package-Fall 2015-Fall 2016

Environmental Work-Start of EIS-February 2011-Completion Fall 2016

Design-Start of Final Design Summer 2017-Fall/Winter 2017

Right of Way Acquisition (Summer 2017)-(No money exchanged-arrangements made)

Construction-Start of Construction-Completion (Winter 2018-Winter 2021)

Signature: 
Chief Executive Officer

Date: 10-26-16
Mark B. Jinks, City Manager

APPROVED AS TO FORM

ASSISTANT CITY ATTORNEY



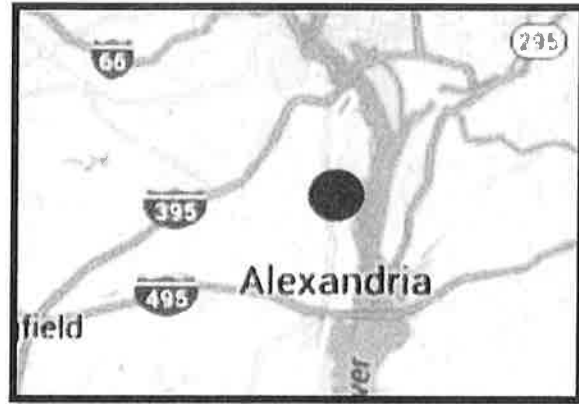
Project Description Form – 8DD

Basic Project Information

Submitting Jurisdiction/Agency: City of Alexandria

Project Title: Potomac Yard Metrorail Station

Project Location: East of Potomac Avenue, North of East Glebe Road, on the WMATA Blue and Yellow Lines.



Project Description: The project provides for planning, design, and construction of a new Metrorail station and ancillary facilities located at Potomac Yard within the City of Alexandria along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the Route 1 Corridor of north Alexandria, which is currently without direct access to the system. This specific application is to provide some of the money necessary to build the Station.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:** Start of PE for Design Build Package-September 2015- Completion-June, 2016
- **Environmental Work-Start of EIS:** February 2011-Completion-May, 2016
- **Design-Start of Final Design:** March 2017-Completion- December, 2017
- **Right of Way Acquisition:** January 2017
- **Construction:** Start of Construction-August 2017/Completion-April, 2020
- **Capital Asset Acquisitions**
- **Other**

Project Analysis Summary*

NVTA Quantitative Score	66.20		Rank	3
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.33	hours saved/\$	Rank	10
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.08	hours saved/\$	Rank	17

*Detailed scoring information can be found at: <http://www.thenovaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTa FY2017 Funds: \$66,000,000

Total Cost to Complete Project: \$287,484,000

Project Phases	Requested NVTa FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering			
Environmental Work		\$1,000,000- FY2014 NVTa \$1,139,325- WMATA Credits \$1,000,000- Flexed Urban Funds \$2,060,679- Special Tax District Revenue	\$5,200,000 (FY2014-FY2016)
Design & Construction	\$66,000,000 (Design-Build Project)	\$1,000,000 - FY2014 NVTa \$275,000- FY2015/FY2016 NVTa \$2,912,525 -Special Tax District Revenue \$153,719,675 -Bonds \$50,000,000 - VTIB Bonds \$1,500,000- Developer Contributions	\$1,275,000 (FY2014 and FY2016) \$274,132,200 (FY 2017- FY 2018- FY 2019)
Right of Way Acquisition			
Capital Asset Acquisitions			
Contract Administration		\$1,225,000-FY2015 / FY2016 NVTa \$5,251,800- Special Taxes	\$6,476,800 (FY 2017- FY 2018- FY 2019)
Other		\$400,000-Bonds (Outside Legal Counsel)	\$400,000 (Outside Legal Counsel)
TOTAL	\$66,000,000	\$221,484,004	\$287,484,000

Project Impacts

What regional benefit(s) does this project offer? The facility will provide access for the entire region to and from the existing and planned mixed-use activity center at Potomac Yard. The new station will improve the modal split in the U.S. Route 1 corridor by providing an attractive transit option. The dense, mixed-use development at Potomac Yard enabled by the station will mitigate regional traffic congestion by concentrating office, residential, and retail uses close to the regional core in an area with significant alternatives to the automobile. In addition, the office development enabled by the station will help to balance peak flows by providing a "reverse commute" option for workers residing in the District of Columbia and parts of Arlington County.

How will the project reduce congestion? Models suggest that 5,000 to 6,000 daily trips will be shifted from automobiles to transit if this station is constructed.

How will the project increase capacity? The station provides access to the regional Metrorail system for residents and employees in the Potomac Yard area. This increases capacity of the entire system by distributing trips among modes. Models suggest between 10,000 and 11,300 daily boardings at the Metrorail station.

How will the project improve auto and pedestrian safety? The facility will enable pedestrians to access Potomac Yard destinations using a method other than the private automobile, resulting in shorter pedestrian trips from the station, instead of long unsafe automobile trips.

How will the project improve regional connectivity? This station will provide a direct Metrorail connection to the rest of the region for the 13.075 million square feet of mixed use development in Potomac Yard. By adding a significant regional node to the Metrorail system, the project improves the connectivity and efficacy of Metrorail as a network.

How will the project improve bicycle and pedestrian travel options? The project will include a 24-hour bicycle and pedestrian bridge between Potomac Yard and Potomac Greens. This bridge will connect the new network of bicycle routes and trails on the west side of the CSXT right of way with the Mount Vernon Trail via Potomac Greens Drive and Slaters Lane. The existing and future development in Potomac Yard, which is supported by the station, includes a dense pedestrian-friendly network of streets as well as on- and off-street options for bicycles.

How will the project improve the management and operation of existing facilities through technology applications? This facility will incorporate the latest technologies available to expedite fare collection (NEPP) and information dissemination which WMATA will be using when the station opens.

Additional Information in Support of This Project

<http://www.alexandriava.gov/potomacyard/default.aspx?id=56902>

Draft EIS:

<http://www.alexandriava.gov/potomacyard/default.aspx?id=56902#DEIS%20Document>

Staff Recommendation for Preferred Alternative:

http://www.alexandriava.gov/uploadedFiles/2015-04-24%20Staff%20Report_w%20appendices.pdf

City Council Resolution (Preferred Alternative)

http://legistar.granicus.com/alexandria/meetings/2015/5/1415_A_City_Council_Special_Meeting_15-05-20_Docket.pdf (you have to click through to get to this – we may not need it)

North Potomac Yard Small Area Plan:

http://www.alexandriava.gov/planning/info/default.aspx?id=44614#North_Potomac_Yard

Potomac Yard/Potomac Greens Small Area Plan:

<http://www.alexandriava.gov/planning/info/default.aspx?id=44614#PYPG>

**APPENDIX B-PROJECT BUDGET & CASH FLOW
PROJECT IDENTIFICATION AND PROPOSED FUNDING**

NVTA Project Title: Potomac Yard Metro
Recipient Entity: City of Alexandria
Project Contact Information: Lee Farmer 703-746-4146

NVTA Use:	
Date Received:	
Funding Program:	
Project #:	
Ledger Account #:	
Revision Date:	
Rec'd Certificate of Ins:	

TABLE B-1 PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	Approved NVTA Project Funds	Amount of Other Sources of Funds	List of Other Sources of Funds (For each cost category include all other funding sources; list each source of funds on a separate line for each cost category)
Study-Environmental Work	\$ 5,200,000	\$ -	\$ 1,139,325	WMATA Credits
			\$ 1,000,000	Flexed Urban Funds
			\$ 1,000,000	NVTA FY14
			\$ 2,060,675	Special Tax District Revenue
Preliminary Engineering	\$ 1,275,000		\$ 1,000,000	NVTA FY14
			\$ 275,000	NVTA FY15/16
Right-of-Way Acquisition				
Construction	\$ 274,132,200	\$ 66,000,000	\$ 2,912,525	Special Tax District Revenue
			\$ 154,587,475	Bonds
			\$ 50,000,000	VTIB Loan
			\$ 1,500,000	Developer Contributions
Contract Administration	\$ 6,476,800		\$ 5,251,800	Special Tax District Revenue
			\$ 1,225,000	NVTA FY15/16
Capital Asset Acquisitions				
Other	\$ 400,000		\$ 400,000	Bonds
Total Estimated Cost	\$ 287,484,000	\$ 66,000,000	\$ 222,351,800	

TABLE B-2 PROJECT CASH FLOW PER FISCAL YEAR AND COST CATEGORY FOR NVTA FUNDS ONLY

Project Cost Category	Total FY2017 Project Funds	Total FY2018 Project Funds	Total FY2019 Project Funds	Total FY2020 Project Funds	Total FY2021 Project Funds	Total FY2022 Project Funds
Study						
Preliminary Engineering						
Right-of-Way Acquisition						
Construction		\$ 27,040,000	\$ 31,200,000	\$ 7,760,000		
Capital Asset Acquisitions						
Other						
Total Estimated Cost	\$ -	\$ 27,040,000	\$ 31,200,000	\$ 7,760,000	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

TABLE B-3 MONTHLY/QUARTERLY PROJECT CASH FLOW FOR NVTA FUNDS ONLY

Month	FY2017 Monthly Cash Flow	FY2018 Quarterly Cash Flow	FY2019 Quarterly Cash Flow	FY2020 Quarterly Cash Flow	FY2021 Quarterly Cash Flow	FY2022 Quarterly Cash Flow
July						
August						
September		\$10,400,000	\$ 6,240,000	\$ 7,760,000		
October						
November						
December		\$4,160,000	\$4,160,000			
January						
February						
March		\$6,240,000	\$ 10,400,000			
April						
May						
June		\$6,240,000	\$ 10,400,000			
Total per Fiscal Year	\$ -	\$ 27,040,000	\$ 31,200,000	\$ 7,760,000	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

The Total Amounts in Table B-2 and Table B-3 must agree to the total NVTA Funds listed in Table B-1

The total of each Fiscal Year must match in Table B-2 and Table B-3

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Recipient Entity Northern Virginia Transportation Authority

Northern Virginia Transportation Authority

Signature Mark B. Jinks, City Manager
NVTA Executive Director

Signature NVTA Chief Financial Officer

Title 10-26-16

Title

Date

Date

APPROVED AS TO FORM
ASSISTANT CITY ATTORNEY

APPENDIX D-Tax Covenants

TAX COVENANTS (For Bond Funded Projects Only)

The Recipient Entity will not permit more than five percent of the total amount of NVTB Bond Proceeds or the Financed Property to be used directly or indirectly (i) for a Private Business Use or (ii) to make or finance loans to Nongovernmental Persons. Any transaction that is generally characterized as a loan for federal income tax purposes is a "loan" for purposes of this paragraph. In addition, a loan may arise from the direct lending of NVTB Bond Proceeds or may arise from transactions in which indirect benefits that are the economic equivalent of a loan are conveyed, including any contractual arrangement which in substance transfers tax ownership and/or significant burdens and benefits of ownership.

The Recipient Entity agrees not to requisition or spend NVTB Bond Proceeds for any Project Cost not constituting a Capital Expenditure.

Except as may be described in Appendix B, the Recipient Entity neither has on the date of this Agreement nor expects to have after this date any funds that are restricted, segregated, legally required or otherwise intended to be used, directly or indirectly, for the purposes for which the Recipient Entity is receiving NVTB Bond Proceeds.

The Recipient Entity acknowledges that it may have to provide detailed information about the investment of the amount of any requisition unless (i) payments are remitted directly by NVTB to the contractors/vendors or (ii) the Recipient Entity remits payment to the contractors/vendors within five banking days after the date on which NVTB advances the amount of the requisition. NVTB may request the detailed information in order to compute the rebate liability to the U.S. Treasury on NVTB's bonds or other debt financing pursuant to Section 148 of the Internal Revenue Code of 1986, as amended (the "Code").

"Capital Expenditure" means any cost of a type that is properly chargeable to capital account (or would be so chargeable with (or but for) a proper election or the application of the definition of "placed in service" under Treas. Reg. § 1.150-2(c)) under general federal income tax principles, determined at the time the expenditure is paid.

"Federal Government" means the government of the United States and its agencies or instrumentalities.

"Financed Property" means the property financed by the NVTB Bond Proceeds.

"General Public Use" means use of Financed Property by a Nongovernmental Person as a member of the general public. Use of Financed Property by a Nongovernmental Person in a Trade or Business is treated as General Public Use only if the Financed Property is intended to be available and in fact is reasonably available for use on the same basis by natural persons not

engaged in a Trade or Business. Use under arrangements that convey priority rights or other preferential benefits is not use on the same basis as the general public.

"Governmental Person" means any Person that is a state or local governmental unit within the meaning of Section 141 of the Code (or any instrumentality thereof).

"NVTB Bond Proceeds" means, as used herein, the sale proceeds of any NVTB bonds or other debt instrument and the investment earnings on such proceeds, collectively.

"Nongovernmental Person" mean any Person other than a Governmental Person. For the purposes hereof, the Federal Government is a Nongovernmental Person.

"Person" means any natural person, firm, joint venture, association, partnership, business trust, corporation, limited liability company, corporation or partnership or any other entity (including the Federal Government and a Governmental Person).

"Private Business Use" means a use of the NVTB Bond Proceeds directly or indirectly in a Trade or Business carried on by a Nongovernmental Person other than General Public Use. For all purposes hereof, a Private Business Use of any Financed Property is treated as a Private Business Use of NVTB Bond Proceeds. Both actual and beneficial use by a Nongovernmental Person may be treated as Private Business Use under Section 141 of the Code. In most cases, however, Private Business Use results from a Nongovernmental Person having special legal entitlements to use the Financed Property under an arrangement with the Recipient Entity. Examples of the types of special legal entitlements resulting in Private Business Use of Proceeds include (i) ownership for federal tax purposes of Financed Property by a Nongovernmental Person and (ii) actual or beneficial use of Financed Property by a Nongovernmental Person pursuant to a lease, a Service Contract, an incentive payment contract or certain other arrangements such as a take-or-pay or other output-type contract. Private Business Use of the Financed Property may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. Any arrangement that is properly characterized as a lease for federal income tax purposes is treated as a lease for purposes of the Private Business Use analysis. An arrangement that is referred to as a management or Service Contract may nevertheless be treated as a lease, and in determining whether a management or service contract is properly characterized as a lease, it is necessary to consider all of the facts and circumstances, including (i) the degree of control over the property that is exercised by a Nongovernmental Person, and (ii) whether a Nongovernmental Person bears risk of loss of the Financed Property. Private Business Use of Financed Property that is not available for General Public Use may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. In determining whether special economic benefit gives rise to Private Business Use, it is necessary to consider all of the facts and circumstances, including one or more of the following factors: (i) whether the Financed Property is functionally related or physically proximate to property used in the Trade or Business of a Nongovernmental Person, (ii) whether only a small number of Nongovernmental Persons receive the economic benefit, and

(iii) whether the cost of the Financed Property is treated as depreciable by the Nongovernmental Person.

"Service Contract" means a contract under which a Nongovernmental Person will provide services involving all, a portion or any function of any Financed Property. For example, a Service Contract includes a contract for the provision of management services for all or any portion of Financed Property. Contracts for services that are solely incidental to the primary governmental function or functions of Financed Property (for example, contracts for janitorial, office equipment repair, billing, or similar services) are not included in this definition. Additional contracts not included in this definition are (i) a contract to provide for services by a Nongovernmental Person in compliance with Revenue Procedure 97-13, 1997-1 C.B. 632, as modified by Revenue Procedure 2001-39, I.R.B. 2001-28, (ii) a contract to provide for services by a Nongovernmental Person if the only compensation is the reimbursement of the Nongovernmental Person for actual and direct expenses paid by the Nongovernmental Person to unrelated parties and (iii) a contract to provide for the operations by a Nongovernmental Person of a facility or system of facilities that consists predominately of public utility property (within the meaning of Section 168(i)(10) of the Code), if the only compensation is the reimbursement of actual and direct expenses of the Nongovernmental Person and reasonable administrative overhead expenses of the Nongovernmental Person.

"Trade or Business" has the meaning set forth in Section 141(b)(6)(B) of the Code, and includes, with respect to any Nongovernmental Person other than a natural person, any activity carried on by such Nongovernmental Person. "Trade or Business" for a natural person means any activity carried on by such natural person that constitutes a "trade or business" within the meaning of Section 162 of the Code.

RECIPIENT ENTITY

By: 


Name: _____

Title: _____

Date: _____

Mark B. Jinks, City Manager

10-26-16

APPROVED AS TO FORM

ASSISTANT CITY ATTORNEY

Appendix E -Authorization of designee(s)

Attach this page to the recipient governing body's authorization for their respective designee(s) to execute the Standard Project Agreement and Tax Covenant (if applicable) on their behalf(s) as evinced by entity's clerk's minutes.

Submission of the original signed or certified copy of the governing body's authorization is required



City of Alexandria, Virginia



CERTIFICATION

I, Gloria Sitton, CMC, Deputy City Clerk and Clerk of Council, do hereby certify that the attached is a true copy of meeting minutes from September 29, 2015 legislative meeting which was adopted by the Alexandria City Council.

Dated this 18th day of November, 2016.

A handwritten signature in blue ink, reading "Gloria Sitton", is written over a horizontal line.

Gloria Sitton, CMC Deputy City Clerk
City of Alexandria, Virginia

City of Alexandria
City Council Legislative Meeting Minutes
Tuesday, September 29, 2015
6:00 P.M.
Council Chambers

Present: Mayor William D. Euille, Vice Mayor Allison Silberberg and Members of Council John Taylor Chapman, Timothy B. Lovain, Redella S. Pepper and Justin M. Wilson.

Absent: Councilman Paul C. Smedberg.

Also Present: Mr. Jinks, City Manager; Mr. Banks, City Attorney; Ms. Triggs, Deputy City Manager; Ms. Collins, Deputy City Manager; Police Captain Wemple; Mr. MacRae, Assistant City Attorney; Ms. Anderson, Assistant City Attorney; Mr. Browand, Deputy Director, Recreation, Parks and Cultural Activities; Ms. Ruggiero, Recreation, Parks and Cultural Activities; Mr. Lambert, Director, Transportation and Environmental Services; Ms. Sanders, Acting Deputy Director, Transportation and Environmental Services; Ms. Farmer, Transportation and Environmental Services; Mr. Bernstein, Acting Director, Office of Project Implementation; Mr. Kacamburas, Department of Project Implementation; Police Chief Cook; Ms. Garvey, Director, Community and Human Services; Ms. Chis, Community and Human Services; Mr. Fifer, Director, Office of Communications; Mr. Chozik, Information Technology; Mr. Caton, Legislative Director; Ms. Bryan, IT; and Mr. Lloyd.

Recorded by: Jacqueline M. Henderson, City Clerk and Clerk of Council

1. Calling the Roll.

Mayor Euille called the meeting to order and the City Clerk called the roll. All members of City Council were present, with the exception of Councilman Smedberg, who was absent.

2. Closed Meeting.

6:00 P.M. to 7:00 P.M. - Consideration of Convening a Closed Meeting for Consultation with Legal Counsel for Legal Advice Regarding the Investment of Public Funds Where Bargaining is Involved, and for Consultation with Legal Counsel on Specific Legal Issues.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously, City Council convened in closed executive session to consult with staff and legal counsel regarding threatened or pending litigation and to consult with legal counsel regarding specific legal matters, specifically the resolution of pending litigation involving a City employee pursuant to Section 2.2-3711(a)(7) of the *Code of the Virginia*. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously, City Council reconvened in open session at 7:00 p.m. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously by roll-call vote, City Council adopted the resolution previously circulated to City Council certifying that Council discussed only those matters previously noticed and permitted by Section 2.2-3711(a)(6) of the *Code of Virginia*. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

The resolution reads as follows:

RESOLUTION NO. 2687

WHEREAS, the Alexandria City Council has this 29th day of September 2015, recessed into executive session pursuant to a motion made and adopted in accordance with the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712 of the Code of Virginia requires a certification by the city council that such executive session was conducted in accordance with Virginia law;

NOW, THEREFORE, BE IT RESOLVED, that the city council does hereby certify that, to the best of each member's knowledge, only public business matters that were identified in the motion by which the executive session was convened, and that are lawfully exempted by the Freedom of Information Act from the Act's open meeting requirements, were heard, discussed or considered by council during the executive session.

* * * * *

Mayor Euille noted that Councilman Smedberg was originally going to be at the meeting but had an emergency with his job that required him to be out of town.

* * * * *

3. Moment of Silence and Pledge of Allegiance.

City Council observed a moment of silence and recited the Pledge of Allegiance.

4. Reading and Acting Upon the Minutes of the Following Meetings of City Council:

The Regular Meeting Minutes of September 8, 2015; and
The Public Hearing Meeting Minutes of September 12, 2015.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously, City Council approved the regular meeting minutes of September 8, 2015 and the public hearing meeting minutes of September 12, 2015. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

ORAL REPORTS FROM CITY COUNCIL ON BOARDS, COMMISSIONS AND COMMITTEES

*** Report on Council of Governments (COG) (Mayor Euille)**

Mayor Euille noted that he doesn't have a report on COG, but he does on the Virginia Municipal League, which will have its annual conference on October 4-6 in Richmond, and he said he has served this past year as President of the VML. He said the conference will be presented by the Governor and other elected officials.

*** Report on the Quality of Life Committee (Mayor Euille and Councilman Wilson)**

Mayor Euille said he and Councilman Wilson serve on the Quality of Life Committee.

At the request of Mayor Euille, Police Chief Cook highlighted the crime report from the summer months, noting that overall crime is down and is below the previous year.

Mayor Euille noted that last week he was invited to a meeting at the White House to meet with Senior Policy Staff and mayors from around the country, and the one resonating theme from all the mayors was the increase of the availability of handguns and the increase in homicides.

Chief Cook responded to questions of City Council.

Councilman Wilson noted other items of interest from the Quality of Life Committee: it traditionally reports on the crime stats, but they want to look at pedestrian safety and some of the statistics on accidents and traffic infractions and to make sure they watch that data to see what areas of the City they need interdepartmental collaboration. Councilman Wilson spoke of the utility pole signs which continue to litter the community and will talk about a variety of ways to fight those. Councilman Wilson said he is interested in coming back in the Fall, outside of the budget process, to have a larger conversation on how crime occurs and looking at different ways in the department to refocus efforts and change the way they are doing things. He said it is important for Council to have a larger strategic conversation about some of the trade-offs that are involved.

*** Report on City Schools Subcommittee (Mayor Euille and Councilman Wilson)**

Councilman Wilson reported that the City Schools Subcommittee met on Monday. He said they had a successful start of school. He said they are continuing to work to bring closure to the fund balance policy that has been talking about for a while and will have a recommendation from the joint staffs two months from now and will then bring it to the bodies. He said they had a good conversation about shared services, and the areas they decided to focus on are IT, transportation fleet services, and the City's current Call Click Connect system to bring the Schools into that. He said they had follow-up on preschool and early childhood and will continue to organize the structure of how they build a systems approach in that area. He said they spoke of after-school and are looking at creating a group that will see that effort forward.

Mayor Euille noted that it was shared that there were 99 school major projects that

needed to be completed in the summer months in order for the schools to be open on time in September, and the facilities department was able to complete 85-90 percent of the work orders. He said they also had a conversation that some of it will be part of the legislative package, and the legislative subcommittee has its first meeting tomorrow evening. It is a national issue on how it finds way to fund and expand the pre-K opportunities. He said he would be asking staff to continue to have good dialogue and to propose a comprehensive plan to end the pre-K waiting list in Alexandria.

*** Report on the Potomac Yard Metrorail Implementation Group (Mayor Euille and Councilman Wilson)**

This will be discussed with docket item #13.

*** Report on COG Chesapeake Bay and Water Quality Committee (Councilmember Lovain)**

Councilmember Lovain said he is a member of the COG Chesapeake Bay and Water Quality Committee, and he said the Committee got a tour of the Alex Renew facility that is under construction, and it was fascinating. The entrance to the administration building will be an interactive learning center and will include a 7,000 gallon fish tank with native fish. The new playing field will be dedicated soon and is over the nutrient management facility, which is four enormous tanks to help with surge capability, and a lot of innovative techniques with green roof and solar panels, and it is a very interesting facility.

*** Report on Transportation Planning Board (Councilmember Lovain)**

Councilmember Lovain said the TPB's main task is approval of the constrained long-range plan, and this year the projects being added are interesting. They have a BRT project that's been added on Route 1 south of the City, from the Huntington Metro to Woodbridge. The express toll lanes and bus service on I-66 inside and outside the beltway is another project, and in D.C., 10 new bicycle lane projects have been added. The TPB does a performance analysis with the help of a lot of interesting tools and came up with key findings for the future. By 2040, the region will be home to 1.3 million more people and 1.1 million more jobs, and most of those new people and jobs are forecasted to be located in the regional activity centers around the metro stations. Single driver trips will continue to be the predominant mode of travel, but the average amount of driving per person will be less in 2040 than it is today. Councilmember Lovain said emissions of all criteria pollutants are expected to drop steadily between now and 2040. He said the TPB hands out money to local jurisdictions under the transportation land use connections program, and one of the grants was given to Arlington County for a low-stress bicycle network map, which is meant to address people who are interested in bicycling but are intimidated by the intense interaction with cars along the bike lanes and streets. He said he has spoken to the director of Transportation and Environmental Services to see if it is something that is a good idea for the City.

*** Report on Alexandria Transportation Commission (Councilmember Lovain)**

Councilmember Lovain said the Alexandria Transportation Commission reviewed and recommended approval of the projects that will be examined tonight – the 70 percent NVTAF funds and the HB2 funds.

*** Report on the Northern Virginia Regional Commission (Councilwoman Pepper)**

Councilwoman Pepper said the NVRC met September 24 and among the items was a consent item that was moving forward of the concept of the Potomac River Ferry service, which is a fast ferry. Because of the spots where it might be landing, two of those that are being considered, perhaps the most commercially viable, could operate without public subsidy, happen to be Alexandria, and they have had concerns because of the lack of parking for cars that might come to take the ferry into D.C. and other places. Councilwoman Pepper said the NVRC has done a good number of feasibility studies as well as market analysis, so now they want to move forward to the next step, which would be an environmental evaluation. Part of the docket was the letter that the Mayor had sent indicating that they had very serious concerns about the arrangement because of parking issues and congestion in that area around King Street. She said the City Manager had shared the concerns with the executive director Mark Gibbs. Councilwoman Pepper said that even though the letter from the Mayor was there, a resolution was passed that the Northern Virginia Regional Commission agrees to sponsor and authorizes the executive director to submit a \$359,000 proposal to the District Department of Transportation and VDOT to conduct an evaluation, so that is moving forward. She said she is the only person who voted against it.

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER

CONSENT CALENDAR (5-9)

(Reports and Recommendations of the City Manager)

5. Consideration of Approval of the City of Alexandria's Proposed FY 2017 Transportation Project List Request for Northern Virginia Transportation Authority (NVTA) 70 Percent Funds.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 5; 9/29/15, and is incorporated as part of this record by reference.)

6. Consideration of a Request to Accept a Memorial Gift from the Founders Park Community Association for Placement in Founders Park in Honor of Chuck Hamel.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 6; 9/29/15, and is incorporated as part of this record by reference.)

7. Consideration of Grant Application for FY 2016 Virginia Fire Incident Reporting System (VFIRS) Hardware Grant.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 7; 9/29/15, and is incorporated as part of this record by reference.)

8. Consideration of the Alexandria Community Services Board FY 2016 Performance Contract with the State.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the

Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 8; 9/29/15, and is incorporated as part of this record by reference.)

9. Consideration of a Renewal Grant to the Virginia Department of Motor Vehicles for an Aggressive Driving/DUI Interdiction Program in FY 2016.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 9; 9/29/15, and is incorporated as part of this record by reference.)

END OF CONSENT CALENDAR

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilmember Lovain and carried unanimously, City Council adopted the consent calendar, with the removal of items 5 and 6, which were considered under separate motions, as follows:

7. City Council: 1. authorized the submission of a grant application to the Virginia Department of Fire Programs; and 2. authorized the City Manager to execute all necessary documents that may be required.

8. City Council approved the Board's performance contract with the State.

9. City Council: 1. accepted the grant from the Virginia DMV in the amount of \$30,375 which will provide funds to the Police Department to operate a DUI/aggressive driving interdiction program in the City; and 2. authorized the City Manager to execute all necessary documents that may be required.

The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

5. Consideration of Approval of the City of Alexandria's Proposed FY 2017 Transportation Project List Request for Northern Virginia Transportation Authority (NVTA) 70 Percent Funds.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 5; 9/29/15, and is incorporated as part of this record by reference.)

Mr. Lambert, Director, Transportation and Environmental Services, responded to questions of City Council about the out year dollars and money for street car conversion and other projects.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously, City Council: 1. authorized application to the Northern Virginia Transportation Authority for 70 percent NVTA funding of \$66.0 million for the proposed Potomac Yard Metrorail Station and \$7.0 million for Transit Corridor "C" Beauregard/West End Transitway; and 2. authorized the City Manager to submit the above two projects to the NVTA and execute all necessary documents that may be required. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

6. Consideration of a Request to Accept a Memorial Gift from the Founders Park Community Association for Placement in Founders Park in Honor of Chuck Hamel.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 6; 9/29/15, and is incorporated as part of this record by reference.)

There was discussion among City Council about deferring the item so the Founders Park group could discuss further who was involved in the memorial. Ms. Ruggiero, Deputy Director, Recreation, Parks and Cultural Activities, responded to questions of City Council.

WHEREUPON, upon motion by Councilman Chapman, seconded by Vice Mayor Silberberg and carried unanimously, City Council: 1. accepted the proposed gift from the Founders Park Community Association; and 2. requested that the Department of Recreation, Parks and Cultural Activities staff to develop a park memorial policy to better identify opportunities for residents to memorialize friends and loved ones, and ask staff to meet with the Founders Park Community Association to ask that they consider additional names with the plaque. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER FOR DISCUSSION

10. Consideration of Competitive Grant Applications to the Virginia Department of Transportation and Department of Rail and Public Transit for Transportation Projects Eligible Under House Bill Two.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 10; 9/29/15, and is incorporated as part of this record by reference.)

Mr. Lambert, Director, Transportation and Environmental Services, and Ms. Sanders, Acting Deputy Director, Transportation and Environmental Services, made a presentation of the staff report.

WHEREUPON, upon motion by Councilwoman Pepper, seconded by Vice Mayor Silberberg and carried unanimously, City Council: 1. authorized submission of \$16.3 million in HB2 transportation grant applications to VDOT and DPRT for the following projects (projects would be submitted individually and prioritized in the following order): (1) \$1.8 million for DASH technology, (2) \$1.0 million for traffic signal communications infrastructure for Eisenhower Avenue, (3) \$7.0 million for adaptive traffic signal controls, (4) \$6.0 million for Old Cameron Run Trail and (5) \$500,000 for the Farrington Connector feasibility Study; and 2. authorized the City Manager to execute all necessary documents that may be required. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

11. Update on City Website Improvement Project.

(A copy of the powerpoint presentation is on file in the Office of the City Clerk and Clerk

of Council, marked Exhibit No. 1 of Item No. 11; 9/29/15, and is incorporated as part of this record by reference.)

Mr. Fifer, Director, Communications and Public Information, and Mr. Chozick, Information Technology, made a presentation of the City's website improvement project and responded to questions of City Council.

* * * * *

Due to technical difficulties with the sound system, City Council took a three minute break.

* * * * *

12. City of Alexandria Workforce Development Center Update.

(A copy of the powerpoint presentation is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 12; 9/29/15, and is incorporated as part of this record by reference.)

Ms. Garvey, Director, Office of Community and Human Services, along with Mr. Remick, executive director, Alexandria Arlington Regional Workforce Development Council, Ms. Jones, Director, Workforce Development Center, and Mr. Leonberger, Analyst, made a presentation of the staff report and responded to questions of City Council.

ORAL PRESENTATIONS AND REPORTS BY MEMBERS OF CITY COUNCIL

1. Mayor Euille extended congratulations to Port City Brewing Company on Wheeler Avenue who was the recipient of three awards in the 2015 Great American Beer Festival held in Denver, Colorado. There were 750 breweries, 3800 beers served and 60,000 attendees at the festival, and Port City Brewery won three medals and additionally was named small brewing company brewer of the year as well.

2. Mayor Euille said they will work with T.C. Williams High School to see what additional services the City can provide to help celebrate the 50th anniversary of T.C. Williams High School, from 1965 to 2015. They launch Friday, October 23 with the bonfire and alumni get-together, and on Saturday, October 24 is the annual homecoming game with pre-game tailgating at 10:30 a.m. and the game at 2:00 p.m. It will continue with events in January for the hall of fame recognition basketball game, commencing with the scholarship gala on Saturday, April 23.

3. Councilmember Lovain said he dropped by this morning at a meeting with the Partnership for a Healthy Alexandria on the implementation of Alexandria's community health improvement plan. He said there were City employees, citizens, and groups at the meeting, and all are working on implementation of the plan and it was very impressive.

4. Councilwoman Pepper said that last Saturday was an annual event where folks can take their old and expired medicines to three different locations in the City. The locations were the Police Headquarters, Del Ray Pharmacy and the First Baptist Church on King Street. She said so many people leave prescription drugs around and they don't realize that children might find them. Councilwoman Pepper said it is a wonderful service that is offered.

5. Vice Mayor Silberberg spoke of the loss of Dick Moose who passed away this past week and said his loss was felt by many citizens. She said Mr. Moose touched many lives not only in the business world but also in the community as a founder of At Home Alexandria.

6. Vice Mayor Silberberg said a special thanks to Mr. Jinks, City Manager and staff for their fast help with regard to things in the building she noticed as she is convalescing from her sports injury and surgery, as she noticed that the bathroom behind the Council Chambers had no grab bars, and that was fixed very quickly. She noted that on Cameron Street there is no button to push as one comes in the building, and it is hard to come in if one is on crutches. She said that it has been eye-opening to literally walk in someone else's shoes for a month or two and see how difficult it is.

7. Vice Mayor Silberberg said that at her request, Mr. Jinks provided a memo to Council regarding the 10 percent rule, which she was unaware of until the last few months, which means that elected officials must disclose if they have up to 10 percent or less part ownership in a land use application. She said it dates back to 1992 and was updated in 2009. Vice Mayor Silberberg asked for it to be opened up for discussion to discuss the possibility of not leaving it at 10 percent and noted that it also applies to the Planning Commission, Board of Zoning Appeals and Board of Architectural Reviews, and that it should be fully transparent, fully disclosed at any percentage of ownership, so it should be 100 percent disclosure, and if there is, that would lead to recusal.

After discussion on the request, Council asked Vice Mayor Silberberg to put her proposal in writing for what she was after.

ORAL REPORT FROM THE CITY MANAGER

Mr. Banks, City Attorney, updated Council on the ruling from the State Corporation Commission (SCC). The Virginia American Water Company and other water and wastewater utilities applied to the SCC for a petition for rule making, where the utilities were looking for permission from the SCC to impose a water and wastewater infrastructure charge to their customer base, and the charge would then be used to fund infrastructure improvements. The City and others opposed that, and the SCC agreed with the City's position and ruled that the position of Virginia American Water was not upheld by the evidence presented and that it would be a better process to rely on the normal SCC process whereby when the water utility wanted to make infrastructure improvements they would make that application to the SCC, and the City would then be able to have input into that process and it would be approved on a case-by-case basis and the cost would be part of that approval process.

Mr. Jinks, City Manager, reported on the following:

1. On sequestration, they will find out what the Senate and House do tomorrow, and the good news is that there has been no diminishing hotel room bookings or conferences in Alexandria, so there has been no discernible impact.

2. The City's incinerator stack on S. Fayette Street, which was 16 stories tall, has been removed brick by brick.

3. Three of the Department of Transportation and Environmental Services Resource

Recovery crew - Jamie Yates, George Gray and Daryl Price - were on their route and were flagged down by a citizen who was helping someone who had collapsed on the sidewalk. The three crew members helped the individual, called 911 and stayed until the EMS unit showed up.

4. The Workforce Development Center's VIEW Program, known as Welfare to Work, which is a Federally mandated program, has three times this year had the number one VIEW program in Virginia above 119 other localities, and during 2015 has been in the top five percent of the programs statewide and are number three in job retention. He thanked DCHS and the VIEW program staff for their great work.

ORDINANCES AND RESOLUTIONS

13. Consideration of a Resolution for Modifications to the Potomac Yard Metrorail Implementation Work Group Membership and Responsibilities. [ROLL-CALL VOTE]

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 13; 9/29/15, and is incorporated as part of this record by reference.)

Mr. Lambert, Director, Transportation and Environmental Services, along with Ms. Farmer, Transportation and Environmental Services, made a presentation of the staff report and responded to questions of City Council. Mr. Lambert introduced Mr. Kacamburas, with the Department of Project Implementation, and Mr. Bernstein, Acting Director, Department of Project Implementation.

WHEREUPON, upon motion by Councilman Wilson, seconded by Councilmember Lovain and carried unanimously by roll-call vote, City Council adopted the resolution which revised the Potomac Yard Metrorail Implementation Work Group membership and responsibilities. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

The resolution reads as follows:

RESOLUTION NO. 2688

WHEREAS, the implementation of a potential new Metrorail station in Potomac Yard is important to the economic and social health of Alexandria as a whole and to the immediately surrounding area in particular, and

WHEREAS, City Council wishes to ensure a continued forum for community input as the new Metrorail station advances through design and construction, with full coordination with other City efforts,

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF
ALEXANDRIA, VIRGINIA THAT:**

1. There is hereby established modifications to the Potomac Yard Metrorail Station Implementation Work Group.

2. The Metrorail Station Implementation Work Group will include the following representatives:
 - a. Two members of City Council;
 - b. One representative from the Planning Commission;
 - c. One representative from the Transportation Commission;
 - d. One representative from the Environmental Policy Commission;
 - e. One representative from the Park and Recreation Commission;
 - f. One community representative from the neighborhoods east of the CSX tracks within the Potomac Yard Small Area Plan area;
 - g. One community representative from west of the CSX tracks within the Potomac Yard Small Area Plan area;
 - h. One at-large business representative with an interest in the project; and
 - i. Two at-large community members with an interest in the project.
3. The functions of the Metrorail Station Implementation Work Group shall be to:
 - a. Review and provide input on Environmental Impact Statement documents;
 - b. Provide input on project design;
 - c. Receive updates on funding issues related to the new Metrorail station; and
 - d. Facilitate discussion of construction mitigation for community impacts during construction.
4. Staff technical support will be provided by the Department of Transportation and Environmental Services and the Department of Project Implementation, as well as additional staff from other departments.
5. The Council representatives and community members of the Metrorail Station Work Group shall be appointed by the Mayor based on a call for nominations publicized through the City's eNews service, notices to Civic, community and business associations and the City website, and the other Work Group representatives shall be appointed by the chairs of those bodies to be represented.

14. Consideration of a Resolution Establishing an Ad Hoc Advisory Group on Confederate Memorials and Street Names. [ROLL-CALL VOTE]

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 14; 9/29/15, and is incorporated as part of this record by reference.)

Mr. Caton, Legislative Director, made a presentation of the staff report and responded to questions of City Council.

WHEREUPON, upon motion by Councilman Chapman, seconded by Councilwoman Pepper and carried unanimously by roll-call vote, City Council adopted the resolution establishing the Ad Hoc Advisory Group on Confederate Memorials and Street Names. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

The resolution reads as follows:

RESOLUTION NO. 2689

WHEREAS, the Alexandria City Council has received a report on City symbols, signs, and memorials relating to the Confederacy; and

WHEREAS, Alexandria City Council has decreed that Confederate flags will no longer be flown by the City in City rights-of-way; and

WHEREAS, Alexandria City Council wishes to establish an Ad Hoc Advisory Group on Confederate Memorials and Street Names to review and recommend any actions that should be taken with respect to these street names and memorials; and

WHEREAS, the Ad Hoc Advisory Group on Confederate Memorials and Street Names shall advise City Council on any actions it may wish to take with respect to (1) the status of the *Appomattox* statue on South Washington Street; (2) the name of Jefferson Davis Highway in the City of Alexandria; (3) the names of the many streets named after Confederate generals and military leaders; (4) a specific policy with respect to the flying of any flags on property owned or under the control of the City; and

WHEREAS, a diverse and knowledgeable group of City residents can assist in making recommendations with respect to these memorials;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. That there is hereby established the Ad Hoc Advisory Group on Confederate Memorials and Street Names (the "Advisory Group"),

2. That the Advisory Group shall consist of 7 members, and these members (one each) shall come from the following entities:

- Alexandria Human Rights Commission
- Historic Alexandria Resources Commission
- Alexandria Society for the Preservation of Black Heritage
- Planning Commission
- Transportation Commission

In addition, the City Manager shall appoint two citizen members at large.

3. That the City Manager, after seeking recommendations from these commissions and associations, as well as self-nominations by Alexandria residents who wish to serve as members at large, shall appoint the seven members for the Advisory Group;

4. That, in making its appointments, the City Manager shall endeavor to ensure that in aggregate, the Advisory Group membership is representative of the diversity of interests in the issues before it;

5. That the City Manager shall appoint a chair for the Advisory Group;

6. That the City Manager shall confirm all Advisory Group members through an appointment letter;
7. That the City Manager shall provide staff support to the Advisory Group;
8. That the functions of the Advisory Group shall be to:
 - a. Attend scheduled Advisory Group meetings, which shall be open to the public;
 - b. Bring community values, knowledge, and ideas into its discussions and considerations;
 - c. Develop recommendations on actions, if any, that it believes City Council should consider with respect to (1) the status of the *Appomattox* statue on South Washington Street; (2) the name of Jefferson Davis Highway in the City of Alexandria; (3) the names of the many streets within the City that are named after Confederate generals and military leaders; (4) a specific policy on flying of any flags on property owned or under the control of the City;
 - d. Hold one or more public hearings to solicit comments from the public on the issues relating to Confederate memorials; and
9. That the Advisory Group shall meet on an ad hoc basis, complete its work and forward its recommendations to City Council no later than March 15, 2016.

OTHER

15. Consideration of City Council Schedule.

(A copy of the City Manager's memorandum dated September 23, 2015, is on file in the Office of the City Clerk and Clerk of Council, marked Exhibit No. 1 of Item No. 15; 9/29/15, and is incorporated as part of this record by reference.)

Mayor Euille asked that staff include the 50th anniversary of T.C. Williams High School on October 23 and 24 to the calendar.

WHEREUPON, upon motion by Councilwoman Pepper, seconded by Councilman Chapman and carried unanimously, City Council: 1. received the updated Council schedule which includes the legislative package discussion, which is tentatively scheduled with the City's elected Legislative Delegation for Tuesday, November 10, 2015, from 5:30 p.m. to 7:00 p.m., in the Council Workroom; and 2. approved the City Council calendar. Staff was asked to add the 50th anniversary of T.C. Williams High School on October 23 and 24 to the calendar. The voting was as follows: In favor, Mayor Euille, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

Closed Meeting Continued (if needed)

16. Consideration of Convening a Closed Meeting for Consultation with Legal Counsel for Legal Advice Regarding the Investment of Public Funds Where Bargaining is Involved, and for Consultation with Legal Counsel on Specific Legal Issues.

The continuation of the closed executive session was not needed.

THERE BEING NO FURTHER BUSINESS TO BE CONSIDERED, upon motion by Councilman Wilson, seconded by Councilwoman Pepper and carried unanimously, the legislative meeting of September 29, 2015, was adjourned at 10:25 p.m. The voting was as follows: In favor, Vice Mayor Silberberg, Councilman Chapman, Councilmember Lovain, Councilwoman Pepper and Councilman Wilson; Opposed, none.

APPROVED BY:

WILLIAM D. EUILLE MAYOR

ATTEST:

Jacqueline M. Henderson
City Clerk and Clerk of Council

RESOLUTION NO. 2644

AUTHORIZE THE DESIGNATION OF THE CITY MANAGER TO EXECUTE THE AGREEMENTS BETWEEN THE CITY OF ALEXANDRIA AND THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

WHEREAS, in April, 2013 the General Assembly and Governor approved a new transportation funding bill (HB2313) with all taxes and fees imposed by the General Assembly; and

WHEREAS, 70% of HB2313 revenues will be provided in the Northern Virginia Transportation Authority (NVTA) for mass transit capital projects that increase capacity, and for regional highway projects included in TransAction 2040 that have been evaluated by the Virginia Department of Transportation (VDOT) for congestion relief, and

WHEREAS, the NVTA will continually approve a list of projects to be funded with HB2313 funds; and

WHEREAS, the NVTA approved a standard project agreement for the local administration of a project and for implementing jurisdictions and agencies to enter into a formal agreement with the Authority to receive the HB2313 70% funds on a reimbursement basis; and

WHEREAS, the City will need to budget and appropriate funds for these projects to do environmental work, design, construction, and acquire equipment; and

WHEREAS, the City will be reimbursed for these costs through the provisions outlined in the NVTA standard funding agreement;

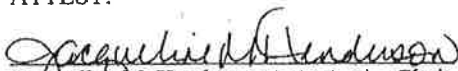
NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Alexandria does hereby authorize the execution of Standard Project Agreements between the City of Alexandria and the Northern Virginia Transportation Authority for local administration of grants for future NVTA projects to be reimbursed with 70% HB2313 revenues; and

FURTHER BE IT RESOLVED that the City Manager be designated to execute these agreements contingent upon the projects and project amounts having been previously authorized by City Council through the annual City budget and Capital Improvement Program approval process.

Adopted: October 14, 2014


WILLIAM D. EUILLE MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk

Potomac Yard Metrorail Station

Document Subsection: Public Transit

Project Location: North of Potomac Greens (exact location TBD)

Managing Department: Transportation & Environmental Services

Reporting Area: Potomac Yard/Potomac Greens/North Potomac Yard

Supporting Department(s): Planning & Zoning, Dept. of Project Implementation

Project Category: 3 – New Facilities

ORG: 50411784, 58412470

Estimated Useful Life: 40 years

Potomac Yard Metrorail Station													
	A (B+M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Through FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 2017-2026
Expenditure Budget	285,864,325	15,864,325	270,000,000	0	0	0	0	0	0	0	0	0	270,000,000
Financing Plan													
PY Special Tax District Rev.	10,225,000	10,225,000	0	0	0	0	0	0	0	0	0	0	0
GO Bonds - Potomac Yard	154,000,000	0	154,000,000	0	0	0	0	0	0	0	0	0	154,000,000
VTIB State Loan	50,000,000	0	50,000,000	0	0	0	0	0	0	0	0	0	50,000,000
NVTA 70%	69,500,000	3,500,000	66,000,000	0	0	0	0	0	0	0	0	0	66,000,000
State Grants	1,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0
WMATA Credits	1,139,325	1,139,325	0	0	0	0	0	0	0	0	0	0	0
Total Financing Plan	285,864,325	15,864,325	270,000,000	0	0	0	0	0	0	0	0	0	270,000,000
Additional Operating Impact													
Annual Impact			0	0	0	695,000	1,410,850	1,453,176	1,496,771	1,541,674	1,587,924	1,635,562	9,820,956
Cumulative Impact			0	0	0	695,000	2,105,850	3,559,026	5,055,796	6,597,470	8,185,394	9,820,956	9,820,956

Changes from Prior Year CIP: No changes from prior CIP.

Project Description & Justification

This project provides for studies, planning, and construction of a new Metrorail infill station at Potomac Yard. At this time, the station is in the Environmental Impact Statement (EIS) phase. In December 2010, City Council approved the Tier I Special Services Tax District for Land Bay F, G, and H and the multi-family portion of Land Bay I. A new Metrorail station was included as part of the North Potomac Yard Small Area Plan, approved in June 2010. The Potomac Yard Metrorail Station Concept Development Study was completed in February 2010. In 2011, City Council approved a Tier I tax rate of 20-cents to be levied starting in 2011 and approved a Tier II Tax District (Land Bays I and J) with a 10-cent levy to be initiated in the calendar year after the Metrorail Station opens.

The City of Alexandria is the project sponsor of the Environmental Impact Statement (EIS) managed by WMATA. WMATA's process includes technical and environmental analyses as well as public involvement. Project development is subject to the requirements of the National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act. City Council chose Alternative B as the Locally Preferred Alternative on May 20, 2015. The Final EIS is expected to be completed in the third quarter of 2016, followed by the Federal Transit Administration and National Park Service Records of Decision. Alternative B has been estimated to cost \$268.0 million, including the current planning phase, preliminary engineering, and preparation of the design-build bid package.

(Continued on next page)

City's Strategic Plan & Budget Guidance

Primary Strategic Plan Goal: Goal 1 – Economic Development

Focus Area: Livable, Green, and Prospering City

- Increase the value of the real estate tax base
- Ensure Alexandria supports, retains, and attracts businesses
- Promote neighborhoods that are amenity-rich
- Increase transportation system mobility, connectivity, and accessibility that supports the City's economy
- Promote an attractive urban environment that reflects our history and provides well-functioning infrastructure
- Improve the City's air quality

Focus Area: Accountable, Effective, & Well-Managed Government

- Ensure the government is accountable to the community
- Ensure the fiscal strength of the government

External or Internal Adopted Plan or Recommendation

- Potomac Yard Coordinated Development District (CDD) approved by City Council, October 1999
- Transportation Master Plan approved by City Council, April 2008
- North Potomac Yard Small Area Plan adopted by City Council, May 2010
- City Council Resolution No. 2676, Adoption of Alternative B as the Locally Preferred Alternative for the Potomac Yard Metrorail Station, May 20, 2015

Additional Operating Budget Impact

(See next page)

Potomac Yard Metrorail Station

Document Subsection: Public Transit

Project Location: North of Potomac Greens (exact location TBD)

Managing Department: Transportation & Environmental Services

Reporting Area: S. Potomac Yard, N. Potomac Yard, Potomac Greens

Supporting Department(s): Planning & Zoning, Dept. of Project Implementation

Project Category: 3 – New Facilities

ORG: 50411784, 50412199

Estimated Useful Life: 40 years

Potomac Yard Metrorail Station													
	A (B+M)	B	C	D	E	F	G	H	I	J	K	L	M (C:L)
	Total Budget & Financing	Through FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total FY 2016-2025
Expenditure Budget	285,864,325	11,864,325	4,000,000	270,000,000	0	0	0	0	0	0	0	0	274,000,000
Financing Plan													
PY Special Tax District Rev.	10,225,000	7,225,000	3,000,000	0	0	0	0	0	0	0	0	0	3,000,000
GO Bonds - Potomac Yard	154,000,000	0	0	154,000,000	0	0	0	0	0	0	0	0	154,000,000
VTIB State Loan	50,000,000	0	0	50,000,000	0	0	0	0	0	0	0	0	50,000,000
NVTA 70%	69,500,000	2,500,000	1,000,000	66,000,000	0	0	0	0	0	0	0	0	67,000,000
State Grants	1,000,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0
WMATA Credits	1,139,325	1,139,325	0	0	0	0	0	0	0	0	0	0	0
Total Financing Plan	285,864,325	11,864,325	4,000,000	270,000,000	0	0	0	0	0	0	0	0	274,000,000
Additional Operating Impact													
Annual Impact			0	0	0	695,000	1,431,700	1,474,651	1,518,891	1,564,457	1,611,391	1,659,733	9,955,822
Cumulative Impact			0	0	0	695,000	2,126,700	3,601,351	5,120,242	6,684,699	8,296,090	9,955,822	9,955,822

Changes from Prior Year CIP: The award of the VTIB loan to the City for the Metrorail Station construction reduces the anticipated amount of GO Bonds required from \$204.0 million in last year's CIP to \$154.0 million. There are no changes to total estimated project funding or project timing.

Project Description & Justification

This project provides for studies, planning, and construction of a new Metrorail infill station at Potomac Yard. At this time, the station is in the Environmental Impact Statement (EIS) phase. In December 2010, City Council approved the Tier I Special Services Tax District for Land Bay F, G, and H and the multi-family portion of Land Bay I. A new Metrorail station was included as part of the North Potomac Yard Small Area Plan, approved in June 2010. The Potomac Yard Metrorail Station Concept Development Study was completed in February 2010. In 2011, City Council approved a Tier I tax rate of 20-cents to be levied starting in 2011 and approved a Tier II Tax District (Land Bays I and J) with a 10-cent levy to be initiated in the calendar year after the Metrorail Station opens.

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(Continued on next page)

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Additional Operating Budget Impact

(See next page)

City of Alexandria

*301 King St., Room 2400
Alexandria, VA 22314*



Action Docket - Final

Tuesday, September 29, 2015

6:00 PM

Council Chambers

City Council Legislative Meeting

*** Report on COG Chesapeake Bay and Water Quality Committee
(Councilmember Lovain)**

*** Report on Transportation Planning Board (Councilmember Lovain)**

*** Report on Alexandria Transportation Commission (Councilmember Lovain)**

*** Report on the Northern Virginia Regional Commission (Councilwoman Pepper)**

City Council gave their reports.

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER (five min.)

CONSENT CALENDAR (5-9)

(Reports and Recommendations of the City Manager)

- | | | |
|---|----------------|--|
| 5 | <u>14-4307</u> | Consideration of Approval of the City of Alexandria's Proposed FY 2017 Transportation Project List Request for Northern Virginia Transportation Authority (NVTA) 70 Percent Funds. |
| 6 | <u>14-4425</u> | Consideration of a Request to Accept a Memorial Gift from the Founders Park Community Association for Placement in Founders Park in Honor of Chuck Hamel. |
| 7 | <u>14-4443</u> | Consideration of Grant Application for FY 2016 Virginia Fire Incident Reporting System (VFIRS) Hardware Grant. |
| 8 | <u>14-4447</u> | Consideration of the Alexandria Community Services Board FY 2016 Performance Contract with the State. |
| 9 | <u>14-4461</u> | Consideration of a Renewal Grant to the Virginia Department of Motor Vehicles for an Aggressive Driving/DUI Interdiction Program in FY 2016. |

END OF CONSENT CALENDAR

City Council adopted the consent calendar, with the removal of items 5 and 6, which were considered under separate motions, as follows:

5. City Council: 1. authorized application to the Northern Virginia Transportation Authority for 70 percent NVTA funding of \$66.0 million for the proposed Potomac Yard Metrorail Station and \$7.0 million for Transit Corridor "C" Beauregard/West End Transitway; and 2. authorized the City Manager to submit the above two projects to the NVTA and execute all necessary documents that may be required. (separate

motion)

6. City Council: 1. accepted the proposed gift from the Founders Park Community Association; and 2. requested that the Department of Recreation, Parks and Cultural Activities staff to develop a park memorial policy to better identify opportunities for residents to memorialize friends and loved ones, and ask staff to meet with the Founders Park Community Association to ask that they consider additional names with the plaque. (separate motion)

7. City Council: 1. authorized the submission of a grant application to the Virginia Department of Fire Programs; and 2. authorized the City Manager to execute all necessary documents that may be required.

8. City Council approved the Board's performance contract with the State.

9. City Council: 1. accepted the grant from the Virginia DMV in the amount of \$30,375 which will provide funds to the Police Department to operate a DUI/aggressive driving interdiction program in the City; and 2. authorized the City Manager to execute all necessary documents that may be required.

REPORTS AND RECOMMENDATIONS OF THE CITY MANAGER FOR DISCUSSION (60 min.)

- 10 14-4306 Consideration of Competitive Grant Applications to the Virginia Department of Transportation and Department of Rail and Public Transit for Transportation Projects Eligible Under House Bill Two.

City Council: 1. authorized submission of \$16.3 million in HB2 transportation grant applications to VDOT and DPRT for the following projects (projects would be submitted individually and prioritized in the following order): (1) \$1.8 million for DASH technology, (2) \$1.0 million for traffic signal communications infrastructure for Eisenhower Avenue, (3) \$7.0 million for adaptive traffic signal controls, (4) \$6.0 million for Old Cameron Run Trail and (5) \$500,000 for the Farrington Connector feasibility Study; and 2. authorized the City Manager to execute all necessary documents that may be required.

- 12 14-4445 City of Alexandria Workforce Development Center Update.

City Council received the update on the Workforce Development Center.

ORAL PRESENTATIONS AND REPORTS BY MEMBERS OF CITY COUNCIL

1. Mayor Euille extended congratulations to Port City Brewing Company on Wheeler Avenue who were the recipient of three awards in the 2015 Great American Beer Festival held in Denver, Colorado. There were 750 breweries, 3800 beers served and 60,000 attendees at the festival, and Port City Brewery won three medals and additionally was named small brewing company brewer of the year as well.

2. Mayor Euille said they will work with T.C. Williams High School to see what additional services the City can provide to help celebrate the 50th anniversary of T.C. Williams High School, from 1965 to 2015. They launch Friday, October 23 with the bonfire and alumni get-together, and on Saturday, October 24 is the annual homecoming game with pre-game tailgating at 10:30 a.m. and the game at 2:00 p.m. It will continue with events in January for the hall of fame recognition basketball game, commencing with the scholarship gala on Saturday, April 23.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 28, 2016

SUBJECT: Regional Funding Project 402-10801 (Route 7 East Market Street/Battlefield Parkway Interchange)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 402-10801.
2. **Suggested motion.** *I move approval of the proposed Standard Project 402-10801 (Route 7 East Market Street/Battlefield Parkway Interchange), in accordance with NVTA's approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
3. **Background.**
 - a. The Authority previously approved this project for funding using FY2017 70% regional revenues on July 14, 2016.
 - b. The attached SPA presented by the City of Leesburg is consistent with the project previously approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTA Project Number 402-10801

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

**Town of Leesburg SPA #402-10801 Route 7 East Market Street/Battlefield
Parkway Interchange**

SPA Documents are available upon request and at the NVTa website:

<http://www.thenovaauthority.org/meetings/authority-meetings>.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: November 28, 2016

SUBJECT: Regional Funding Project 402-10801 (Route 7 East Market Street/Battlefield Parkway Interchange)

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2. **Suggested motion.** *I move approval of the proposed Standard Project 402-10801 (Route 7 East Market Street/Battlefield Parkway Interchange), in accordance with NVTAs approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority.*
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 - c. The attached SPA has been reviewed by the Council of Counsels, noting that there were no legal issues.

Attachment: SPA for NVTAs Project Number 402-10801

Coordination: Council of Counsels

Standard Project Agreement for Funding and Administration
between
Northern Virginia Transportation Authority
and
Town Of Leesburg
(Recipient Entity)

Project Name: RT 7 (E. Market Street)/Battlefield Pkwy Interchange

NVTA Project Number: 402 - 10801

This Standard Project Agreement for Funding and Administration ("this Agreement") is made and executed in duplicate on this _____ day of _____, 20__, as between the Northern Virginia Transportation Authority ("NVTA") and Town Of Leesburg ("Recipient Entity").

WITNESSETH

WHEREAS, NVTA is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act ("the NVTA Act"), Chapter 25 of Title 33.2 of the Code of Virginia, as amended;

WHEREAS, Section 33.2-2500(4) of the Code of Virginia authorizes NVTA to enter into project agreements with certain statutorily designated entities for the provision of transportation facilities and services to the area embraced by NVTA;

WHEREAS, Section 33.2-2509 of the Code of Virginia authorizes NVTA to use funds from a fund established pursuant to that Code section (the "NVTA Fund") in order to assist in the financing, in whole or in part, of certain regional transportation projects in accordance with Code Section 33.2-2510;

WHEREAS, the NVTA Fund provides for the deposit therein of certain dedicated revenues and other funds appropriated by the Virginia General Assembly;

WHEREAS, Section 33.2-2510 of the Code of Virginia authorizes the use of funds from the NVTA Fund and the use of proceeds from NVTA debt issuances ("NVTA Bond Proceeds") to be used by NVTA solely for transportation purposes benefitting those counties and cities embraced by NVTA;

WHEREAS, the Project set forth and described on Appendix A to this Agreement ("the Project") satisfies the requirements of Virginia Code Section 33.2-2510;

WHEREAS, the Project is to be financed, as described in Appendix B, in whole or in part, by funds from the NVTA Fund and/or from NVTA Bond Proceeds, is located within a locality embraced by NVTA's geographical borders, or is located in an adjacent locality, but only to the extent that any such extension is an insubstantial part of the Project and is essential to the viability of the Project within the localities embraced by NVTA;

WHEREAS, _____ Town of Leesburg _____ formally requested that NVTA provide funding to the Project by timely submitting an application for NVTA funding in response to NVTA's call for projects;

WHEREAS, NVTA has reviewed _____ Town of Leesburg _____'s application for funding and has approved _____ Town of Leesburg _____'s administration and performance of the Project's described scope of work;

WHEREAS, based on the information provided by _____ Town of Leesburg _____, NVTA has determined that the Project complies with all requirements of the NVTA Act related to the use of moneys identified in Virginia Code Sections 33.2-2510(A),(C)1 and all other applicable legal requirements;

WHEREAS, the funds to be provided by NVTA described in Appendix B have been duly authorized and directed by _____ Town of Leesburg _____ to finance the Project;

WHEREAS, NVTA agrees that _____ Town of Leesburg _____ will design and/or construct the Project or perform such other specific work for the Project and _____ Town of Leesburg _____ agrees that it will perform such work on the terms and conditions set forth in this Agreement and the Appendices appended thereto;

WHEREAS, both parties have concurred in the _____ Town of Leesburg _____'s administration, performance, and completion of the Project on the terms and conditions set forth in this Agreement and its Appendices and in accordance with all applicable federal, state, and local laws and regulations; and

WHEREAS, NVTA's governing body and _____ Town of Leesburg _____'s governing body have each authorized that their respective designee(s) execute this agreement on their respective behalf(s) as evinced by copies of each such entity's clerk's minutes which are appended hereto as Appendix E;.

NOW THEREFORE, in consideration of the promises made mutual covenants, and agreements contained herein, the parties hereto agree as follows:

A. Recipient Entity's Obligations

Town of Leesburg shall:

1. Complete or perform all said work as described in Appendix A, advancing such work diligently and ensuring that all work is completed in accordance with all applicable federal, state, and local laws and regulations, and all terms and conditions of this Agreement.
2. Ensure that all work performed or to be performed under this Agreement is in accordance with the Project Description Sheets attached to Appendix A and complies with Va. Code Ann. Sections 33.2-2510(A), (C)1.
3. Perform or have performed, and remit all payment requisitions and other requests for funding for design and engineering, including all environmental work, right-of-way acquisition, construction, contract administration, testing services, inspection services, or capital asset acquisitions for the Project, as is required by this Agreement and that may be necessary for completion of the Project.
4. Not use the NVTA funds specified on Appendix B to pay any Project cost if the NVTA Act does not permit such Project cost to be paid with NVTA funds.
5. Recognize that, if the Project contains "multiple phases" (as such "multiple phases" are defined for the Project on Appendix A), for which NVTA will provide funding for such multiple phases (as set forth on Appendix B), NVTA may not provide funding to Town of Leesburg to advance the Project to the next phase until the current phase is completed. In any circumstance where Town of Leesburg seeks to advance a Project to the next phase using NVTA funds, Town of Leesburg shall submit a written request to NVTA's Executive Director explaining the need for NVTA's funding of an advanced phase. NVTA's Executive Director will thereafter review the circumstances underlying the request in conjunction with Appendix B and NVTA's current and projected cash flow position and make a recommendation to NVTA whether to authorize the requested advance phase funding. Nothing herein, however, shall prohibit Town of Leesburg from providing its own funds to

advance a future phase of the Project and from requesting reimbursement from NVTa for having advance funded a future phase of the Project. However, Town of Leesburg further recognizes that NVTa's reimbursement to Town of Leesburg for having advance funded a Project phase will be dependent upon NVTa's cash flow position at the time such a request for reimbursement is submitted and to the extent that any such advanced funding is consistent with Appendix B.

6. Acknowledge that NVTa's Executive Director will periodically update NVTa's project cash flow estimates with the objective toward keeping those estimates accurate throughout the life of the Project. Town of Leesburg shall provide all information required by NVTa so as to ensure and facilitate accurate cash flow estimates and accurate updates to those cash flow estimates throughout the life of the Project as described in Appendix B.
7. Provide to NVTa requests for payment consistent with Appendix B and the most recently approved NVTa cash flow estimates that include NVTa's standard payment requisition(s), containing detailed summaries of actual project costs incurred with supporting documentation as determined by NVTa and that certify all such costs were incurred in the performance of work for the Project as authorized by this Agreement. Each payment requisition shall be in substantially the same form as set forth in Appendix C of this Agreement. If approved by NVTa, Town of Leesburg can expect to receive payment within twenty (20) days upon receipt by NVTa. Approved payments may be made by means of electronic transfer of funds from NVTa to or for the account of Town of Leesburg.
8. Promptly notify NVTa's Executive Director of any additional project costs resulting from unanticipated circumstances and provide to NVTa detailed estimates of additional costs associated with those circumstances. Town of Leesburg understands that it will be within NVTa's sole discretion whether to provide any additional funding to the Project in such circumstances and that NVTa will do so only in accordance with NVTa's approved Project Selection Process and upon formal action and approval by NVTa. Town of Leesburg shall timely provide to NVTa a

complete and accurate update to Appendix B, if NVTA approves funding of any additional Project costs for the Project under this Paragraph.

9. Release or return any unexpended funds to NVTA no later than 90 days after final payment has been made to the contractors.
10. Review and acknowledge the requirements of NVTA Resolution No. 14-08 adopted January 23, 2014; to wit that, if applicable to Town of Leesburg 's Project: a) Prior to any NVTA funds being released for a project that may be part of a larger project, projects, or system undertaken with an extra-territorial funding partner, all such extra-territorial funding partners must commit to pay their appropriate, respective proportionate share or shares of the larger project or system cost commensurate with the benefits to each on a basis agreed upon by the NVTA member localities; b) any such funds released by NVTA for such project will be in addition to the funds that the NVTA member locality is to receive from or be credited with by the extra-territorial funding partner for the project or system; and c) there shall be no funding made available by NVTA until such time as all extra-territorial funding partners for such project or system pay or officially commit to fund their appropriate, respective proportionate shares of such large project or system commensurate with the benefits to each on a basis agreed upon with NVTA.
11. Should Town of Leesburg be required to provide matching funds in order to proceed or complete the funding necessary for the Project, Town of Leesburg shall certify to NVTA that all such matching funds have been either authorized and/or appropriated by Town of Leesburg s governing body or have been obtained through another, independent funding source;
12. Maintain complete and accurate financial records relative to the Project for all time periods as may be required by the Virginia Public Records Act and by all other applicable state or federal records retention laws or regulations, unless superseded by the laws that govern Town of Leesburg and provide copies of any such financial records to NVTA, free of charge, upon request.

13. Maintain all original conceptual drawings and renderings, architectural and engineering plans, site plans, inspection records, testing records, and as built drawings for the Project for the time periods required by the Virginia Public Records Act and any other applicable records retention laws or regulations, unless superseded by the laws that govern Town of Leesburg; and provide to NVTa copies of all such drawings and plans free of charge, upon request.
14. Reimburse NVTa for all NVTa funds (with interest earned at the rate earned by NVTa) that Town of Leesburg misapplied or used in contravention of Sections 33.2-2500 *et. seq.* of the Virginia Code ("the NVTa Act") Chapter 766 of the 2013 Virginia Acts of Assembly ("Chapter 766"), or any term or condition of this Agreement.
15. Name NVTa and its Bond Trustee or require that all Town of Leesburg's contractors name NVTa or its Bond Trustee as an additional insured on any insurance policy issued for the work to be performed by or on behalf of Town of Leesburg for the Project and present NVTa with satisfactory evidence thereof before any work on the Project commences or continues.
16. Give notice to NVTa that Town of Leesburg may use NVTa funds to pay outside legal counsel services (as opposed to utilizing the services of its own in-house counsel or NVTa's in-house legal counsel) in connection with the work performed under this Agreement Town of Leesburg so as to ensure that no conflict of interest may arise from any such representation.
17. Provide certification to NVTa, that upon final payment to all contractors for the Project, Town of Leesburg will use the Project for its intended purposes for the duration of the Project's useful life. Under no circumstances will NVTa be considered responsible or obligated to operate and/or maintain the Project after its completion.
18. Comply with all requirements of the Virginia Public Procurement Act and other applicable Virginia Code provisions, or local ordinances which govern the letting of public contracts, unless superseded by the laws that govern Town of Leesburg.

19. Acknowledge that if the Project is being funded in whole or in part by NVTA Bond Proceeds, comply with the tax covenants attached as Appendix D.
20. Acknowledge that if Town of Leesburg expects and/or intends that the Project is to be submitted for acceptance by the Commonwealth into its system that Town of Leesburg agrees to comply with the Virginia Department of Transportation's ("VDOT's") "Standards, Requirements and Guidance."
21. Recognize that Town of Leesburg is solely responsible for obtaining all permits and permissions necessary to construct and/or operate the Project, including but not limited to, obtaining all required VDOT and local land use permits, applications for zoning approvals, and regulatory approvals.
22. Recognize that if Town of Leesburg is funding the Project, in whole or in part, with federal and/or state funds, in addition to NVTA funds and/or NVTA Bond Proceeds that Town of Leesburg will need to comply with all federal and Commonwealth funding requirements, including but not limited to, the completion and execution of VDOT's Standard Project Administration Agreement and acknowledges that NVTA will not be a party or signatory to that Agreement; nor will NVTA have any obligation to comply with the requirements of that Agreement.
23. Provide a certification to NVTA no later than 90 days after final payment to the contractors that Town of Leesburg adhered to all applicable laws and regulations and all requirements of this Agreement.

B. NVTA's Obligations

NVTA shall:

- I. Provide to Town of Leesburg the funding authorized by NVTA for design work, engineering, including all environmental work, all right-of-way acquisition, inspection services, testing services, construction, and/or capital asset acquisition(s) on a reimbursement basis as set forth in this Agreement and as specified in the Project Budget and Cash Flow contained in

Appendix B to this Agreement or the most updated amendment thereto, as approved by NVTA.

2. Assign a Program Coordinator for the Project. NVTA's Program Coordinator will be responsible for monitoring the Project on behalf of NVTA so as to ensure compliance with this Agreement and all NVTA's requirements and with overseeing, managing, reviewing, and processing, in consultation with NVTA's Executive Director and its Chief Financial Officer ("CFO") , all payment requisitions submitted by Town of Leesburg for the Project. NVTA's Program Coordinator will have no independent authority to direct changes or make additions, modifications, or revisions to the Project Scope of Work as set forth on Appendix A or to the Project Budget and Cash Flow as set forth on Appendix B.
3. Route to NVTA's assigned Program Coordinator all Town of Leesburg's payment requisitions, containing detailed summaries of actual Project costs incurred which are in substantially the same form as shown on Appendix C submitted to NVTA for the Project. After submission to NVTA, NVTA's Program Coordinator will conduct an initial review of all payment requisitions and supporting documentation for the Project in order to determine the submission's legal and documentary sufficiency. NVTA's Program Coordinator will then make a recommendation to the NVTA's CFO and Executive Director whether to authorize payment, refuse payment, or seek additional information from Town of Leesburg. If the payment requisition is sufficient as submitted, payment will be made within twenty (20) days from receipt. If the payment requisition is deemed insufficient, within twenty (20) days from receipt, NVTA's Program Coordinator will notify Town of Leesburg in writing and set forth the reasons why the payment requisition was declined or why and what specific additional information is needed for processing the payment request. Payment will be withheld until all deficiencies identified by NVTA have been corrected. Under no circumstances will NVTA authorize payment for any work performed by or on behalf of Town of Leesburg that is not in conformity with the requirements of the NVTA Act, Chapter 766, or this Agreement.

4. Route all _____ Town of Leesburg _____'s supplemental requests for funding from NVTA under Paragraphs A.5 and A.8 of this Agreement to NVTA's Executive Director. NVTA's Executive Director will initially review those requests and all supporting documentation with NVTA's CFO. After such initial review, NVTA's Executive Director will make a recommendation to NVTA's Finance Committee for its independent consideration and review. NVTA's Finance Committee will thereafter make a recommendation on any such request to NVTA for final determination by NVTA.
5. Conduct periodic compliance reviews scheduled in advance for the Project so as to determine whether the work being performed remains within the scope of this Agreement, the NVTA Act, Chapter 766, and other applicable law. Such compliance reviews may entail review of _____ Town of Leesburg _____'s financial records for the Project and on -site inspections.
6. Acknowledge that if, as a result of NVTA's review of any payment requisition or of any NVTA compliance review, NVTA staff determines that _____ Town of Leesburg _____ has misused or misapplied any NVTA funds in derogation of this Agreement or in contravention of the NVTA Act, Chapter 766 or applicable law, NVTA staff will promptly advise NVTA's Executive Director and will advise _____ Town of Leesburg _____'s designated representative in writing. _____ Town of Leesburg _____ will thereafter have thirty (30) days to respond in writing to NVTA's initial findings. NVTA's staff will review _____ Town of Leesburg _____'s response and make a recommendation to NVTA's Finance Committee. NVTA's Finance Committee will thereafter conduct its own review of all submissions and make a recommendation to NVTA. Pending final resolution of the matter, NVTA will withhold further funding on the Project. If NVTA makes a final determination that _____ Town of Leesburg _____ has misused or misapplied funds in contravention of this Agreement, the NVTA Act, Chapter 766, or other applicable law, NVTA will cease further funding for the Project and will seek reimbursement from _____ Town of Leesburg _____ of all funds previously remitted by NVTA (with interest earned at the rate earned by NVTA) which were misapplied or misused by _____ Town of Leesburg _____. Nothing herein shall, however, be construed as denying, restricting or limiting the pursuit of either party's legal rights or available legal remedies.

7. Make guidelines available to Town of Leesburg to assist the parties in carrying out the terms of this Agreement in accordance with applicable law.
8. Upon recipient's final payment to all contractors, retain copies of all contracts, financial records, design, construction, and as-built project drawings and plans for the Project for the time periods required by the Virginia Public Records Act and as may be required by other applicable records retention laws and regulations.
9. Be the sole determinant of the amount and source of NVTAs funds to be provided and allocated to the Project and the amounts of any NVTAs funds to be provided in excess of the amounts specified in Appendix B.

C. Term

1. This Agreement shall be effective upon adoption and execution by both parties.

2. Town of Leesburg may terminate this Agreement, for cause, in the event of a material breach by NVTAs of this Agreement. If so terminated, NVTAs shall pay for all Project costs incurred through the date of termination and all reasonable costs incurred by Town of Leesburg to terminate all Project related contracts. The Virginia General Assembly's failure to appropriate funds to NVTAs as described in paragraph F of this Agreement or repeal of the legislation establishing the NVTAs fund created pursuant to Chapter 766 shall not be considered material breaches of this Agreement by NVTAs. Before initiating any proceedings to terminate under this Paragraph, Town of Leesburg shall give NVTAs sixty (60) days written notice of any claimed material breach of this Agreement; thereby allowing NVTAs an opportunity to investigate and cure any such alleged breach.

3. NVTAs may terminate this Agreement, for cause, resulting from Town of Leesburg's material breach of this Agreement. If so terminated, Town of Leesburg shall refund to NVTAs all funds NVTAs provided to Town of Leesburg for the Project (including interest earned at the rate earned by NVTAs). NVTAs will provide Town of Leesburg with sixty (60) days written notice that NVTAs is exercising its rights to terminate this Agreement and the reasons for termination. Prior to termination, Town of Leesburg may

request that NVTA excuse _____ Town of Leesburg _____ from refunding all funds NVTA provided to _____ Town of Leesburg _____ for the Project based upon _____ Town of Leesburg _____'s substantial completion of the Project or severable portions thereof; and NVTA may, in its sole discretion, excuse _____ Town of Leesburg _____ from refunding all or a portion of the funds NVTA provided to _____ Town of Leesburg _____ for the Project. No such request to be excused from refunding will be allowed where _____ Town of Leesburg _____ has either misused or misapplied NVTA funds in contravention of applicable law.

4. Upon termination and payment of all eligible expenses as set forth in Paragraph C.3 above, _____ Town of Leesburg _____ will release or return to NVTA all unexpended NVTA funds with interest earned at the rate earned by NVTA no later than sixty (60) days after the date of termination.

D. Dispute

In the event of a dispute under this Agreement, the parties agree to meet and confer in order to ascertain if the dispute can be resolved informally without the need of a third party or judicial intervention. NVTA's Executive Director and _____ Town of Leesburg _____'s Chief Executive Officer or Chief Administrative Officer shall be authorized to conduct negotiations on behalf of their respective entities. If a resolution of the dispute is reached via a meet and confer dispute resolution method, it shall be presented to NVTA and to _____ Town of Leesburg _____'s governing body for formal confirmation and approval. If no satisfactory resolution can be reached via the meet and confer method, either party is free to pursue whatever remedies it may have at law, including all judicial remedies.

E. NVTA's Financial Interest in Project Assets

_____ Town of Leesburg _____ agrees to use the real property and appurtenances and fixtures thereto, capital assets, equipment and all other transportation facilities that are part of the Project and funded by NVTA under this Agreement ("Project Assets") for the designated transportation purposes of the Project under this Agreement and in accordance with applicable law throughout the useful life of each Project Asset. NVTA shall retain a financial interest in the value of each of the of the Project Assets, whether any such Project Asset may have depreciated or appreciated, throughout its respective useful life proportionate to the amount of the cost of the Project Asset funded by NVTA under this

Agreement. In the event that Town of Leesburg fails to use any of the Project Assets funded under this Agreement for the transportation purposes as authorized by this Agreement or applicable law throughout its respective useful life, Town of Leesburg shall refund to NVTA with interest at the rate earned by NVTA the amount attributable to NVTA's proportionate financial interest in the value of said Project Asset. If Town of Leesburg refuses or fails to refund said monies to NVTA, NVTA may recover its proportionate financial interest from Town of Leesburg by pursuit of any remedies available to NVTA, including but not limited to NVTA's withholding of commensurate amounts from future distributions of NVTA funds to Town of Leesburg.

F. Appropriations Requirements

1. Nothing herein shall require or obligate any party to commit or obligate funds to the Project beyond those funds that have been duly authorized and appropriated by their respective governing bodies.
2. The parties acknowledge that all funding provided by NVTA pursuant to Chapter 766 is subject to appropriation by the Virginia General Assembly. The parties further acknowledge that: (i) the moneys allocated to the NVTA Fund pursuant to Va. Code Ann. Sections 58.1-638, 58.1-802.2, and 58.1-1742 and any other moneys that the General Assembly appropriates for deposit into the NVTA Fund are subject to appropriation by the General Assembly and (ii) NVTA's obligations under this Agreement are subject to such moneys being appropriated for deposit in the NVTA Fund by the General Assembly.

G. Notices

All notices under this Agreement to either party shall be in writing and forwarded to the other party by U.S. mail, care of the following authorized representatives:

- 1) to: NVTA, to the attention of its Executive Director;
3040 Williams Drive, Suite 200
Fairfax, VA 22031
- 2) to Town of Leesburg, to the attention of Town Manager
25 West Market Street
Leesburg, VA 20176 (address)

H. Assignment

This Agreement shall not be assigned by either party unless express written consent is given by the other party.

I. Modification or Amendment

This Agreement may be modified, in writing, upon mutual agreement of both parties.

J. No Personal Liability or Creation of Third Party Rights

This Agreement shall not be construed as creating any personal liability on the part of any officer, employee, or agent of the parties; nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

K. No Agency

Town of Leesburg represents that it is not acting as a partner or agent of NVT; and nothing in this Agreement shall be construed as making any party a partner or agent with any other party.

L. Sovereign Immunity

This Agreement shall not be construed as a waiver of either party's sovereign immunity rights.

M. Incorporation of Recitals

The recitals to this Agreement are hereby incorporated into this Agreement and are expressly made a part hereof. The parties to this Agreement acknowledge and agree that such recitals are true and correct.

N. Mutual Preparation and Fair Meaning

The parties acknowledge that this Agreement has been prepared on behalf of all parties thereto and shall be construed in accordance with its fair meaning and not strictly construed for or against either party.

O. Governing Law

This Agreement is governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written by their duly authorized representatives.

Northern Virginia Transportation Authority

By: _____

Date: _____

for _____ Town Of Leesburg _____ (Name of Recipient Entity)

By: KES _____

Date: 10/04/16

Approved As To Form:
[Signature]
Town Attorney

Appendix A –Narrative Description of Project (Attach Project Description Form)

NVTA Project Title: Route 7 (East Market Street Battlefield Parkway Interchange) (include alpha-numeric project id)

Recipient Entity: Town of Leesburg

Project Manager Contact Information: Tom Brandon

Table A-1 Project Changes

Only Complete if Different from the Approved NVTA Project Description Form Attached

Requested funds from NVTA:

- FY15 - \$2,000,000
- FY16 - \$11,000,000
- FY17 - \$20,000,000 (original request was \$37,000,000, which was used for rating; NVTA award is \$20,000,000)
- FY18 - \$25,000,000 (future request/SmartScale) (the gap as per original request was \$8,000,000)

Table A-2 Project Milestone Changes

Only Complete if Different from the Approved NVTA Project Description Form Attached

- Project Milestone- Funding verification – 1st quarter 2018
- Project Milestone- Issue RFP – 2nd quarter 2018
- Project Milestone – Final Design: start of Final Design (Design/Build) – 2nd quarter 2019
- Project Milestone – Right-of-way: ROW acquisition completed (Design/Build) – 2nd quarter 2020
- Project Milestone – Construction
 1. Award (Design/Build) Contract – 2nd quarter 2019
 2. Start of Construction (Design/Build) – 4th quarter 2019

Signature: 
Chief Executive Officer

Date: 10/31/14



Project Description Form – 1U

Basic Project Information

Submitting Jurisdiction/Agency: Town of Leesburg/Loudoun County

Project Title: Route 7 (East Market Street)/Battlefield Parkway Interchange

Project Location: Route 7 (East Market Street)/Battlefield Parkway Interchange



Project Description: The purpose of the Route 7 (East Market Street)/Battlefield Parkway Interchange is to improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg Corporate Limits.

Project Milestones

Project Milestones by Project Phase:

- **Engineering:** October 2016 – December 2018
- **Environmental Work:** December 2016 – March 2017
- **Design:** October 2016 – December 2018
- **Right of Way Acquisition:** November 2017 – December 2018
- **Construction:** December 2018 – December 2019
- **Capital Asset Acquisitions:** N/A
- **Other**

Project Analysis Summary*

NVTA Quantitative Score	43.06	Rank	16
Congestion Reduction Relative to Cost Ratio (NVTA Share)	0.07	hours saved/\$	Rank 18
Congestion Reduction Relative to Cost Ratio (Total Cost)	0.05	hours saved/\$	Rank 18

*Detailed scoring information can be found at: <http://www.thenovaaauthority.org/planning-programming/fy2017-program/>

Project Cost

Requested NVTA FY2017 Funds: \$37,000,000

Total Cost to Complete Project: \$58,000,000

Project Phases	Requested NVTA FY2017 Funds	Other Sources of Funding	Total Cost by Phase
Engineering		\$1,500,000 (NVTA FY2015-16 Funds)	\$1,500,000 (FY2016 -19)
Environmental Work		\$500,000 (NVTA FY2015-16 Funds)	\$500,000 (FY2017)
Design		\$2,000,000 (NVTA FY2015-16 Funds)	\$2,000,000 (FY2016-19)
Right of Way Acquisition		\$9,000,000 (NVTA FY2015-16 Funds)	\$9,000,000 (FY2018-19)
Construction	\$37,000,000 (FY2018-20)	\$3,000,000 (NVTA FY2018 Funds)	\$40,000,000 (FY2018-19)
Capital Asset Acquisitions			
Other		\$1,500,000 (Contract Administration NVTA FY2018 Funds) \$1,500,000 (Test Services NVTA FY2018 Funds) \$2,000,000 (Inspection Services NVTA FY2018 Funds)	\$1,500,000 (Contract Administration FY2018-19) \$1,500,000 (Test Services FY2018-19) \$2,000,000 (Inspection Services FY2018-19)
TOTAL	\$37,000,000	\$21,000,000	\$58,000,000

Project Impacts

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

How will the project reduce congestion? The Route 7 Corridor continues to be one of Northern Virginia's worst bottlenecks. This intersection is travelled by approximately 80,000 vehicles per day, is well over capacity and offers travelers an extremely poor Level of Service "F". Route 7 between Algonkian Parkway and East Market Street is planned to be limited access. All at-grade access points have either transitioned to grade-separated interchanges or are in the planning stages and are funding for grade separation. This is the last interchange in the corridor to make the entire corridor fully limited access.

How will the project increase capacity? The capacity of Route 7 will be increased by eliminating at least one signalized intersection along Route 7 at Battlefield Parkway which reduces the delays on Route 7. Route 7 westbound at a minimum will not have to stop at the signalized intersection with Cardinal Park Drive. The exact design of the Route 7 intersection with Cardinal Park Drive is not known and will be determined during the design of this project.

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

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

How will the project improve bicycle and pedestrian travel options? (See "How will the project improve regional connectivity", above)

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

Additional Information in Support of This Project

None.

APPENDIX B-PROJECT BUDGET & CASH FLOW
PROJECT IDENTIFICATION AND PROPOSED FUNDING

NVTA Project Title: Route 7 (East Market Street) Battlefield Parkway Interchange
 Recipient Entity: Town of Leesburg
 Project Contact Information: Tom Brandon

NVTA Use:
 Date Received: _____
 Funding Program: _____
 Project #: _____
 Ledger Account #: _____
 Revision Date: _____
 Recv'd Certificate of Ins: _____

TABLE B-1 PROJECT COSTS & FUNDING SOURCE

Project Cost Category	Total Project Costs	Approved NVTA Project Funds	Amount of Other Sources of Funds	List of Other Sources of Funds (For each cost category include all other funding sources; list each source of funds on a separate line for each cost category)
Study	\$ -	\$ -	\$ -	
Preliminary Engineering	\$ 4,000,000			
Right-of-Way Acquisition	\$ 9,000,000			
Construction	\$ 45,000,000	\$ 20,000,000	\$ 25,000,000	Future NVTA request
Capital Asset Acquisitions				
Other				
Total Estimated Cost	\$ 58,000,000	\$ 20,000,000	\$ 25,000,000	

TABLE B-2 PROJECT CASH FLOW PER FISCAL YEAR AND COST CATEGORY FOR NVTA FUNDS ONLY

Project Cost Category	Total FY2017 Project Funds	Total FY2018 Project Funds	Total FY2019 Project Funds	Total FY2020 Project Funds	Total FY2021 Project Funds	Total FY2022 Project Funds
Study						
Preliminary Engineering						
Right-of-Way Acquisition						
Construction			\$ 5,000,000	\$ 15,000,000		
Capital Asset Acquisitions						
Other						
Total Estimated Cost			\$ 5,000,000	\$ 15,000,000	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

TABLE B-3 MONTHLY/QUARTERLY PROJECT CASH FLOW FOR NVTA FUNDS ONLY

Month	FY2017 Monthly Cash Flow	FY2018 Quarterly Cash Flow	FY2019 Quarterly Cash Flow	FY2020 Quarterly Cash Flow	FY2021 Quarterly Cash Flow	FY2022 Quarterly Cash Flow
July						
August						
September				\$ 5,000,000		
October						
November						
December				\$ 5,000,000		
January						
February						
March				\$ 5,000,000		
April						
May						
June			\$ 5,000,000			
Total per Fiscal Year	\$ -	\$ -	\$ 5,000,000	\$ 15,000,000	\$ -	\$ -

Please Note: If additional years are needed, please submit a separate form with additional columns

The Total Amounts in Table B-2 and Table B-3 must agree to the total NVTA Funds listed in Table B-1

The total of each Fiscal Year must match in Table B-2 and Table B-3

This attachment is certified and made an official attachment to the Standard Project Agreement document by the parties of this agreement.

Recipient Entity
 Signature KAT
 Title Town Manager
 Date 10/31/16
 Print name of person signing KAT DOWLER

Northern Virginia Transportation Authority
 Signature _____
 NVTA Executive Director
 Title _____
 Date _____

Northern Virginia Transportation Authority
 Signature _____
 NVTA Chief Financial Officer
 Title _____
 Date _____

Approved As To Form:

Town Attorney

APPENDIX D-Tax Covenants

TAX COVENANTS (For Bond Funded Projects Only)

The Recipient Entity will not permit more than five percent of the total amount of NVTB Bond Proceeds or the Financed Property to be used directly or indirectly (i) for a Private Business Use or (ii) to make or finance loans to Nongovernmental Persons. Any transaction that is generally characterized as a loan for federal income tax purposes is a "loan" for purposes of this paragraph. In addition, a loan may arise from the direct lending of NVTB Bond Proceeds or may arise from transactions in which indirect benefits that are the economic equivalent of a loan are conveyed, including any contractual arrangement which in substance transfers tax ownership and/or significant burdens and benefits of ownership.

The Recipient Entity agrees not to requisition or spend NVTB Bond Proceeds for any Project Cost not constituting a Capital Expenditure.

Except as may be described in Appendix B, the Recipient Entity neither has on the date of this Agreement nor expects to have after this date any funds that are restricted, segregated, legally required or otherwise intended to be used, directly or indirectly, for the purposes for which the Recipient Entity is receiving NVTB Bond Proceeds.

The Recipient Entity acknowledges that it may have to provide detailed information about the investment of the amount of any requisition unless (i) payments are remitted directly by NVTB to the contractors/vendors or (ii) the Recipient Entity remits payment to the contractors/vendors within five banking days after the date on which NVTB advances the amount of the requisition. NVTB may request the detailed information in order to compute the rebate liability to the U.S. Treasury on NVTB's bonds or other debt financing pursuant to Section 148 of the Internal Revenue Code of 1986, as amended (the "Code").

"Capital Expenditure" means any cost of a type that is properly chargeable to capital account (or would be so chargeable with (or but for) a proper election or the application of the definition of "placed in service" under Treas. Reg. § 1.150-2(c)) under general federal income tax principles, determined at the time the expenditure is paid.

"Federal Government" means the government of the United States and its agencies or instrumentalities.

"Financed Property" means the property financed by the NVTB Bond Proceeds.

"General Public Use" means use of Financed Property by a Nongovernmental Person as a member of the general public. Use of Financed Property by a Nongovernmental Person in a Trade or Business is treated as General Public Use only if the Financed Property is intended to be available and in fact is reasonably available for use on the same basis by natural persons not

engaged in a Trade or Business. Use under arrangements that convey priority rights or other preferential benefits is not use on the same basis as the general public.

"Governmental Person" means any Person that is a state or local governmental unit within the meaning of Section 141 of the Code (or any instrumentality thereof).

"NVTB Bond Proceeds" means, as used herein, the sale proceeds of any NVTB bonds or other debt instrument and the investment earnings on such proceeds, collectively.

"Nongovernmental Person" mean any Person other than a Governmental Person. For the purposes hereof, the Federal Government is a Nongovernmental Person.

"Person" means any natural person, firm, joint venture, association, partnership, business trust, corporation, limited liability company, corporation or partnership or any other entity (including the Federal Government and a Governmental Person).

"Private Business Use" means a use of the NVTB Bond Proceeds directly or indirectly in a Trade or Business carried on by a Nongovernmental Person other than General Public Use. For all purposes hereof, a Private Business Use of any Financed Property is treated as a Private Business Use of NVTB Bond Proceeds. Both actual and beneficial use by a Nongovernmental Person may be treated as Private Business Use under Section 141 of the Code. In most cases, however, Private Business Use results from a Nongovernmental Person having special legal entitlements to use the Financed Property under an arrangement with the Recipient Entity. Examples of the types of special legal entitlements resulting in Private Business Use of Proceeds include (i) ownership for federal tax purposes of Financed Property by a Nongovernmental Person and (ii) actual or beneficial use of Financed Property by a Nongovernmental Person pursuant to a lease, a Service Contract, an incentive payment contract or certain other arrangements such as a take-or-pay or other output-type contract. Private Business Use of the Financed Property may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. Any arrangement that is properly characterized as a lease for federal income tax purposes is treated as a lease for purposes of the Private Business Use analysis. An arrangement that is referred to as a management or Service Contract may nevertheless be treated as a lease, and in determining whether a management or service contract is properly characterized as a lease, it is necessary to consider all of the facts and circumstances, including (i) the degree of control over the property that is exercised by a Nongovernmental Person, and (ii) whether a Nongovernmental Person bears risk of loss of the Financed Property. Private Business Use of Financed Property that is not available for General Public Use may also be established on the basis of a special economic benefit to one or more Nongovernmental Persons even if such Nongovernmental Persons do not have a special legal entitlement to the use of the Financed Property. In determining whether special economic benefit gives rise to Private Business Use, it is necessary to consider all of the facts and circumstances, including one or more of the following factors: (i) whether the Financed Property is functionally related or physically proximate to property used in the Trade or Business of a Nongovernmental Person, (ii) whether only a small number of Nongovernmental Persons receive the economic benefit, and

(iii) whether the cost of the Financed Property is treated as depreciable by the Nongovernmental Person.

"Service Contract" means a contract under which a Nongovernmental Person will provide services involving all, a portion or any function of any Financed Property. For example, a Service Contract includes a contract for the provision of management services for all or any portion of Financed Property. Contracts for services that are solely incidental to the primary governmental function or functions of Financed Property (for example, contracts for janitorial, office equipment repair, billing, or similar services) are not included in this definition. Additional contracts not included in this definition are (i) a contract to provide for services by a Nongovernmental Person in compliance with Revenue Procedure 97-13, 1997-1 C.B. 632, as modified by Revenue Procedure 2001-39, I.R.B. 2001-28, (ii) a contract to provide for services by a Nongovernmental Person if the only compensation is the reimbursement of the Nongovernmental Person for actual and direct expenses paid by the Nongovernmental Person to unrelated parties and (iii) a contract to provide for the operations by a Nongovernmental Person of a facility or system of facilities that consists predominately of public utility property (within the meaning of Section 168(i)(10) of the Code), if the only compensation is the reimbursement of actual and direct expenses of the Nongovernmental Person and reasonable administrative overhead expenses of the Nongovernmental Person.

"Trade or Business" has the meaning set forth in Section 141(b)(6)(B) of the Code, and includes, with respect to any Nongovernmental Person other than a natural person, any activity carried on by such Nongovernmental Person. "Trade or Business" for a natural person means any activity carried on by such natural person that constitutes a "trade or business" within the meaning of Section 162 of the Code.

RECIPIENT ENTITY

For By: KDS
Name: Kaj Dentler
Title: Town Manager
Date: 10/04/16

Approved As To Form:
[Signature]
Town Attorney

Appendix E -Authorization of designee(s)

Attach this page to the recipient governing body's authorization for their respective designee(s) to execute the Standard Project Agreement and Tax Covenant (if applicable) on their behalf(s) as evinced by entity's clerk's minutes.

Submission of the original signed or certified copy of the governing body's authorization is required

The Town of
**Leesburg,
Virginia**

PRESENTED October 13, 2015

RESOLUTION NO. 2015-109

ADOPTED October 13, 2015

A RESOLUTION: APPROVING THE STANDARD AGREEMENT WITH THE
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FOR
FISCAL YEAR 2015 AND 2016 FUNDING OF THE ROUTE 7 EAST
MARKET STREET AND BATTLEFIELD PARKWAY INTERCHANGE
PROJECT

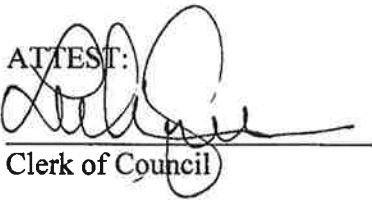
WHEREAS, the Town of Leesburg was awarded \$2,000,000 from the Northern Virginia
Regional Transportation Authority (NVTA) through 70 percent regional funds in Fiscal Year 2015
and \$11,000,000 in Fiscal Year 2016 for the design of the Route 7 East Market Street and
Battlefield Parkway Interchange Project; and


WHEREAS, an administrative agreement between NVTA and the Town is required to
receive the \$13,000,000.

THEREFORE RESOLVED, by the Council of the Town of Leesburg in Virginia that the
Town Manager is authorized to execute the attached Standard Project Agreement (SPA) for the
Route 7 East Market Street and Battlefield Parkway Interchange Project and any future SPAs
related to the Route 7 East Market Street and Battlefield Parkway Interchange Project in a form
acceptable to the Town Attorney.


PASSED this 13th day of October, 2015.

ATTEST:


Clerk of Council


Kristen C. Umstattd, Mayor
Town of Leesburg

The undersigned certifies that the foregoing is a true and correct
copy of a resolution adopted at a legally convened meeting of the
Leesburg Town Council held on October 13, 2015.


Lee Ann Green, Clerk of Council
Town of Leesburg, Virginia



David S. Butler
Mayor

Kelly Burk
Vice Mayor

Council Members

Thomas S. Dunn, II Suzanne D. Fox
R. Bruce Gemmill Katie Sheldon Hammler
Fernando "Marty" Martinez

25 West Market Street, Leesburg, VA 20176 ■ 703-771-2733 ■ FAX 703-771-2727 ■ council@leesburgva.gov ■ www.leesburgva.gov

December 05, 2016

The Honorable Martin Nohe, Chairman
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22013

Re: Interchange at Route 7 and Battlefield Parkway

Dear Chairman Nohe,

On behalf of the Town Council, I want to assure the Northern Virginia Transportation Authority (NVTA) that the Town of Leesburg fully intends to remove the traffic signal on Route 7 at Cardinal Park Drive as soon as permissible. I am aware of concerns that NVTA has about this in regards to funding the future interchange improvements on Route 7 at Battlefield Parkway, and am hopeful that this letter helps to ease your concerns.

As you are aware, the Virginia Department of Transportation is designing and constructing the interchange project on the Town's behalf and requires an interchange justification study (IJR) that is now underway. Although the study must look at various options to meet federal and state requirements, the Leesburg Town Council fully anticipates supporting a configuration that results in the removal of the traffic signal on Route 7 and Cardinal Park Drive.

Thank you for your continued support in funding this critical interchange on Route 7 at Battlefield Parkway.

Sincerely,

David S. Butler, Mayor

Kelly Burk, Vice Mayor

Katie Sheldon Hammler

Suzanne D. Fox

Fernando "Marty" Martinez

Thomas S. Dunn, II

R. Bruce Gemmill

cc: Leesburg Town Council
 County of Loudoun Board of Supervisors
 County of Loudoun Administrator
 Leesburg Town Manager

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 6, 2016

SUBJECT: Approval of Comments on the Atlantic Gateway Project

- 1. Purpose:** To seek approval of the Northern Virginia Transportation Authority's (NVTa) comments on the Atlantic Gateway Project to be submitted at the December 14, 2016 Public Hearing at the VDOT Northern Virginia District Office. The Public Hearing will be held in conjunction with the Commonwealth Transportation Board's (CTB) public meeting regarding the Smart Scale Prioritization Process.
- 2. Suggestion Action:** *I move Authority approval of the comments on the Atlantic Gateway Project to be submitted at the December 14, 2016 Public Hearing.*
- 3. Background:** The Authority submitted a letter of support for the Commonwealth's FASTLANE grant and TIGER application for the Atlantic Gateway Project on April 13 and April 22, 2016, respectively. The Atlantic Gateway Project was selected for a federal FASTLANE grant of \$165 million in July 2016.

USDOT's FASTLANE competitive grant program, is part of a \$4.6 billion, 5-year program created by the FAST Act, which was signed into law in December 2015 and makes large-scale national investments to improve freight and highway mobility across the United States.

The \$165 million FASTLANE grant will leverage \$565 million in private investments and \$710 million in other transportation funds to:

- Build 14 miles of new rail track to improve reliability and capacity for freight, commuter and passenger rail service, including phase I of the project to unlock rail congestion at Long Bridge.
- Extend the I-95 Express Lanes for seven miles north to the Potomac River and improve access to the Pentagon.
- Extend the I-95 Express Lanes 10 miles south to Fredericksburg to alleviate backups at the current southern terminus.

- Construct a new southbound bridge on I-95 across the Rappahannock River.
- Provide dedicated on-going reinvestment in expanded bus service in the corridor to ensure that all populations have access to jobs, education and health care services.
- Add new commuter parking, technology upgrades and truck parking along the corridor.
- Build pavement for autonomous vehicle enhancements; this will provide the infrastructure to test and deploy driverless cars.
- Acquire the S-line, an abandoned rail corridor that runs from North Carolina to the Richmond area, from CSX to provide public ownership of a corridor key for future Southeast High Speed Rail.

Project Goals consist of:

- Resolving critical existing freight and passenger bottlenecks, congestion and safety concerns on the heavily traveled I-95 Corridor.
- Accommodating projected population and employment growth.
- Improving reliability for long distance passenger travelers and freight carriers.
- Enhancing the quality of life in the interregional and national corridor.
- Connecting people to employment opportunities.
- Providing new travel choices throughout the corridor.

In coordination with the Regional and Jurisdiction Agency Coordination Committee, the draft comments (Attachment A) were developed in preparation of the public hearing.

The Authority will be briefed on the Atlantic Gateway Project at its January 2017 meeting. The Authority may want to provide additional comments following the presentation and/or as more details on components are provided as projects advance.

Attachments:

- A.** Draft Comments on the Atlantic Gateway Project
- B.** Summary Sheet on the Atlantic Gateway Project



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

December 8, 2016

The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street, Room 3054
Richmond, Virginia 23219

Reference: Comments on the Atlantic Gateway Project

Dear Secretary Layne:

Thank you for your efforts to improve the I-95/I-395 Corridor through the Atlantic Gateway Project. As you know, congestion along the corridor is significant during the morning and evening peak periods. As this project advances, the Northern Virginia Transportation Authority (Authority) would like to provide the following comments:

- The Authority understands that Atlantic Gateway is an extremely complex project and includes many components. It is essential that significant coordination occur between the Administration, the Authority, jurisdictions in which the components are located, and other agencies that may be impacted. The Authority feels it will be beneficial if all project components, and segments within those components, be identified as part of the larger project to ensure that stakeholders are aware of what is included within Atlantic Gateway.
- The Authority believes that it is essential that significant community outreach occur during the development of the individual projects within Atlantic Gateway. Many localities, their citizens, and other stakeholders will be impacted by these projects, including landowners, those living near component projects, transit users, and other commuters. Those impacted must be made aware of project details and have the opportunity to provide input.
- The Authority supports efforts to address capacity needs at the Long Bridge, which is a major railroad bottleneck for the Eastern Seaboard. This project is essential to improving rail service, including the region's commuter rail service, the Virginia Railway Express (VRE). The Authority supports efforts to address this choke point across the Potomac River, which will allow for additional VRE and Amtrak trains to use the corridor, as well as expanded intermodal and freight rail service.
- The Authority supports the I-395 Express Lanes annual dedication of at least \$15 million to support enhanced transit in the corridor, which is important to ensure that sufficient multimodal options are provided. The Authority would like to note transit needs in the corridor are significant – the I-95/I-395 Transit and TDM Study has identified over \$6 billion in projects. While the annual \$15 million is

important in addressing these needs, we must also be cognizant that it will not provide all of the funding required to implement and operate these elements. Additionally, the Authority believes that both capital and operations should be considered as part of this process.

- The Authority believes that local jurisdictions and agencies should have input in the selection of regional partner(s) as the Commonwealth determines how these funds will be managed and allocated. The multi-modal needs of the corridor differ throughout the region and the Authority would like to ensure that the needs are addressed comprehensively. This is important, as residents residing both inside and outside the beltway commute along the I-95 and I-395.
- The Authority believes that efforts should be made to ensure ongoing projects are taken into consideration and/or not precluded during this process. Localities may have projects being implemented near Atlantic Gateway components. Coordination of efforts is essential to ensure that these projects are not adversely impacted. Further, the Commonwealth should work with its localities and regional partners, so that relevant planning efforts are also taken into consideration.

Thank you, again, for your leadership in seeking improvements to the I-95/I-395 Corridor. If you have any questions or need additional information, please contact Monica Backmon, the Authority's Executive Director, at (703) 642-4650 or myself at 703-792-4620.

Sincerely,

Martin E. Nohe
Chairman



VII.B



Public Meeting

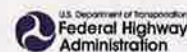
Welcome to the Virginia Department of Transportation's (VDOT) public hearing on the Atlantic Gateway projects.

This meeting is being held to provide an opportunity for both citizens and organizations to provide VDOT comments and/or suggestions on the proposed improvements. Your input is important and VDOT strives to ensure that all members of the community have the opportunity to participate in public decisions on transportation projects affecting them.

VDOT representatives and members of the study team are present to discuss the project and answer your questions.

A comment sheet is included in the handout for this meeting and your input is encouraged. Verbal comments may also be provided to the court reporter. All verbal and written comments received for this project will be included in a summary report for consideration by VDOT personnel, citizens and other interested parties and will be made available upon request. VDOT staff will address questions and concerns raised as a result of this meeting before the project is presented to the VDOT Chief Engineer or his designee for consideration.

Project Team



Project Goals



Resolve critical existing freight and passenger bottlenecks, congestion, and safety concerns on the heavily traveled I-95 corridor



Accomodate projected population and employment growth



Improve reliability for long distance passenger travelers and freight carriers



Enhance the quality of life in this vital interregional and national corridor

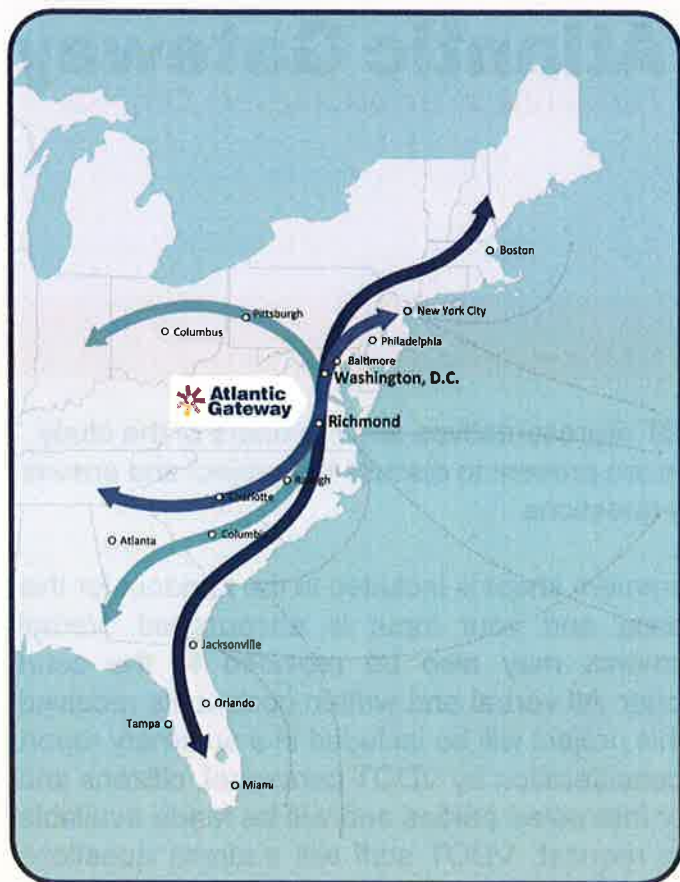


Connect people to employment opportunities

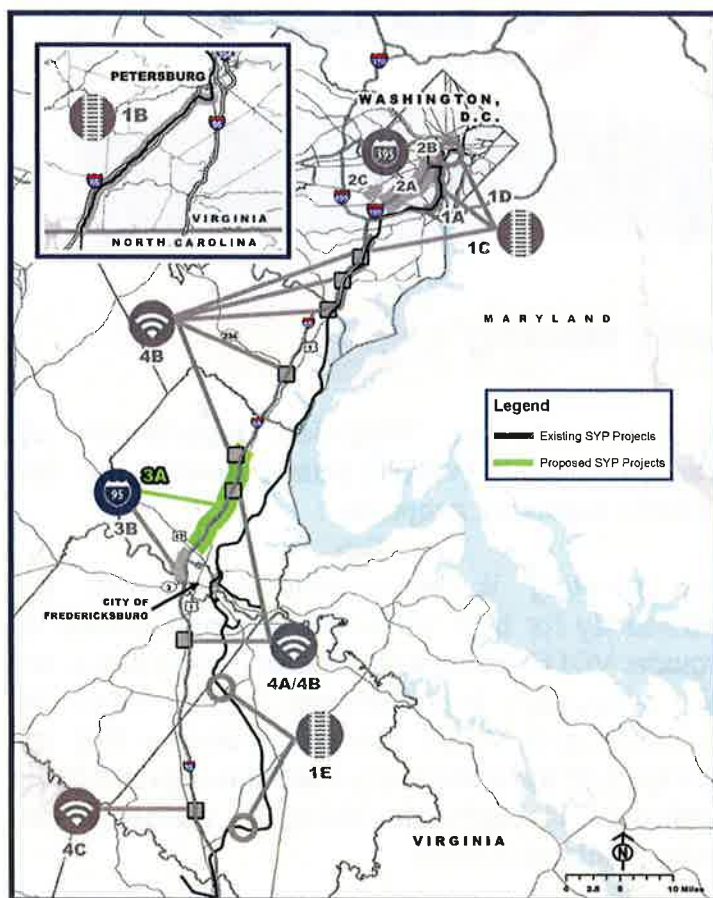


Provide new travel choices throughout the corridor

Project Need



Project Components



ATLANTIC GATEWAY CORRIDOR CONGESTION EXISTING CONDITIONS		
HIGHWAY	TOTAL ANNUAL CORRIDOR DELAY	13.2 MILLION PERSON-HOURS
	VRE TRAINS AT OR OVER CAPACITY	70%
FREIGHT	FREIGHT DELAY	357 MILLION TON-HOURS

ATLANTIC GATEWAY SIGNIFICANCE DAILY VOLUMES		
CSX CARRIES APPROXIMATELY		83,000 TONS OF FREIGHT
VRE CARRIES APPROXIMATELY		18,000 PEOPLE
TRUCKS CARRY APPROXIMATELY		271,000 TONS OF FREIGHT
CARS AND BUSES CARRY APPROXIMATELY		350,000 PEOPLE
METRO RAIL CARRIES APPROXIMATELY		90,000 PEOPLE
AMTRAK CARRIES APPROXIMATELY		4,500 PEOPLE

PROJECT COMPONENT	DESCRIPTION
Component 1: Rail Infrastructure	1A Long Bridge-Phase 1 1B Dedicating the S-Line 1C Constructing a Third Main Line Track (Franconia to Occoquan) 1D Engineering for Long Bridge-Phase 2 1E Improving Rail Operations Along the Corridor
Component 2: I-395 Improvements	2A Extending the Express Lanes to the Pentagon 2B Improving Multimodal Access to the Pentagon 2C Providing Safety and Capacity Improvements on I-395 (Duke Street to Edsall Road)
Component 3: I-95 Improvements	3A Extending the Express Lanes to Fredericksburg 3B Adding I-95 Southbound Capacity Across the Rappahannock River
Component 4: Corridor-Wide ITS and TDM Improvements	4A Providing Additional Commuter Parking in Spotsylvania and Stafford County 4B Transportation Technology 4C Rest Area Reconstruction and Truck Parking

Right of Way

As we further develop and finalize the design of these projects, information about the exact location of the easements and right of way limits will be presented to the property owners at project specific public hearings.

Information about right of way purchase is discussed in VDOT's brochure, "Right of Way and Utilities: A Guide for Property Owners and Tenants." Copies of this brochure are available this evening from a right of way representative or at:

www.vdot.virginia.gov/business/resources/Right_of_way/A_Guide_for_Property_Owners_and_Tenants.pdf

Project Benefits

Project Funding

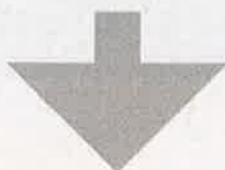
\$1.4 Billion



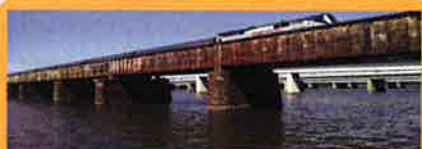
Private
Sector
Investment

State
Funding

Federal
FASTLANE
Grant
Funding



**Leverages a \$1.4 Billion
Multi-Modal Program
that Delivers:**



**Virginia's Investment in
the Long Bridge (Phase I)**





**One of the largest Express
Lane networks in
the country (~50 mi.)**



**Ongoing revenue
reinvestments in
enhanced transit service**

COMMITTED FUNDING SOURCES

	Funding Partner	Description	Funding Amount	Funding %		
Private Sector	 Transurban	Private Sector Partner – Toll Facility Manager/ Operator	\$520M	37%	40%	Private Sector
	 CSX	Private Sector Partner – Class 1 Railroad Owner/ Operator	\$45M	3%		
Virginia	Commonwealth of Virginia Program	Federal Assistance	\$247M	18%	44%	Virginia
		State Assistance	\$363M	26%		
USDOT Grants	NSFHP	USDOT Grant Program	\$200M	14%	16%	USDOT Grants
	TIGER	USDOT Grant Program	\$25M	2%		
TOTALS:			\$1.4B	100%		

USES OF PROJECT FUNDS

Project Component	Description	Eligible Project Cost	NSFHP Funds	TIGER Funds (Pending)	Other Federal Sources	Non-Federal Sources*
Component 1: Rail Infrastructure						
1A	Long Bridge–Phase 1	\$185M	\$55M		\$82M	\$48M
1B	Dedicating the S-Line	\$30M				\$30M
1C	Constructing a Third Main Line Track (Franconia to Occoquan)	\$220M				\$220M
1D	Engineering for Long Bridge–Phase 2	\$30M	\$15M			\$15M
1E	Improving Rail Operations Along the Corridor	\$30M				\$30M
Component 2: I-395 Improvements						
2A	Extending the Express Lanes to the Pentagon	\$250M	\$30M			\$220M
2B	Improving Multimodal Access to the Pentagon	\$10M	\$10M			
2C	Providing Safety and Capacity Improvements on I-395 (Duke Street to Edsall Road)	\$40M	\$40M			
Component 3: I-95 Improvements						
3A	Extending the Express Lanes to Fredericksburg	\$420M	\$50M		\$50M	\$320M
3B	Adding I-95 Southbound Capacity Across the Rappahannock River	\$115M			\$115M	
Component 4: Corridor-Wide ITS and TDM Improvements						
4A	Providing Additional Commuter Parking in Spotsylvania and Stafford County	\$30M		\$15M		\$15M
4B	Transportation Technology	\$20M		\$10M		\$10M
4C	Rest Area Reconstruction and Truck Parking	\$20M				\$20M

*includes state and private funds, and a number of financing options are being considered.

TOTALS: \$1.4B \$200M \$25M \$247M \$928M

Environmental documents are either available for review or are being prepared for individual components to comply with the National Environmental Policy Act of 1969, as amended, and 23 CFR 771. In compliance with the National Historic Preservation Act, Section 106 and 36 CFR Part 800, information on potential effects of the proposed improvements on properties listed in or eligible for listing in the National Register of Historic Places is or will be included in the environmental documentation.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact VDOT's Civil Rights Division at 540-899-4288, TTY/TDD 711.

Get Involved

Thank you for taking the time to review the information presented here tonight. Your comments are important and are greatly appreciated. VDOT will carefully consider all comments received at this meeting and during the comment period.

Written comments must be postmarked or sent electronically no later than December 22, 2016. There are three ways you may provide us with your comments:

At This Meeting

Please leave your written comments in the designated box or make a verbal comment to the court reporter.

By E-mail

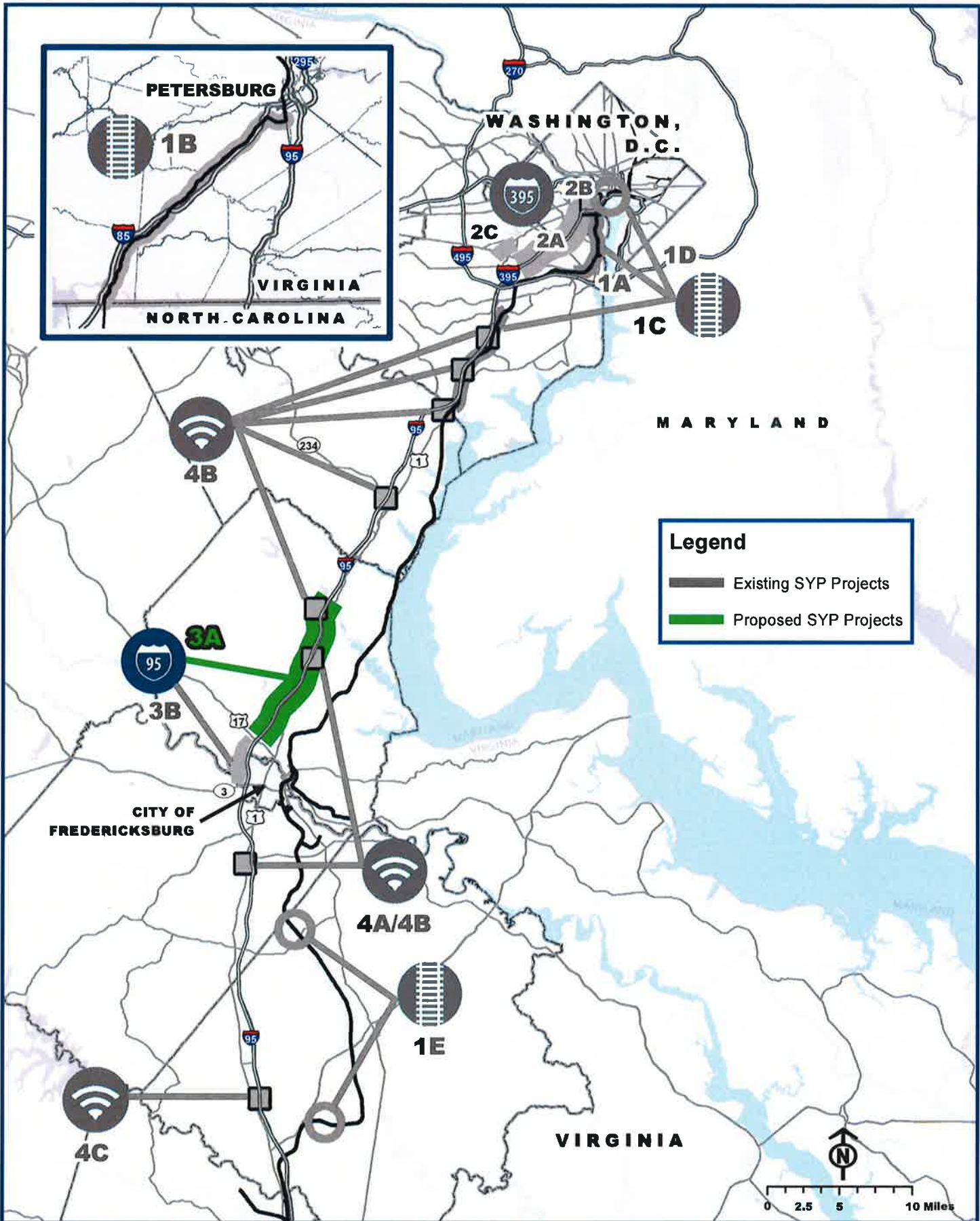
SixYearProgram@VDOT.Virginia.gov
or
DRPTPR@drpt.Virginia.gov

By Mail

You may submit your written comments to:
Infrastructure Investment Director
Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Additional information can also be found on the Atlantic Gateway website at
<http://atlanticgateway.net/>







Atlantic Gateway

Partnering to Unlock the I-95 Corridor

COMMENT SHEET

All comments submitted will become a part of the transcript package and will be made available to the public.

Name (optional):

Address:

1. How do you feel the Atlantic Gateway projects will affect your commute?

2. Do you think the projects will help reduce congestion and improve corridor safety?

3. Do you believe that these projects will provide alternative transportation choices?

4. Did you believe that this meeting helped you understand the project better?

5. How did you hear about this meeting?
Newspaper ____ Direct Mail ____ VDOT Roadway signs ____ Other _____

Please leave this comment sheet at the designated location or mail your comments by December 22, 2016 to the addressee on the reverse side.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

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

DATE: December 5, 2016

SUBJECT: Approval of Performance Measures for TransAction Update

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of the performance measures to be used in the analysis for the TransAction Update. These performance measures will be used in the evaluation of projects/packages of projects in TransAction.
2. **Suggested Motion:** *I move Authority approval of the performance measures for the TransAction Update.*
3. **Background.** The Planning and Programming Committee (PPC) met on Monday, December 5, 2016, to review the NVTA staff recommendations for the candidate performance measures to be used in the evaluation of projects/packages of projects in TransAction. In developing these recommendations, NVTA staff took into account the interim findings of the TransAction-related public engagement activities that were conducted during the fall, and recommendations made in November by the Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC), and the TransAction Subcommittee comprising jurisdiction and agency staff.
4. **Discussion.** For most measures, all three committees were agreement and the NVTA staff recommendation is to support their recommendations. In these cases, the PPC agreed with the NVTA staff recommendations.

For those measures where the committees were not fully in agreement, NVTA staff again provided their recommendation and an associated justification. With minor rewording for one measure, the Committee discussed and agreed with the NVTA staff recommendations.

Subject to the one minor rewording, the PPC unanimously agreed to recommend the Authority approve the fifteen TransAction performance measures recommended by NVTA staff. These are included as Attachment A to this memorandum. This attachment also includes the previously adopted (in December 2015) TransAction Vision and Goals, and the Objectives that support the Goals. The Objectives have been finalized in the attachment on the assumption that the Authority approves the TransAction Performance Measures.

The presentation made by NVTa staff to the PPC on December 5th is also included as Attachment B. The first part of this presentation includes a summary of current public engagement findings. The second part provides more detail on the process for developing the NVTa staff recommendations.

- 5. TransAction Goals.** During the PPC discussion on performance measures, it was suggested that consideration be given to rewording of Goal 3. While no action is requested at this time, Authority members may wish to provide guidance on the following options:

Goal 3 (adopted wording): Reduce negative impacts of transportation on communities and the environment

Goal 3 (revised wording – option 1): Increase positive impacts of transportation on communities and the environment

Goal 3 (revised wording – option 2): Address potential impacts of transportation on the environment

- 6. Next steps.** The TransAction Update is on schedule to be adopted in October 2017. Recommendations for the weightings associated with the TransAction performance measures will be developed during January 2017, with Authority action planned for February 2017.

Attachments:

- A.** PPC recommendation for TransAction measures
- B.** PPC presentation, including interim findings from fall public engagement activities

TransAction Measures: PPC Recommendations VIII, A

Vision¹

In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth.

Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable.

Goals	Objectives		Recommended Measures ² / Weightings ³		
Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation	1.1	Reduce congestion and crowding experienced by travelers in the region	1.1.1	Total Person Hours of Delay (HB599)	
			1.1.2	Transit Crowding (HB599)	
			1.1.3	Person Hours of Congested Travel in Automobiles (HB599)	
			1.1.4	Person Hours of Congested Travel in Transit Vehicles (HB599)	
	1.2	Improve Travel Time Reliability	1.2.1	Congestion Severity: Maximum Travel Time Ratio	
			1.2.2	Congestion Duration (HB599)	
	1.3	Increase access to jobs, employees, markets, and destinations	1.3.1	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit	
			1.3.2	Access to Jobs within 45 mins by auto, and within 60 mins by transit (HB599)	
	1.4	Improve connections among and within areas of concentrated growth	1.4.1	Average travel time per motorized trip between Regional Activity Centers	
			1.4.2	Walkable/bikeable environment within a Regional Activity Center	
Goal 2: Enable optimal use of the transportation network and leverage the existing network	2.1	Improve the safety of transportation network	2.1.1	Safety of the transportation system	
	2.2	Increase integration between modes and systems	2.2.1	First and last mile connections	
	2.3	Provide more route and mode options to expand travel choices and improve resiliency of the system	2.3.1	Share of travel by non-SOV modes	
	2.4	Sustain and improve operation of the regional system	2.4.1	Person hours of travel caused by 10% increase in PM peak hour demand (HB599)	
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1	Reduce transportation-related emissions	3.1.1	Vehicle miles traveled (VMT) by speed	

¹ Vision and Goals were adopted in December 2015

² '**HB599**' indicates measure used by VDOT during the HB599 Evaluation and Rating process for the FY2015-16 and FY2017 Programs.

³ Recommendations for weightings of individual measures will be considered in January 2017



TransAction Draft Performance Measures

**Planning and Programming Committee
December 5, 2016**

Overview

1. Introduction
2. Online Survey (Interim Summary)
3. Focus Groups (Interim Summary)
4. Stakeholder Workshop
5. Public Engagement Interim Summary
6. Committee Recommendations
7. NVTa Staff Recommendations
8. Next Steps

1. Introduction

- Why are TransAction measures needed/how will they be used?
 - The measures support the Vision, Goals, and Objectives of TransAction, and will be used to evaluate the impact of each iteration of the plan.
- How/when will TransAction measures be weighted?
 - As with TransAction 2040 and the Authority's funding programs, each measure will be weighted to reflect the Authority's priorities.
 - Weightings of adopted measures will be considered in early 2017.
- Integration of HB599 process into TransAction
 - Enhances regional transportation planning, streamlines the planning process, and achieves significant efficiency and effectiveness gains.
 - All 'bottom up' projects (submitted by jurisdictions and agencies) and 'top down' projects (addressing unmet travel needs) will be evaluated as part of one or more project packages.

1. Overall Approach

- TransAction Vision and Goals adopted in Dec. 2015
- Objectives and supporting measures developed by the TransAction Subcommittee
- Public Engagement (Fall 2016)
 - More focused on objectives than measures
 - Online survey, focus groups, stakeholder workshop, GMU workshops
- Committees (Fall 2016)
 - More focused on measures than objectives
 - Discussed at multiple PCAC and TAC meetings; recommendations during November meeting cycle (including TA Subcommittee)
 - PPC considers all inputs; makes recommendation on measures Dec. 5
- Authority action planned on Dec. 8

2. Online Survey

- 6 weeks October 18 – November 28
- Accessed by online SurveyMonkey link and promoted:
 - NVTa TransAction website
 - Pop-in events with paper and online surveys: City of Fairfax Library, Herndon Senior Center, the Eden Center, and Loudoun Senior Center to reach underrepresented groups
 - Eblasts to TransAction distribution list
 - Facebook and Twitter managed campaign
 - Chairman Nohe via Dr. Gridlock
 - Press release

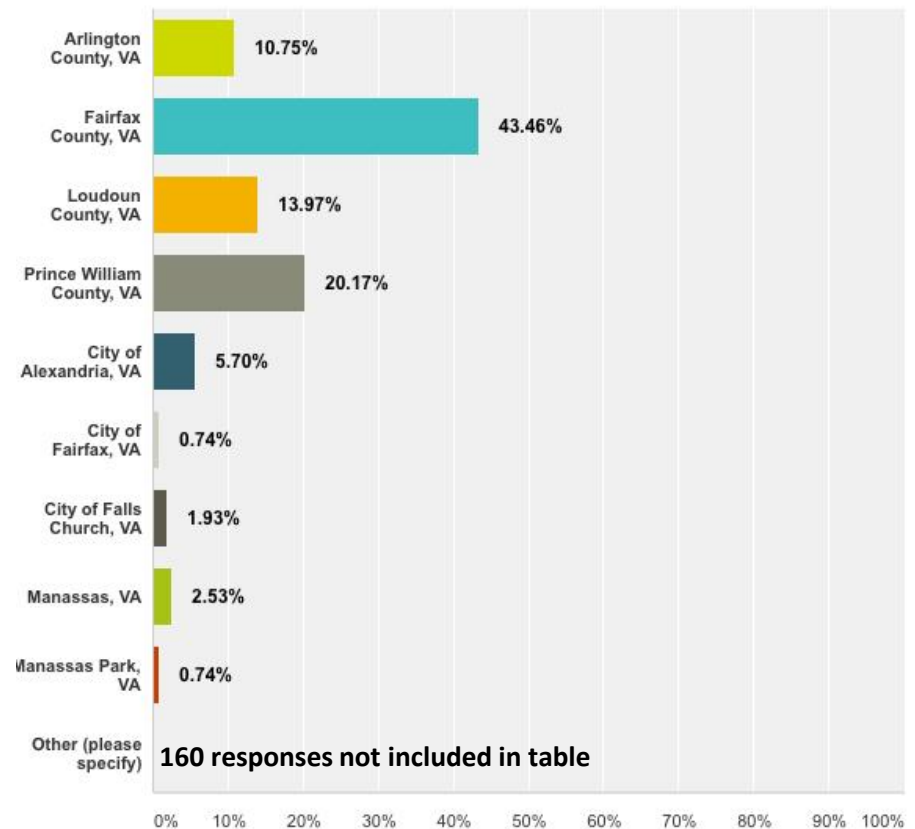


2. Online Survey

- 2,771 respondents representing all areas of Northern Virginia as well as other parts of Virginia, Maryland, DC and West Virginia

In which county or city do you currently live?

Summary of NoVa residents only



2. Feedback on Priority Objectives

- Asked participants to rate objectives

33. As we look to make transportation improvements in Northern Virginia, it's important for us to understand what is important and meaningful to you. Please rate the importance of the following actions that improve NoVa's transportation network and quality of life.

	Not at all important	Not very important	Somewhat important	Very important	No Opinion
Reduce delays during commute hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase travel time reliability throughout the day	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce crowding on bus and rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase connections between business / residential centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce transportation costs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve roadway safety to reduce vehicle crashes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase access to rail stations for pedestrians, bikes and buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the number of travel options (e.g. bus, rail, rideshare)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce the number of single-occupancy vehicles during commute hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce impacts of transportation on the environment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Feedback on Priority Objectives

- Ranking of priorities across NoVa, and a comparison between inside the Beltway and outside the Beltway

***Inside the Beltway:**
Alexandria, Arlington, Falls Church

****Outside the Beltway:**
Fairfax County, Fairfax City, Loudoun County,
Manassas, Manassas Park, Prince William County

Priority Objective	All (2771)	Inside the Beltway* (370)	Outside the Beltway** (1639)
Reduce delays during commute hours	1	4	1
Increase travel time reliability throughout the day	2	2	2
Increase the number of travel options	3	1	4
Improve roadway safety to reduce vehicle crashes	4	7	3
Increase connections between business/residential centers	5	6	5
Increase access to rail for pedestrians, bikes and buses	6	3	6
Reduce impacts of transportation on the environment	7	8	7
Reduce crowding on bus and rail	8	5	9
Reduce transportation costs	9	10	8
Reduce number of SOVs during commute hours	10	9	10

2. What Else Did We Learn?

- Respondents think regionally because they move throughout NoVa to live, work, shop, go to appointments and seek entertainment
- Respondents very much appreciated an opportunity to provide their input
 - “Thanks for gathering this important information. Best of luck on future improvements!”
 - “Thanks for considering public input.”
 - “I appreciate being asked about local transportation needs; I've lived here for 47 years.”
 - “Thank you for the opportunity for letting me voice my opinions.”
- Additional analysis will be provided in January 2017

3. Focus Groups

- Conducted four, 2-hour focus groups Nov 9 & 10
 - 2 each for residents inside and outside the Beltway
 - 40 participants total, representative of residents of all member jurisdictions, demographic segments and commuting preferences



3. Feedback on Priority Objectives

- Number of focus group participants who identified each objective as a “high priority”

Inside the Beltway and Outside the Beltway participants were recruited by zip code

Priority Objective	Total	Inside the Beltway	Outside the Beltway
Reduce delays during commute hours	33	17	16
Increase travel time reliability throughout the day	22	13	9
Improve roadway safety to reduce vehicle crashes	19	8	11
Increase the number of travel options	13	7	6
Reduce transportation costs	12	6	6
Increase access to rail for pedestrians, bikes and buses	11	4	7
Reduce number of SOVs during commute hours	10	4	6
Increase connections between business/residential centers	8	4	4
Reduce crowding on bus and rail	8	7	1
Reduce impacts of transportation on the environment	7	3	4


3. What Else Did We Learn?

- Residents strongly value reliability (and feel like it is lacking)
- While a certain level of congestion can be tolerated, congestion is affecting people's lives – when they commute and where they work (and to a lesser degree where they live)
- Congestion limits how often residents travel for non-work trips
- There is support for public transportation to reduce congestion, however there is hesitation to give up personal SOV travel
- Public transit use and support is strongest for those who commute into DC
- Policy suggestions include financial incentives for transit usage and flexible work hours
- A regional transportation implementation tracking website was suggested
- Additional analysis will be provided in January 2017

4. Stakeholder Workshop

- 13 participants divided into four geographies on October 25
- Objectives were viewed as interrelated, varied by geography
- 3 priorities were important across all geographies:
 - increase travel options
 - increase connections between business/residential centers
 - Increase access to rail

Participating Organizations: AARP, Bike Loudoun, City of Fairfax Economic Development Office, Committee for Dulles, Crystal City BID, Fairfax Alliance for Better Biking, NOVA Chamber, Northern Virginia Regional Commission, Northern Virginia Transportation Alliance, Prince William County Department of Economic Development, Southeast Fairfax Development Corporation, Springfield Chamber, Virginia Sierra Club



NVTA TransAction Workshop
Tuesday, October 25, 8am-10am
Northern Virginia Transportation Authority
3040 Williams Drive, Suite #200, Fairfax, VA 22031

You have been divided into groups representing geographic areas in Northern Virginia to discuss transportation-related characteristics and concerns, and help NVTA select appropriate multimodal objectives (i.e. measures) for the TransAction Plan. These objectives will be used to evaluate the effectiveness of a range of possible multimodal regional transportation improvements throughout Northern Virginia.

First review the multimodal objectives and identify those that your group considers are relevant to your sub-area.

Next allocate a percentage amount out of 100% for each selected objective:
Higher % = MORE IMPORTANT Lower % = LESS IMPORTANT
Note that you may allocate 0% if the objective is not relevant. You may also add new objectives.

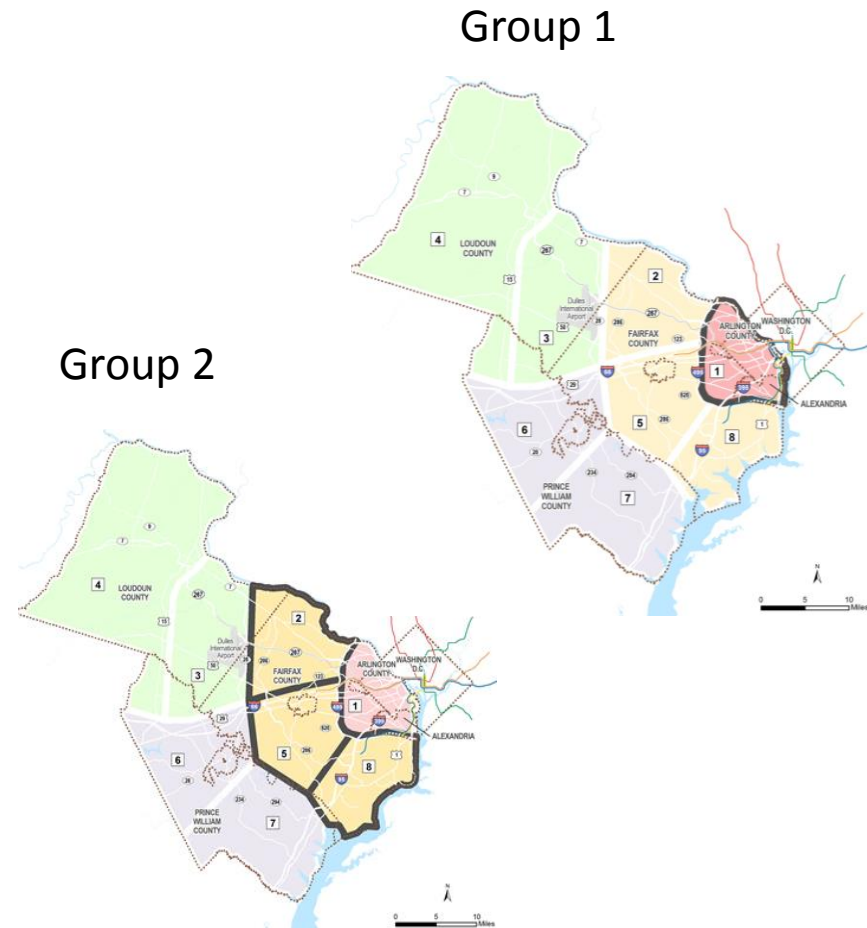
Last prepare for your group's "report back" explaining why you selected certain objectives, and not others, and what the percent breakdown is.

Multimodal Objectives	% (out of 100%)
A. Reduce delays during commute hours	_____
B. Increase travel time reliability throughout the day	_____
C. Reduce crowding on bus and rail	_____
D. Increase connections between business/ residential centers	_____
E. Reduce transportation costs	_____
F. Improve roadway safety to reduce vehicle crashes	_____
G. Increase access to rail stations for pedestrians, bikes and buses	_____
H. Increase the number of travel options (e.g. bus, rail, rideshare)	_____
I. Reduce the number of single-occupancy vehicles during commute hours	_____
J. Reduce impacts of transportation on the environment	_____
_____	_____
_____	_____
_____	_____

Workshop Instructions

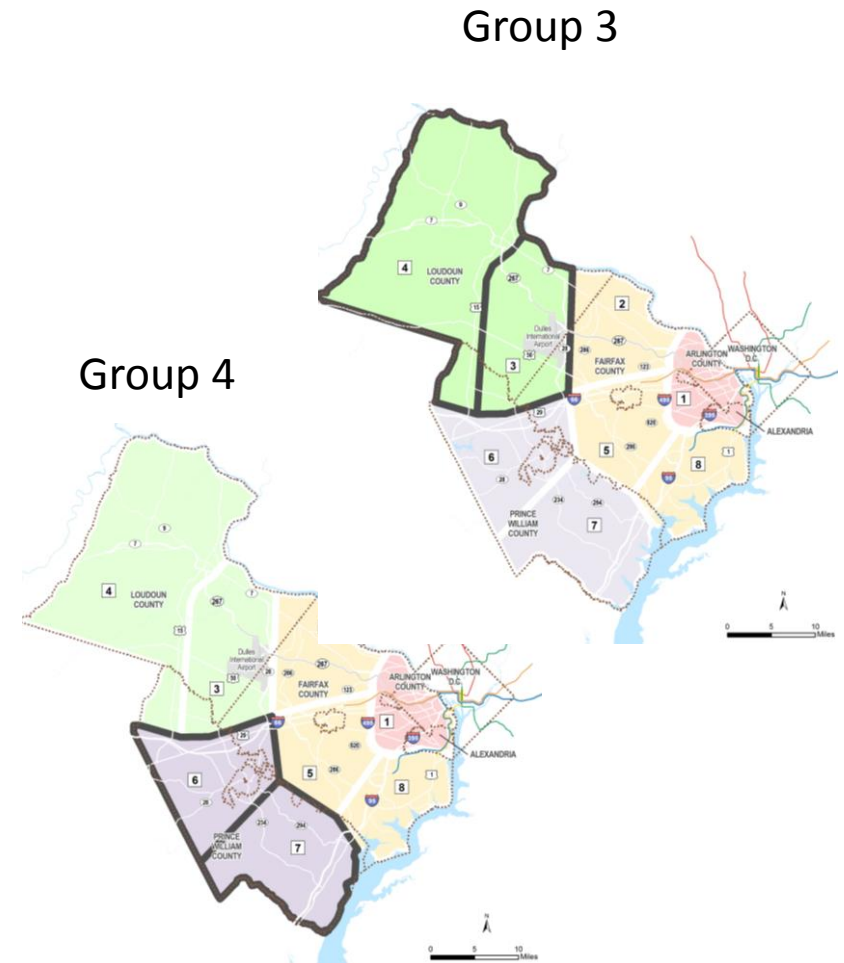
4. Feedback on Priority Objectives

- Groups 1 and 2 prioritized measures that correspond with urbanized areas (e.g. Arlington, Alexandria, Tysons, Reston, Merrifield, etc.):
 - increase travel options
 - increase connections between business/residential centers



4. Feedback on Priority Objectives

- Groups 3 and 4 prioritized measures that correspond with growing communities/employment centers requiring longer trips (e.g. Chantilly, Sterling, Gainesville, PWC Innovation):
 - increase travel time reliability
 - reduce delays during commute hours



4. What Else Did We Learn?

- Participants suggested that addressing higher priority objectives will also help to address lower priority objectives
- Participants considered that the public has a higher tolerance for transit crowding and a lower tolerance for vehicular delays
- Transportation pricing can serve as a policy tool to facilitate desired outcomes (e.g. congestion pricing, transit discounts, parking subsidies)
- Suggested NEW objectives:
 - Implementation of new technologies across the region
 - Improved marketing of transportation options

4. GMU Workshops

- Conducted two workshops on November 17 & 28
 - Fairfax Campus (Engineering, Major)
 - Arlington Campus (Transportation Systems, Masters)
 - 37 students participated in total, mostly millennials
- Young transportation professionals
 - Many of the Masters students were part time, with full time jobs
- Workshop on Prince William campus planned in January 2017



4. Feedback on Priority Objectives

- Number of GMU students who identified each objective as a “high priority”

Priority Objective	Total	Arlington Campus	Fairfax Campus
Reduce delays during commute hours	27	11	16
Increase travel time reliability throughout the day	17	9	8
Reduce impacts of transportation on the environment	14	6	8
Reduce number of SOVs during commute hours	12	6	6
Increase the number of travel options	10	3	7
Increase access to rail for pedestrians, bikes and buses	7	1	6
Improve roadway safety to reduce vehicle crashes	6	2	4
Reduce crowding on bus and rail	5	3	2
Increase connections between business/residential centers	3	1	2
Reduce transportation costs	2	1	1

4. What Else Did We Learn?

- Most students (both campuses) drove to school
- Highest priorities are so high; but lower priority does not equate to unimportant
- Preference to not drive, but transit alternatives where they exist are too slow, infrequent, or unreliable
- Uber/Lyft are the new taxis
- Reluctance to ride in self-driving vehicles, at least in the near future
- Suggested NEW objective:
 - Enhanced driver education, 'etiquette' training, enforcement, re-testing
- Additional analysis will be provided in January 2017

5. Public Engagement Interim Summary

- Priority objectives that were generally viewed as important:
 - Reduce delays during commute hours
 - Increase travel time reliability throughout the day
 - Increase the number of travel options
 - Increase access to rail
 - Increase connections between business/residential centers
- More important inside the Beltway:
 - Reduce crowding on bus and rail
- More important outside the Beltway:
 - Improve roadway safety to reduce vehicular crashes
- Lower priority objectives:
 - Reduce impacts of transportation on environment
 - Reduce transportation costs
 - Reduce SOVs during peak hours

6. Committee Recommendations

- More focused on measures than objectives
- Considered previously used measures and criteria
- What did we learn about TransAction measures?
 - Broad agreement on the majority of measures; retain most, but combine/delete some
 - Retain all seven HB599 measures
 - Several measures could be applied later in the TransAction development process, or during the development of the FY2018-23 Six Year Program
- Minimize the number of measures where possible

6. What Else Did We Learn?

- What did we learn about priorities?
 - Focus on measures that are consistent with VA Code and the Authority's priorities
 - Ensure measures are modally balanced
- Allow for flexibility in defining and addressing regional significance across different jurisdictions
- Facilitate trade-offs among projects that perform well against different measures

7. NVTA Staff Recommendations

- Identified areas of agreement and disagreement in the PCAC, TAC, and TransAction Subcommittee recommendations:
 - NVTA staff supports recommendations where all three committees are in agreement (14 measures)
 - NVTA staff provides recommendations/justifications (in green) where the committees are not in agreement (8 measures/2 new measures)
- Additional considerations for PPC members:
 - Preference to minimize total number of measures (TransAction 2040 included 18 measures; FY2017 Program included 9 measures; benefit/cost analysis conducted separately for both)
 - Measures with duplicative impact may be somewhat redundant, e.g. reducing congestion and reducing emissions
 - Defer some measures until later in the TransAction process, especially measures requiring a more qualitative approach, e.g. consistency with Comprehensive Plans, leveraging non-NVTA regional revenues

7. NVTA Staff Recommendations

- Areas of agreement – Goal #1 (Enhance quality of life and economic strength of NoVA through transportation)
 - Retain 1.1.1 thru 1.1.4 (four HB599 measures)
 - Retain 1.2.1 thru 1.2.2 (includes one HB599 measure)
 - Retain 1.3.2 (one HB599 measure)

7. NVTA Staff Recommendations

- Areas of agreement – Goal #2 (Enable optimal use of the transportation network and leverage the existing network)
 - 2.1.1; updates previous approach; uses VDOT crash data based on Equivalent Property Damage Only (EPDO) values
 - Retain 2.3.1
 - Delete 2.5.1; Retain 2.5.2 (one HB599 measure)
 - Delete 2.6.1; apply at a later stage, using a modified version of the CRRC approach used for the FY2017 Program
- Areas of agreement – Goal #3 (Reduce negative impacts of transportation on communities and the environment)
 - Combine 3.1.1 and 3.4.1 and rename ‘Vehicle miles traveled (VMT) by speed’

7. NVTA Staff Recommendations

- Areas of disagreement – Goal #1 (Enhance quality of life and economic strength of NoVA through transportation)
 - 1.3.1: PCAC recommended to delete; TAC recommended to retain; Subcommittee revised wording as ‘...**high frequency or high performance** transit’

Retain with revised wording as indicated above: supportive of increased transit accessibility in areas of higher travel demand; public engagement findings support retention

7. NVTA Staff Recommendations

- Areas of disagreement – Goal #1 (continued)
 - 1.4.1: TAC and Subcommittee recommended retaining similar versions of this measure for travel among/between regional activity centers

Retain with modified wording ‘Average travel time per (motorized) trip between Regional Activity Centers’: supportive of improved regional mobility; public engagement findings support retention

- NEW: TAC and Subcommittee recommended adding a new measure related to Objective 1.4 for travel within a regional activity center:
 - ‘Lane miles and sidewalk miles within ½ mile radius of a RAC’ (TAC)
 - ‘Pedestrian Environment Factor’ (TA Subcommittee)

Such a measure is supportive of improved regional mobility and broadly consistent with public engagement findings. However, the NVTA staff recommendation is for a qualitative approach using the measure:

- ‘Walkable/bikeable environment within a Regional Activity Center’

7. NVTA Staff Recommendations

- Areas of disagreement – Goal #1 (continued)
 - 1.5.1: PCAC revised wording '~~Consistency~~ Aligned with...'; TAC and Subcommittee recommended to delete
Delete: general expectation but no requirement to be consistent with local planning efforts; address later in the process, e.g. during development of Six Year Program
 - 1.6.1: PCAC recommended to retain; TAC and Subcommittee recommended to delete
Delete: without including housing costs, cost per commute trip alone may be misleading; public engagement findings do not support retention

7. NVTA Staff Recommendations

- Areas of disagreement – Goal #2 (Enable optimal use of the transportation network and leverage the existing network)
 - 2.2.1: TAC recommended to delete; PCAC and Subcommittee revised wording as ‘**First and** last mile...’

Retain: represent a potentially important component of regional solutions; public engagement findings support retention

- 2.4.1: PCAC and Subcommittee recommended to delete; TAC recommended to retain

Delete: Retained measure 2.3.1 addresses share of travel by non-single occupant vehicles; public engagement findings do not support retention

- NEW: PCAC recommended adding a new measure related to Objective 2.6 ‘**Leverages non-NVTA regional revenues**’

Delete: address later in the process when more robust data likely available

7. NVTA Staff Recommendations

- Areas of disagreement – Goal #3 (Reduce negative impacts of transportation on communities and the environment)
 - 3.2.1 and 3.3.1: PCAC and Subcommittee recommended to combine, and rename ‘**impacts on sensitive areas**’; TAC recommended to delete

Delete: availability of sufficient and consistent data will undermine robust analysis; public engagement findings do not support retention

7. NVTAs Staff Recommendations

- If the PPC accepts the NVTAs staff recommendations:
 - 15 measures will be retained (including all seven HB 599 measures)
 - 9 measures will be deleted (of which two will be addressed later in the process)

8. Next Steps

- Authority action on TransAction performance measures at December 8th meeting
- Committees will revisit weights on adopted performance measures during January 2017 meeting cycle
- PPC will consider weights late January 2017, and develop recommendation
- Authority action on weighting of adopted TransAction performance measures at February 9th, 2017 meeting

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman, Finance Committee

DATE: December 2, 2016

SUBJECT: Contract Amendment 1 – TransAction Update Contract

Purpose: This amendment to the TransAction Update Contract will permit the integration of the HB599 project evaluation process. This amendment and associated Action Item related to the funding of the change order were reviewed by the NVTa Finance Committee on November 17, 2016. The Finance Committee recommends approval of the contract amendment.

1. **Suggested Motion:** *I move Northern Virginia Transportation Authority approval of the attached TransAction Update Contract – Amendment 1 (RFP2015-01).*
2. **Background:**
 - a. After a competitive procurement process, the Authority approved a contract for the update to the Northern Virginia regional transportation plan (TransAction) on July 23, 2015.
 - b. The update to TransAction, Northern Virginia’s long range transportation plan, is currently underway. The updated TransAction will guide the development of the Authority’s first Six Year Program covering FY2018-2023.
 - c. In order to be eligible for HB 2313 (2013) 70% Regional Revenues, projects must be:
 - i. in TransAction or subsequent updates,
 - ii. evaluated under HB 599 (2012).
 - d. HB 599 requires that VDOT, in ongoing coordination with the Commonwealth Transportation Board, the Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority, rate at least 25 projects for congestion reduction and emergency evacuation, at least once every four years.
 - e. VDOT has conducted two cycles of HB 599 as part of the FY2015-2016 Program and the FY2017 Program.
 - f. The attached contract amendment incorporates the HB 599 process into the TransAction Update Contract.
 - g. The incorporation of the HB 599 evaluation/analysis into TransAction streamlines the process allowing the Authority to develop a Six Year Program without VDOT having to conduct a separate HB 599 analysis.

- h. The cost of the contract amendment to incorporate HB 599 analysis into the TransAction update is \$485,140.
- i. Funding from the Commonwealth to support the amendment is addressed in a following agenda action item.

Attachments:

TransAction Update Contract Amendment 1



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

NVTA TransAction 2040 Update (RFP #2015-01)

Contract Amendment #1

December 8, 2016

This document defines additional tasks and deliverables related to development of the TransAction 2040 Update. The additional work relates to integrating the HB599 evaluation as part of TransAction 2040 update development.

Task 6: Scenario Planning Development

The future scenarios evaluated under Task 6 are to include evaluation of alternative land use growth patterns. Scenario C.1 is a dispersed pattern while C.2 is a further concentrated pattern, beyond the concentration envisioned in the adopted MWCOG forecasts.

The consultant team will develop a methodology to estimate the range of land-use adjustments for scenarios C.1 and C.2, and develop materials to present scenario characteristics.

Deliverables:

- Documentation and graphics describing the additional scenario in context of the other future scenarios.

Task 7: Analysis

Additional work for Task 7 includes re-basing the model validation to 2016, with related network, data collection and modeling work, and additional documentation. The updated model will include MWCOG Cooperative Land Use Forecasts, Round 9.0.

Additional analytical work includes preparing model outputs and calculating measures related to an additional future scenario.

Deliverables:

- Updated, re-based transportation model
- Model outputs related to additional scenario

Task 8: Ranking of Projects

The consultant will support NVTa staff in presenting project selection criteria to NVTa committees, and in refining the evaluation criteria to serve as both Plan evaluation measures and Project Selection Criteria.

The intent is to identify within the TransAction Plan a core group of high-performing projects.

This effort will combine the HB599 principles and evaluation into TransAction.

The proposed methodology includes three “tiers” of technical evaluation. This involves analytical work beyond evaluating and recommending a full 2040 Plan; it constitutes in effect a “fourth tier” that evaluates projects for funding consideration.

The analytical work assumes additional modeling that focuses on individual projects or small groups of projects, beyond the larger “project packages” tested for developing the full Plan. The set of refined evaluation measures will be applied to this additional modeling as well as to Plan evaluation.

This work also includes development of an intermediate-year model (e.g., 2025) and evaluation of individual projects or small groups of projects.

The estimated level of effort is an “allowance” that assumes modeling and ranking of up to 100 individual projects or small groups of synergistic projects.

Deliverables:

- Refined criteria and measures of effectiveness for Project Selection.
- Additional modeling outputs and calculations of measures to establish ranking of individual projects, including evaluation at an intermediate year.

Task 10: Preparation of the Update

This task includes coordination to support the public engagement process and to reflect stakeholder input in the Draft and Final TransAction Update.

The work involves technical analysis and documentation necessary to evaluate potential stakeholder comments on the Plan, including findings and recommendations.

Deliverables:

- Coordination of public and stakeholder inputs to the Draft and Final TransAction Update.
- Documentation to illustrate additional analysis based on stakeholder comments.

Summary: Proposed Budget by Major Task

Major Task	Estimated Person-Hours	Total Budget	Additional Estimated Hours	Additional Budget
1 – Finalize Work Plan	180	\$33,580.00		
2 – Review TransAction Vision and Goals	290	\$61,250.00		
3 – Literature Review	320	\$61,270.00		
4 – Analysis of What’s New	350	\$85,640.00		
5 – Identification of Regional Transportation Needs	1,656	\$267,106.00		
6 – Scenario Planning Development	616	\$117,722.00	290	\$46,340
7 – Analysis	3,716	\$535,980.00	840	\$140,800
8 – Project Rankings	440	\$75,220.00	1,580	\$247,140
9 – Public Information and Participation	2,160	\$508,320.00		
10 – Preparation of the Update	840	\$186,740.00	380	\$50,860
11 – Project Coordination	968	\$171,980.00		
12 – Interim Updates during Plan Lifecycle	220	\$30,665.00		
Total	11,756	\$2,135,473.00	3,090	\$485,140

Monica Backmon
NVTa Executive Director

Date

AECOM (Signature)

Printed Name

Title

Date

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Mayor Parrish, Chairman, Finance Committee

DATE: December 1, 2016

SUBJECT: Acceptance of Funds from the Commonwealth of Virginia to Incorporate the
HB599 Evaluation Process into the update of TransAction

Purpose: The Commonwealth of Virginia has agreed to fund the analysis for the integration of the HB 599 project evaluation process into the update of TransAction. The acceptance of this funding requires approval of the Northern Virginia Transportation Authority (NVTa). The acceptance of funds from the Commonwealth of Virginia and associated Action Item related to the contract change order were reviewed by the NVTa Finance Committee on November 17, 2016. The Finance Committee recommends approval of the funding agreement.

1. Suggested Motion: *I move Authority approval of the acceptance of up to \$600,000 from the Commonwealth of Virginia for the purpose of incorporating the HB 599 project evaluation process into the current TransAction Update.*

2. Background:

- a. After a competitive procurement process the Authority approved a contract for the update to the Northern Virginia regional transportation plan (TransAction) on July 23, 2015.
- b. TransAction is Northern Virginia's long range transportation plan that will guide the development of the Authority's first Six Year Program.
- c. In addition to being in TransAction, projects being considered for HB 2313 (2013) 70% regional revenue funds are also required to be evaluated under a methodology in compliance with HB 599 (2012).
- d. The current cost estimate for the contract amendment to incorporate the HB 599 analysis into the TransAction update is \$485,140.
- e. Through an agreement with the Commonwealth of Virginia, funding from the Commonwealth in an amount up to \$600,000, has been obtained to support the incorporation of HB 599 into the TransAction Update.
- f. Funds from the Commonwealth will be accessed on a reimbursement basis.

Attachment:

Virginia Department of Transportation – Standard Project Administration Agreement
(State-aid Projects)

STANDARD PROJECT ADMINISTRATION AGREEMENT
State-aid Projects

Project Number	UPC	Local Government
FY17OIPINVTAHB599STUDY	110234	Northern Virginia Transportation Authority

THIS AGREEMENT, made and executed in triplicate this ____ day of _____, 20__, by and between the Northern Virginia Transportation Authority, hereinafter referred to as the NVTA and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT.

WHEREAS, the NVTA has expressed its desire to administer the work described in Appendix A, and such work for each improvement shown is hereinafter referred to as the Project; and

WHEREAS, the funds shown in Appendix A have been allocated to finance the Project(s) and the funding currently allocated or proposed for the project(s) does not include Federal-aid Highway funds; and

WHEREAS, both parties have concurred in the NVTA's administration of the phase(s) of work for the respective Project(s) listed in Appendix A in accordance with applicable federal, state and local laws and regulations.

NOW THEREFORE, in consideration of the mutual premises contained herein, the parties hereto agree as follows:

1. The NVTA shall:
 - a. Be responsible for all activities necessary to complete the noted phase(s) of each Project shown in Appendix A, except for activities, decisions, and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties.
 - b. Receive prior written authorization from the DEPARTMENT to proceed with the project.
 - c. Administer the project(s) in accordance with guidelines applicable to Locally Administered Projects as published by the DEPARTMENT.
 - d. Provide certification by a NVTA official of compliance with applicable laws and regulations on the **State Certification Form for State Funded Projects** or in another manner as prescribed by the DEPARTMENT.
 - e. Maintain accurate and complete records of each Project's development of all expenditures and make such information available for inspection or auditing by the DEPARTMENT. Records and documentation for items for which reimbursement will be requested shall be maintained for not less than three (3) years following acceptance of the final voucher on each Project.

- f. No more frequently than monthly, submit invoices with supporting documentation to the DEPARTMENT in the form prescribed by the DEPARTMENT. The supporting documentation shall include copies of related vendor invoices paid by the NVTa and also include an up-to-date project summary and schedule tracking payment requests and adjustments.
 - g. Reimburse the DEPARTMENT all Project expenses incurred by the DEPARTMENT if due to action or inaction solely by the NVTa the project becomes cancelled or ineligible for state reimbursement.
 - h. On Projects that the NVTa is providing the required match to state funds, pay the DEPARTMENT the NVTa's match for eligible Project expenses incurred by the DEPARTMENT in the performance of activities set forth in paragraph 2.a.
 - i. Administer the Project in accordance with all applicable federal, state, and local laws and regulations. Failure to fulfill legal obligations associated with the project may result in forfeiture of state-aid reimbursements
 - j. If legal services other than that provided by staff counsel are required in connection with condemnation proceedings associated with the acquisition of Right-of-Way, the NVTa will consult the DEPARTMENT to obtain an attorney from the list of outside counsel approved by the Office of the Attorney General. Costs associated with outside counsel services shall be reimbursable expenses of the project.
 - k. For Projects on facilities not maintained by the DEPARTMENT, provide, or have others provide, maintenance of the Project upon completion, unless otherwise agreed to by the DEPARTMENT.
2. The DEPARTMENT shall:
- a. Perform any actions and provide any decisions and approvals which are the responsibility of the DEPARTMENT, as required by federal or state laws and regulations or as otherwise agreed to, in writing, between the parties.
 - b. Upon receipt of the NVTa's invoices pursuant to paragraph 1.f, reimburse the NVTa the cost of eligible Project expenses, as described in Appendix A. Such reimbursements shall be payable by the DEPARTMENT within 30 days of an acceptable submission by the NVTa.
 - c. If appropriate, submit invoices to the NVTa for the NVTa's share of eligible project expenses incurred by the DEPARTMENT in the performance of activities pursuant to paragraph 2.a.
 - d. Audit the NVTa's Project records and documentation as may be required to verify NVTa compliance with applicable laws and regulations.

- e. Make available to the NVTa guidelines to assist the parties in carrying out responsibilities under this Agreement.
3. Appendix A identifies the funding sources for the project, phases of work to be administered by the NVTa, and additional project-specific requirements agreed to by the parties. There may be additional elements that, once identified, shall be addressed by the parties hereto in writing, which may require an amendment to this Agreement.
4. If designated by the DEPARTMENT, the NVTa is authorized to act as the DEPARTMENT's agent for the purpose of conducting survey work pursuant to Section 33.2-1011 of the Code of Virginia, 1950, as amended.
5. Nothing in this Agreement shall obligate the parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. In the event the cost of a Project is anticipated to exceed the allocation shown for such respective Project on Appendix A, both parties agree to cooperate in providing additional funding for the Project or to terminate the Project before its cost exceeds the allocated amount, however the DEPARTMENT and the NVTa shall not be obligated to provide additional funds beyond those appropriated pursuant to an annual or other lawful appropriation.
6. Nothing in this agreement shall be construed as a waiver of the NVTa's or the Commonwealth of Virginia's sovereign immunity.
7. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement. The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.
8. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the NVTa or the DEPARTMENT shall not be bound by any agreements between the either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the NVTa or the DEPARTMENT has, in writing, receive a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.

9. This agreement may be terminated by either party upon 30 days advance written notice. Eligible Project expenses incurred through the date of termination shall be reimbursed in accordance with paragraphs 1.f, 1.g, and 2.b, subject to the limitations established in this Agreement and Appendix A. Upon termination and unless otherwise agreed to, the DEPARTMENT shall retain ownership of plans, specifications, and right of way for which state funds have been provided, unless all state funds provided for the Project have been reimbursed to the DEPARTMENT by the NVTA, in which case the NVTA will have ownership of the plans, specifications, and right of way.

THE NVTA and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any party.

THE NVTA and the DEPARTMENT further agree that should Federal-aid Highway funds be added to the project, this agreement is no longer applicable and shall be terminated. The NVTA and the DEPARTMENT mutually agree that they shall then enter into a Standard Project Administration Agreement for Federal-aid Projects.

THIS AGREEMENT, when properly executed, shall be binding upon both parties, their successors, and assigns.

THIS AGREEMENT may be modified in writing by mutual agreement of both parties.

The remainder of this page is BLANK

IN WITNESS WHEREOF, each party hereto has caused this Agreement to be executed as of the day, month, and year first herein written.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY:

Typed or printed name of signatory

Title

Date

Signature of Witness

Date

NOTE: The official signing for the NVTa must attach a certified copy of his or her authority to execute this agreement.

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

Chief of Policy
Commonwealth of Virginia
Department of Transportation

Date

Signature of Witness

Date

Attachment
Appendix A

Appendix A

Date:

Project Number:

FY17OIPINVTAHB599STUDY

UPC:110234

CFDA #

Locality:

NVTA

Project Location ZIP+4:	Locality DUNS#	Locality Address (incl ZIP+4): NVTA 3040 Williams Drive Suite 200 Fairfax, VA 22031
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Project Narrative

Scope:

NVTA/VDOT Evaluation of Northern Virginia Transportation Projects

From:

To:

Locality Project Manager Contact info:

Department Project Coordinator Contact Info:

Project Estimates			
	Preliminary Engineering		Total Estimated Cost
Estimated Locality Project Expenses	\$600,000		\$600,000
Estimated VDOT Project Expenses			\$0
Estimated Total Project Costs	\$600,000		\$600,000

Project Cost and Reimbursement						
Phase	Estimated Project Costs	Funds type <i>(Choose from drop down box)</i>	Local % Participation for Funds Type	Local Share Amount	Maximum Reimbursement (Estimated Cost - Local Share)	Estimated Reimbursement to Locality (Max. Reimbursement -
Preliminary Engineering	\$600,000	State Funds	0%	\$0	\$600,000	
				\$0	\$0	
Total Estimated Cost	\$600,000			\$0	\$600,000	\$600,000

Total Maximum Reimbursement by VDOT to Locality (Less Local Share)	\$600,000
Estimated Total Reimbursement by VDOT to Locality (Less Local Share and VDOT Expenses)	\$600,000

Project Financing					
State Funds (OIPI)					Aggregate Allocations
\$600,000					\$600,000

Program and Project Specific Funding Requirements

- This project shall be administered in accordance with VDOT's Locally Administered Projects Manual
- This is a limited funds project. The NVTA shall be responsible for any additional funding in excess of \$600,000 (if applicable)
- State funds provided through the Office of Intermodal Planning and Investment (OIPI)
- UPC 110234 is an administrative UPC in the Cardinal system and is not included in VDOT's Six-Year Program.
- Virginia Code Section 33.2-257 requires the Virginia Department of Transportation, in ongoing coordination with the Commonwealth Transportation Board, the Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority to evaluate and rate significant transportation projects in and near the Northern Virginia Transportation District, providing an objective quantitative score for each project. The legislation also provides that VDOT may rely on modeling performed by the Northern Virginia Transportation Authority, providing that the modeling is in accordance with 33.2-257.
- Under the terms of this Agreement, the Northern Virginia Transportation Authority (NVTA) will provide an evaluation of significant projects, meeting all applicable requirements of Virginia Code Section 33.2-257. VDOT will review the evaluation for compliance with the Virginia Code requirements and will publicize the ratings and report the results of the evaluation to the Commonwealth Transportation Board.

Authorized Locality Official and Date

Authorized VDOT Official and Date

Typed or printed name of person signing

Maria J. Sinner

Typed or printed name of person signing

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mary Hynes, Chairman, Governance and Personnel Committee

DATE: December 2, 2016

SUBJECT: Adoption of the 2017 Legislative Program

1. **Purpose:** To seek adoption of the Northern Virginia Transportation Authority's (NVTA) 2017 Federal and State Legislative Program.
2. **Suggestion Action:** *I move adoption of the NVTA 2017 Legislative Program.*
3. **Background:** The Governance and Personnel Committee met on Thursday, October 13th at 6:00pm and Wednesday, November 2nd at 7:00pm, to discuss the draft 2017 Legislative Program for Authority consideration.

Chair Hynes noted that the structure of the draft 2017 Legislative Program has been changed from previous years to state the Authority's specific positions on legislative items first to ensure that the positions were not lost in the large amount of information.

After a robust discussion on the Draft 2017 Legislative Program, below are the noted highlights of the Program per the Committee discussion and recommendation:

- **Continued Support of Previous Positions related to the Allocation of Statewide Revenues**
 - ✓ **State of Good Repair:** continue to recommend an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.
 - ✓ **Regional Gas Tax Floor:** continue support for establishment of a floor in the Regional Gas Tax, as the lack of a floor is negatively impacting the region's transit systems and should be addressed.
 - ✓ **Transit Capital Funding:** continue support of efforts to address anticipated funding reduction to ensure that transit systems continue to receive the Commonwealth resources needed to provide critical services.
 - ✓ **Revenue Sharing:** continue support of an increase to Revenue Sharing Program funding.
- **WMATA-** Support of the Metro Safety Commission created to ensure adequate oversight of WMATA's safety efforts.

- ✓ Continued Commonwealth support of Metro which will help accommodate additional growth in Northern Virginia. Northern Virginia's sustained growth is important for the entire Commonwealth.
- ✓ Language was also added and strengthened regarding Metro's enhanced and core capacity needs.
- **VRE-** Revisions and reaffirmations to the Authority's previous positions on VRE. Previous positions include support to identify funding for operating and capital needs per VRE's 2040 System Plan and associated Financial Plan.
- **Land Use Planning-** As the Planning Coordination Advisory Committee (PCAC) suggested that language be added to the program to address the 2015 General Assembly legislation regarding proffers; Ms. Backmon and Ms. Dominguez contacted localities regarding language they are including in their local legislative programs. A position was added to the draft legislative program.
- **Surface Transportation Program Reauthorization-** the language regarding federal transportation funding bill, Fixing America's Surface Transportation Act (FAST-Act), was updated to note:
 - ✓ The funding amounts and provisions in the bill.
 - ✓ The coordination with regional agencies, such as the Transportation Planning Board, in the implementation of the performance measures for funding programs.

The Draft 2017 Legislative Program was developed with input from the committees noted below:

- a. Planning Coordination Advisory Committee
 - b. Regional Jurisdiction and Agency Coordination Committee
 - c. Northern Virginia Legislative Liaison Group
4. The Draft 2017 Legislative Program was presented to the Authority for review and discussion at the November 10, 2016 meeting.

Attachment: Draft 2017 Legislative Program



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

2017 Legislative Program

Draft: December 8, 2016

STATE

TRANSPORTATION FUNDING

The passage of HB 2313 (2013) was the result of bipartisan cooperation throughout the Commonwealth. The regional funding provided through HB 2313 is a significant step towards addressing the transportation needs of Northern Virginia. The Authority will continue to work with the Commonwealth to ensure that we are all fully utilizing the resources provided by HB 2313 to implement the necessary improvements to Northern Virginia's transportation infrastructure.

STATE FUNDING

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

- A. **State of Good Repair:** The Authority recommends an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.
 - The Authority is concerned that Northern Virginia is currently expected to receive only 10.6 percent of State of Good Repair funds, while only 31 percent of all secondary roads in Northern Virginia are in Fair or Better Condition, far less than the Commonwealth's average of 60 percent. As millions of people drive on our roads every day, these deteriorated pavements will only get worse until something is done to address them.
- B. **Revenue Sharing:** The Authority recommends that funding of the Revenue Sharing Program remain the same or is increased.
 - The Authority is concerned about efforts to decrease funding for the Revenue Sharing Program over the next several years. By design, the Revenue Sharing Program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds with local sources as reducing the funding in this program will only slow the efforts to improve our transportation system.

C. **Transit Capital Funding:** The Authority supports efforts to fully address this anticipated funding reduction to ensure that transit systems continue to receive the state resources needed to provide critical transit services. While the General Assembly has helped address the significant decline in state transit funding expected to occur in 2018, the Commonwealth's projected available funds for transit capital projects are still expected to drop significantly unless another source of revenue is identified.

- The Authority remains opposed to the Department of Rail and Public Transportation's decision to change the allocation of state funds for transit capital costs from the non-federal cost of a project to the total project cost. As several Northern Virginia transit systems do not receive federal funds, this change increases the local share our localities must pay while reducing the share for those other systems in the Commonwealth that provide far less local funding.

D. **Regional Gas Tax Floor:** The Authority supports establishing a floor on the regional gas tax that would put it on par with the floor for the statewide gas tax established in HB 2313. A 2.1 percent motor vehicle fuels tax is levied on fuels sold/delivered in bulk in Northern Virginia. The revenues from these taxes, which must be spent on transportation purposes, have fallen significantly due the reduction in the price of gas.

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

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

A. **Safety:** The Authority supports adequate funding and oversight of WMATA's efforts to enhance the safety and security of the system and its riders. The Authority is also supportive of the Metro Safety Commission being created to ensure adequate oversight of WMATA's efforts.

- The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.
- The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses urgent capital needs and is especially important as

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

B. Enhanced Capacity: The Authority supports continued state and federal support of Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- Improvements to the system's core capacity are needed as well as future extensions. Capital and operating resources are critical to ensuring that these needs are addressed. (Revises and Reaffirms Previous Position)

VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding for the system, even without any proposed expansion of service. VRE currently provides approximately 18,000 rides a day. Many of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. Here in Northern Virginia, making smart choices between modes is what NVTA is trying to do (*Revises and reaffirms position*).

PEDESTRIAN AND TRANSIT SAFETY

The Authority supports revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools.

- Strong safety records depend on strong safety practices and training and **the Authority supports training programs for transit systems, pedestrians and bicyclists.** (*Revises and reaffirms previous position*)

LAND USE PLANNING

The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.

- Land use provisions included in legislation during the 2012 Session provide that VDOT and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's current priorities. If they decide this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. *(Reaffirms previous position)*
- **The Authority supports the ability of its member jurisdictions to collect both in-kind and cash proffers that assist with providing necessary transportation facilities and infrastructure to serve new development and help address transportation congestion and accessibility.** Proffers have been a critical element in leveraging local, regional, state, and federal funds, which come together to fully fund necessary transportation projects in our region. Member jurisdictions and their landowner partners should have sufficient flexibility to explore all options to provide critical transportation facilities. *(New position)*

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

- **The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements.** While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.
- **The Authority opposes the legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.**
- **The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.** Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. *(Revises and reaffirms previous position)*

MAXIMIZING USE OF FACILITIES AND OPERATIONS

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, and teleworking, safe pedestrian and bicyclist movement; and encourage user friendly access to transit. **The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees.** *(Revises and Reaffirms Previous Position)*

FEDERAL

SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION

In December 2015, Congress passed the Fixing America's Surface Transportation Act (FAST Act), a five-year package that provides \$305 billion in new spending obligations from the Highway Trust Fund spanning fiscal years 2016 through 2020: \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7 billion for highway and motor carrier safety. The U.S. Department of Transportation (USDOT) is currently implementing the FAST Act. As the implementation of the FAST Act occurs, **the Authority believes that a number of significant issues should be considered, including:**

- The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly; it is essential **that programs receive the funding amount authorized in the FAST Act.**
- **USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to implement the FAST Act,** specifically, during the development of rules to establish performance measures and standards for numerous programs;
- **The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region.** These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.
- To recognize the uniqueness of metropolitan areas, **greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and**
- **Safety and security must continue to be an important focus of transportation projects.**

(Revises and reaffirms previous position)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING

A. Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety: The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight. The Authority is also supportive of the Metro Safety Commission being created to ensure adequate oversight of WMATA's efforts.

- The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. *(Revises and Reaffirms Previous Position)*

B. Enhanced Capacity: The Authority supports federal and state support of Metro to help accommodate additional passenger growth, given the system's role in transporting employees and customers to federal facilities throughout the National Capital Region.

- While focusing on safety and state of good repair, the funding partners – including the Federal government -- must work to address WMATA's capacity needs. The National Capital Region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity. Improvements to the system's core capacity are needed, as well as future extensions. Resources are critical to ensuring that these needs are addressed. *(Revises and Reaffirms Previous Position)*

VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding for the system, even without any proposed expansion of service. VRE currently provides approximately 18,000 rides a

day. Many of those utilizing the system are transit choice riders who would otherwise be driving on key segments of the National Highway System – I-95 and I-66. Both facilities are key to national commerce and military movement. Here in Northern Virginia, making smart choices between modes is what NVTa is trying to do (*Revises and reaffirms position*).

- Federal funding and cooperation is critical to the expansion of the Long Bridge, currently a significant impediment to enhancing passenger and freight rail service in the Northeast Corridor. Expanding the Long Bridge is identified in VRE's 2040 Plan.

The Authority urges the Federal government to complete implementation of the Positive Train Control initiative in order to improve employee and passenger safety in rail corridors used by VRE.

FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION

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

FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS

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

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

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

FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT

The Authority agrees with other localities and regional bodies in opposing efforts to undermine regional and local authority over airports and supports maintaining the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. (*Reaffirms previous position*)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: NVTa Endorsement of FASTLANE Grant Submissions

DATE: December 2, 2016

- 1. Recommendation:** Northern Virginia Transportation Authority (NVTa) endorsement of Prince William and Fairfax Counties' project applications for the U.S. Department of Transportation's Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grants.
- 2. Suggested Motion:** *I move Authority endorsement of Prince William and Fairfax Counties' project applications to the U.S. Department of Transportation's FASTLANE Grants.*
- 3. Background:**
 - a. U.S. Transportation Secretary Anthony Foxx recently announced that the U.S. Department of Transportation's Build America Bureau is soliciting applications for its second call for up to \$850 million in FASTLANE grants.
 - b. The FASTLANE program was established in the Fixing America's Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. The FAST Act authorized the program at \$4.5 billion for fiscal years (FY) 2016 through 2020, including \$850 million for FY 2017 to be awarded by the Secretary of Transportation.
 - c. In the first call for FASTLANE grants, USDOT received 212 applications totaling nearly \$9.8 billion for grants – with states and localities requesting over 13 times more funding than was available through FASTLANE.
 - d. NVTa staff worked with member jurisdictions and agencies in receiving requests for letters of support endorsing submissions for the FASTLANE grants.
 - e. NVTa provided letters of support endorsing project applications for Northern Virginia projects for FASTLANE grants in the inaugural solicitation.
 - f. The deadline to submit FASTLANE grant applications is December 15, 2016.
- 4. Next Steps:**
 - a. Letters of support will be provided to Prince William and Fairfax Counties and sent to Secretary Foxx, U.S. Department of Transportation.

Attachments:

- A.** Letter of Support for Prince William County's US Route 15 Improvements with Railroad Overpass Project
- B.** Letter of Support for Fairfax County's Route 28 Widening Project



Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

December 8, 2016

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for Prince William County's application under the USDOT FASTLANE grant program for the U.S. Route 15 Improvements with a Railroad Overpass. This project will consist of widening 0.6 mile long stretch of Route 15 from 2 lanes to 4 lanes and build an overpass over the existing Norfolk Southern Railway (NSRR) tracks. A FASTLANE grant would greatly facilitate construction of the project.

The U.S. Route 15 Improvements project extends about 1000' north of the tracks (to just south of Route 55 in the Town of Haymarket), and extends approximately 1200' south of the tracks. The project will provide a 4-lane section with median and asphalt shared used path and a clover loop access, for south bound traffic on Route 15, to Kapp Valley Way that will loop underneath the overpass. When completed, this project will provide a grade-separated railroad crossing and access to adjacent properties. A VRE station is being considered for the area; the design of access to the station will be coordinated between the road and transit projects. This road project will reduce congestion by eliminating the 2-lane "bottleneck" and achieving a consistent 4-lane section for 6 miles between Sudley Rd. (Route 234) and Thoroughfare Rd (Rt 682), and reduce delays and improve safety by eliminating the at-grade crossing with NSRR. This small segment, while capital-intensive, is a key element in making Route 15 a safer and more reliable road. This project improves the network for: commuters, commercial traffic, freight, pedestrians, bicyclists and potentially the VRE. Therefore the project is a truly a multimodal, congestion-relieving safety improvement.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for with setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Sincerely,

Martin E. Nohe
Chairman



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 8, 2016

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for Fairfax County's application under the USDOT FASTLANE grant program for the Route 28 Widening Project. This project consists of widening approximately 2.3 miles of Route 28 from an existing four-lane divided to a six-lane divided highway between the Prince William County Line (at the bridge over Bull Run Creek) and the existing interchange at Route 29.

Route 28 is a heavily-used commuter corridor connecting residents to regionally significant economic centers. This section of Route 28 currently carries 60,000 vehicles per day, with a peak hour Level of Service F. This segment of Route 28 connects the existing and rapidly developing suburban, primarily residential areas in the southern part of the Route 28 corridor with the employment centers around Dulles Airport. It is also a major link between the Prince William Parkway, I-66, the Dulles Access and Toll Road, and Route 7; and provides freight connections between these roadways and the business uses in western Fairfax County.

In addition to improving road conditions, this project will increase transportation options in the corridor through the expansion of access for bicyclists and pedestrians. The typical section will include a shared use path on both sides of the roadway, and bike and pedestrian crossings will be improved at all intersections. Additionally, rush hour commuter bus service, as well as local non-peak service, currently run along this segment of Route 28. This project will improve the reliability of that transit service. With all components combined, the project will improve safety, increase capacity, and decrease congestion along Route 28.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for with setting regional transportation policies and priorities, and allocating regional funding based on those priorities. As the Route 28 is a priority corridor in the region, the NVTA has invested \$41.1 million towards the completion of this project through its FY2014-17 Programs.

Sincerely,

Martin E. Nohe
Chairman

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman, Finance Committee

DATE: December 1, 2016

SUBJECT: Finance Committee Report of November 17, 2016 Meeting

1. **Purpose:** To provide a report of the monthly activities of the Northern Virginia Transportation Authority Finance Committee.
2. **Background:** The Finance Committee last met on November 17, 2016. The next meeting is scheduled for December 15, 2016 at 1:00pm. The following summarizes the November 17th meeting.
3. **Action Items:**
 - a. **TransAction Update (RFP 2015-01) Contract Change Order.**
 - i. The Committee reviewed and discussed the proposed contract change order, asking questions related to the changes in contract scope related to the HB 599 evaluation being incorporated into TransAction.
 - ii. The Committee unanimously agreed to recommend Authority approval of the contract amendment.
 - b. **Receipt of Funding – TransAction Contract Change Order**
 - i. The Committee reviewed and discussed the proposed receipt of funding from the Commonwealth of Virginia related to incorporating the HB 599 evaluation into the TransAction update.
 - ii. The Committee unanimously agreed to recommend Authority approval of the receipt of funding.
4. **Discussion Items:**
 - a. **FY2018 Budget Guidance.** The Committee reviewed and offered comments on potential initiatives in the Authority's three budgets.
 - i. **Operating Budget.**
 1. Communications / Public Outreach – The establishment of a formal communication function was discussed. Options for obtaining contract services or a part time direct hire were reviewed. Estimated cost is \$87,000. A supplement to the Authority's Annual Report to track multimodal trends in Northern Virginia was discussed. The estimated cost is \$10,000.

2. Investment Management – The requirements for Safekeeping and Custody Services was discussed. The Committee received a report on the negotiations for these services which will result in annual service fees of \$25,000. These fees are significantly reduced from the original proposals. NVTa staff is recommending the acquisition of investment tracking software at an annual fee of \$7,000. This software will ensure compliance with the Code of Virginia, the Authority’s Investment Policy and Government Accounting Standards Board (GASB) requirements.
 3. Planning Technology (Technology Plan) – Discussion of the formulation of a technology plan starting with Geographic Information System (GIS) mapping, modeling baseline and analysis system capability was discussed. NVRC and NVTa staff are in discussion on potential resource sharing, equipment and license transfers as well as space requirements. Estimated cost for this initiative is \$35,000.
 4. Establishment of an Internship Program – A potential internship program was discussed, with the Committee noting that it should produce a benefit to the Authority as well as the student while not being a drain on current resources. Estimated cost is between \$3,253 and \$9,759.
 5. Additional Guidance – Staff compensation, maintaining a fully funded retirement plan, inflationary increases, contract escalations (technology/lease) and technology maintenance were also discussed.
- ii. **Regional Revenue Fund Budget**
1. The Committee reaffirmed standing instructions for this budget. The majority of the budget expenditure activity occurs with the adoption of a Project Program.
 2. Defeasance options related the Series 2014 Bonds were introduced and briefly discussed. The Committee will receive a full report in December.
- iii. **Local Revenue Fund Budget**
1. The Committee reaffirmed standing instructions for this budget. This budget is exclusively used to receive 30% revenues from HB 2313 and process distributions to member jurisdictions.
 2. The Committee emphasized the presentation of the budget such that all 30% funds received from the Commonwealth are able to be distributed in accord with HB 2313 as promptly as practical.
- b. **Acquisition of Investment Safekeeping and Custody Services.** The Committee received a staff update on the acquisition of these services. Significant discussion points were:
- i. **Request for Proposals (RFP)** – A competitive procurement was used.
 - ii. **Proposal Review and Negotiations** – In addition to NVTa staff, investment professionals from Fairfax County and Loudoun County participated on the RFP evaluation team. Investment staff from Arlington County and Prince William County assisted in the overall process. Negotiations resulted in a reduction in potential fees of over \$100,000.
 - iii. **Investment Earnings** – Earnings (revenue) for FY2017 are budgeted at \$1.9 million. With the addition of the Investment and Debt Manager position in the

FY2017 budget this estimate was increased to \$3.5 million. The current estimate for FY2017 investment earnings is \$4.5 million. Investment earnings will likely increase further with the implementation of the Investment Safekeeping and Custody contract.

- iv. **FY2017 Implementation** – This service can be implemented in FY2017 through the use of unexpended Bond Counsel budget within the Operating Budget.
 - v. **Next Steps** – NVTa staff will present an Investment Safekeeping and Custody contract award recommendation to the Finance Committee in December. The Committee’s recommendation will be presented to the Authority in January.
- c. **Monthly Revenue Report.** The Committee received a report on Authority revenues for FY2017 and 30% transfers to member jurisdictions.
- d. **Monthly Operating Budget Report.** The Committee received a report on the Authority FY2017 Operating Budget.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

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

DATE: December 5, 2016

SUBJECT: Report from the Planning and Programming Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background.** The PPC met on Monday, December 5, 2016. The meeting was well attended with all five members present. The Committee discussed the candidate performance measures to be used in the evaluation of projects/packages of projects in TransAction.

This was the second meeting at which the Committee had had an opportunity to discuss this topic, following the PPC meeting in October.

The following provides a summary of the discussion at the December 5th meeting.

3. **Candidate TransAction Measures.** Members received a presentation on the interim findings of the TransAction-related public engagement activities that were conducted during the fall. The interim findings provided valuable insights to the Committee's subsequent discussion, and action, related to TransAction measures.

Members then continued their previous discussion on candidate performance measures to be used in the evaluation of projects/packages of projects in TransAction. NVTA staff presented their recommendations for individual or groups of measures, taking into account recommendations made in November by the Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC), and the TransAction Subcommittee comprising jurisdiction and agency staff.

For most measures, all three committees were agreement and the NVTA staff recommendation was to support their recommendations. In these cases, the PPC accepted the NVTA staff recommendations.

For those measures where the committees were not fully in agreement, NVTA staff again provided their recommendation and an associated justification. With minor rewording for one measure, the Committee discussed and agreed with the NVTA staff recommendations.

The Committee's recommendations on TransAction measures will be presented for action at the Authority's meeting on December 8th.

- 4. Candidate TransAction Weightings.** The Committee will consider weightings associated with the approved TransAction measures at its January 2017 meeting, with a view to making a recommendation to the Authority in February 2017. In addition to its own deliberations, the Committee's action will take account of weighting recommendations from the TAC, PCAC, and the TransAction Subcommittee.
- 5. Next steps.** I envision the PPC will continue to be engaged in the process to update TransAction, and the development of NVTAs FY2018-23 Six Year Program.

The next meeting of the PPC is scheduled for 10:00am on Monday, January 30, 2017.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Foreman, Chairman, Planning Coordination Advisory Committee

DATE: December 1, 2016

SUBJECT: Report from the Planning Coordination Advisory Committee

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTa) on recent activities of the NVTa Planning Coordination Advisory Committee (PCAC).
2. **Background.** The PCAC met on November 17, 2016 and was well attended with 10 members present. In the absence of myself and Council Member Way, Supervisor Buona served as Chairman for the meeting.

The Committee continued its discussion on the candidate performance measures to be used in the evaluation of projects/packages of projects in TransAction.

This was the third meeting at which the Committee had had an opportunity to discuss this topic, following the PCAC meetings in September and October. Consistent with the NVTa Bylaws, the Committee was able to consider, and take, a formal action item for the TransAction measures.

The following provides a summary of the discussion at the November 17th meeting.

3. **Candidate TransAction Measures.** Members continued their discussion on candidate performance measures to be used in the evaluation of projects/packages of projects in TransAction. The primary focus was on measures for which the Committee had requested clarifications at its October meeting. The Committee took action to make its final recommendations on each measure.
4. **Candidate TransAction Weightings.** Members discussed weightings for the candidate performance measures, and made an initial recommendation for weightings of the previously approved TransAction goals. The Committee's interim recommended weightings are: Goal 1 – 55%; Goal 2 – 25%; Goal 3 – 20%

Recognizing that the Authority may adopt different measures to those recommended by the Committee, it was considered premature to make a recommendation for weightings of

individual measures. The Committee plans to take action to provide recommendations on weightings of the adopted measures at its January 2017 meeting.

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

The Committee will not meet in December. The tentative date for the next meeting of the PCAC is Wednesday, January 25, 2017.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

DATE: November 30, 2016

SUBJECT: Report from the Technical Advisory Committee

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

2. Background. The TAC met on November 16, 2016. The Committee was briefed on the Authority's agenda for the November 10 Authority meeting.

The Committee continued its discussion on the draft performance measures for the analysis as part of the TransAction update. The Committee's recommendation on the performance measures is attached with this memorandum. The key recommendations are:

- The Committee recommended that the congestion reduction related measures (TransAction Goal 1) should receive 60% weighting, measures that enhance the reliability of the network (TransAction Goal 2) should receive 30% weighting, and measures that reduce negative impact of transportation (TransAction Goal 3) should receive 10% weighting.
- Most of the conversation involved the Proposed Objectives and the Candidate Measures and Weightings categories
- Proposed Objectives – Goal 1
 - Add 1.3 *Improve connections among and within population and employment centers*
 - Remove 1.5 *Support and strengthen local land use objectives* and 1.6 *Reduce household transportation costs*. It is assumed that local land use objectives have already been considered by the localities submitting the projects. Reducing household transportation costs was considered difficult to quantify and is dependent on too many variables outside of agency control.
- Candidate Measures/Weightings – Goal 1
 - Retain and consider combining *Total person hours of delay*, *Transit crowding*, *Person hours of congested travel in automobiles*, and *Person hours of congested travel in transit vehicles*.
 - Retain *Congestion severity (maximum travel time ratio)* and *Congestion duration*
 - Retain *Percent of jobs/population within 1/2 mile of transit*, and *Access to Jobs within 45 mins by auto and 60 mins by transit*.

- Add two new measures: *Aggregate travel time between MWCOG-defined Regional Activity Centers (RAC)* and *Lane miles and sidewalk miles within ½ mile radius RAC*.
- Remove the measures *Consistency with local planning efforts* and *Average cost per commute trip*.
- Proposed Objectives – Goal 2
 - Reword 2.2 to *Provide more route and mode options and increase integration between modes and systems*
- Candidate Measures/Weightings – Goal 2
 - The Committee recommended that the Authority keep the measurement of safety at a very broad level, consider assigning high/medium/low scores at the plan stage and consider more detailed data-centered analysis during program development. For example, projects that directly address a specific safety issue would be assigned a high value. It is acknowledged that most projects would get the same score.
 - Retain the measures *Share of travel by non-SOV modes*, *Number of SOV trips during peak periods*, and *Person hours of travel caused by 10% increase in PM peak hour demand*.
 - Remove the measures *Last mile connections* and *PHT in congested/crowded conditions*.
 - The Committee recommended keeping the congestion reduction relative to cost ratio as the measure for cost-benefit analysis. This would not have a weight; rather, it would be a way to rank the results.
- Proposed Objectives – Goal 3
 - Retain the measure *Reduce transportation related air pollution*
- Candidate Measures/Weightings – Goal 3
 - Remove the measures *Amount of impervious area* and *Number of ROW expansions that impact resources* as they should be addressed at the project level and not at the plan level.
 - Use *Criteria pollutant emissions based on VMT by speed*.

The Committee is scheduled to make a recommendation on specific weighting assignments for individual measures at its January meeting, after the Authority approves a final set of performance measures.

3. Next steps. The Committee will continue to be engaged with the TransAction update and provide technical input and advice as needed. The next meeting of the Technical Advisory Committee is scheduled for January 18, 2017, 7:00 pm at the NVTa offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 2, 2016

SUBJECT: Monthly Revenue Report

1. **Purpose:** Monthly report of revenue receipts and 30% funds distribution to member localities.
2. **Background:** The attached reports reflect funding received through October 2016.
3. **Comments:**
 - a. **FY2017 Revenues (Attachment A)**
 - i. The Authority has received approximately \$56.9 million through the October 2016 transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through October show a 20.9% positive variance in Grantor's Tax, a 2.1% negative variance in Sales Tax and a 2.3% positive variance in Transient Occupancy Tax compared to the adopted revenue estimates.
 - iii. Overall revenue receipts are 1.5% above estimates. No changes to the FY2017 revenue estimates are recommended at this time.
 - b. **FY2017 Distribution to localities (Attachment B)**
 - i. Through October, six jurisdictions have completed the HB 2313 required annual certification process to receive FY2017 30% funds. Postponements of transfers have been discussed with jurisdictional staff where appropriate. One jurisdiction completed the certification process in November.
 - ii. Of the \$56.9 million actually received by the Authority through October for FY2017, approximately \$17.1 million represents 30% local funds of which \$16.2 million has been distributed.
 - c. **FY2014 to FY2017 Year over Year Revenue Comparison (Attachment C)**
 - i. This chart reflects a month-to-month comparison of revenue by tax type and a year-to-year comparison of total revenues received through October 2016.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTa Estimates, Through October 2016

- B. FY2017 30% Distribution by Jurisdiction, through October 2016
- C. Month to Month Comparison By Tax Type and YTD Receipts for October 2016, 2015 and 2014

XVIII.A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTB BUDGET
Based on: Revenue Data Through October 2016
FYE June 30, 2017

Grantors Tax			Received		NVTB		Projected Variance
Transaction Months	3		To Date	Annualized	FY 2017 Budget	Annualized - Actual To Budget	
City of Alexandria		\$	727,284	\$ 2,909,135	\$ 3,322,266	\$ (413,131)	
Arlington County		\$	1,217,248	\$ 4,868,993	\$ 4,662,589	\$ 206,404	
City of Fairfax		\$	92,901	\$ 371,602	\$ 295,220	\$ 76,382	
Fairfax County		\$	6,233,432	\$ 24,933,728	\$ 20,876,353	\$ 4,057,375	
City of Falls Church		\$	72,937	\$ 291,749	\$ 298,423	\$ (6,674)	
Loudoun County		\$	2,837,178	\$ 11,348,714	\$ 8,545,066	\$ 2,803,648	
City of Manassas		\$	119,013	\$ 476,050	\$ 339,631	\$ 136,419	
City of Manassas Park		\$	50,111	\$ 200,445	\$ 158,354	\$ 42,091	
Prince William County		\$	1,817,610	\$ 7,270,442	\$ 5,073,000	\$ 2,197,442	
Total Grantors Tax Revenue		\$	13,167,714	\$ 52,670,857	\$ 43,570,902	\$ 9,099,955	20.89%
Regional Sales Tax*			Received		FY 2017		Projected Variance
Transaction Months	2		To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria		\$	2,483,297	\$ 14,899,782	\$ 14,576,063	\$ 323,719	
Arlington County		\$	4,005,149	\$ 24,030,892	\$ 24,810,622	\$ (779,730)	
City of Fairfax		\$	1,124,021	\$ 6,744,124	\$ 6,833,280	\$ (89,156)	
Fairfax County		\$	17,209,497	\$ 103,256,983	\$ 112,442,662	\$ (9,185,679)	
City of Falls Church		\$	400,054	\$ 2,400,326	\$ 2,304,737	\$ 95,589	
Loudoun County		\$	7,864,335	\$ 47,186,009	\$ 44,265,375	\$ 2,920,634	
City of Manassas		\$	888,072	\$ 5,328,433	\$ 4,904,149	\$ 424,284	
City of Manassas Park		\$	236,350	\$ 1,418,099	\$ 1,292,525	\$ 125,574	
Prince William County		\$	6,117,552	\$ 36,705,311	\$ 35,639,660	\$ 1,065,651	
Total Sales Tax Revenue*		\$	40,328,326	\$ 241,969,958	\$ 247,069,073	\$ (5,099,115)	-2.06%
Transient Occupancy Tax (TOT)			Received		FY 2017		Projected Variance
Transaction Months			To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria	Months	2.00	\$ 889,363	\$ 5,336,177	\$ 3,458,526	\$ 1,877,651	
Arlington County	Months	2.00	\$ 1,462,581	\$ 8,775,485	\$ 9,711,491	\$ (936,006)	
City of Fairfax	Quarters	2.00	\$ 113,403	\$ 226,805	\$ 328,250	\$ (101,445)	
Fairfax County	Quarters	0.15	\$ 467,115	\$ 12,456,389	\$ 11,042,184	\$ 1,414,205	
City of Falls Church	Months	2.00	\$ 17,111	\$ 102,665	\$ 174,234	\$ (71,569)	
Loudoun County	Quarters	0.66	\$ 220,655	\$ 1,337,303	\$ 2,562,016	\$ (1,224,713)	
City of Manassas	Months	2.00	\$ 13,477	\$ 80,863	\$ 58,868	\$ 21,995	
City of Manassas Park	n/a		\$ -		\$ -	\$ -	
Prince William County	Quarters	0.66	\$ 200,530	\$ 1,215,336	\$ 1,537,000	\$ (321,664)	
Total TOT Revenue			3,384,234	29,531,024	\$ 28,872,569	658,455	2.28%
Total Revenue Received			\$ 56,880,275	\$ 324,171,839	\$ 319,512,544	\$ 4,659,295	1.46%

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY 2017 30% DISTRIBUTION BY JURISDICTION										
Based on: Receipts through October 2016										
Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Total	30% Funds	Accrued Interest (3) (+)	Prior Distributions	Current Month Distribution	Total Funds Transferred
City of Alexandria	\$ 727,283.70	\$ 2,483,296.94	\$ 889,362.90	\$ -	\$ 4,099,943.54	\$ 1,229,983.06	163.48	\$ 676,321.05	\$ 553,825.49	\$ 1,230,146.54
Arlington County	\$ 1,217,248.20	\$ 4,005,148.71	\$ 1,462,580.91	\$ -	\$ 6,684,977.82	\$ 2,005,493.35	280.24	\$ 1,110,929.96	\$ 894,843.63	\$ 2,005,773.59
City of Fairfax	\$ 92,900.55	\$ 1,124,020.62	\$ 113,402.53	\$ -	\$ 1,330,323.70	\$ 399,097.11	46.71	\$ 399,143.82	\$ 399,143.82	\$ 7,173,993.95
Fairfax County	\$ 6,233,431.95	\$ 17,209,497.11	\$ 467,114.57	\$ -	\$ 23,910,043.63	\$ 7,173,013.09	980.86	\$ 3,923,170.66	\$ 3,250,823.29	\$ 7,173,993.95
City of Falls Church	\$ 72,937.20	\$ 400,054.36	\$ 17,110.88	\$ -	\$ 490,102.44	\$ 147,030.73	23.35	\$ 1,797,842.98	\$ 147,054.08	\$ 3,277,094.22
Loudoun County	\$ 2,837,178.45	\$ 7,864,334.90	\$ 220,654.98	\$ -	\$ 10,922,168.33	\$ 3,276,650.50	443.72	\$ 1,479,251.24	\$ 306,215.27	\$ 85,961.65
City of Manassas	\$ 119,012.55	\$ 888,072.10	\$ 13,477.20	\$ -	\$ 1,020,561.85	\$ 306,168.56	46.71	\$ 40,321.25	\$ 45,640.40	\$ 2,441,034.76
City of Manassas Park	\$ 50,111.25	\$ 236,349.75	\$ -	\$ -	\$ 286,461.00	\$ 85,938.30	23.35	\$ 1,333,251.58	\$ 1,107,783.18	\$ 16,214,004.71
Prince William County	\$ 1,817,610.45	\$ 6,117,551.84	\$ 200,530.42	\$ -	\$ 8,135,692.71	\$ 2,440,707.81	326.95	\$ 8,881,837.48	\$ 8,184,580.40	\$ 16,214,004.71
Total Revenue	\$ 13,167,714.30	\$ 40,328,326.33	\$ 3,384,234.39	\$ -	\$ 56,880,275.02	\$ 17,064,082.51	\$ 2,335.37	\$ 8,881,837.48	\$ 8,184,580.40	\$ 16,214,004.71

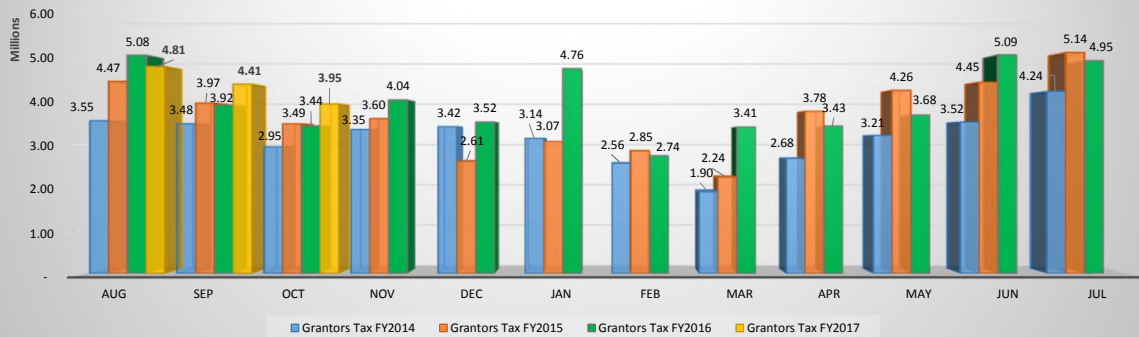
1 Net of Dept. of Taxation Fees

2 County TOT includes any town collections

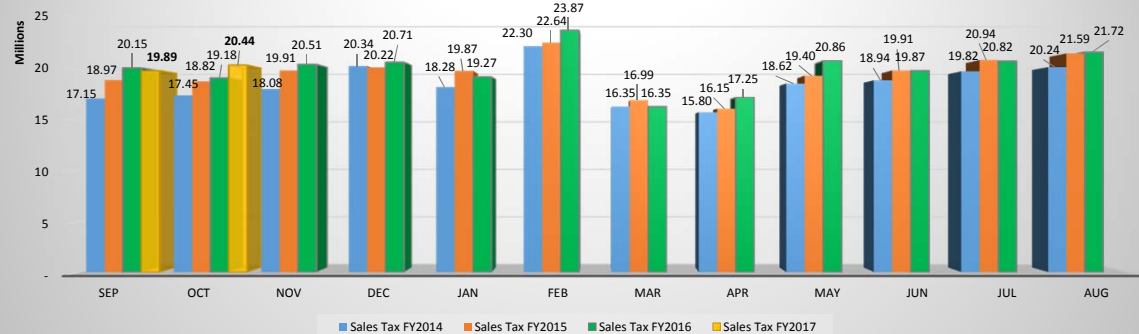
3 Interest earned through 10/31/2016

October 2016

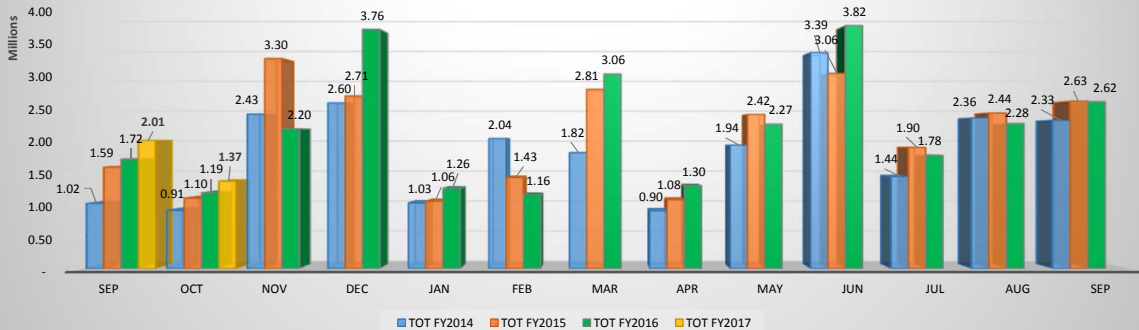
Grants Tax (month received)



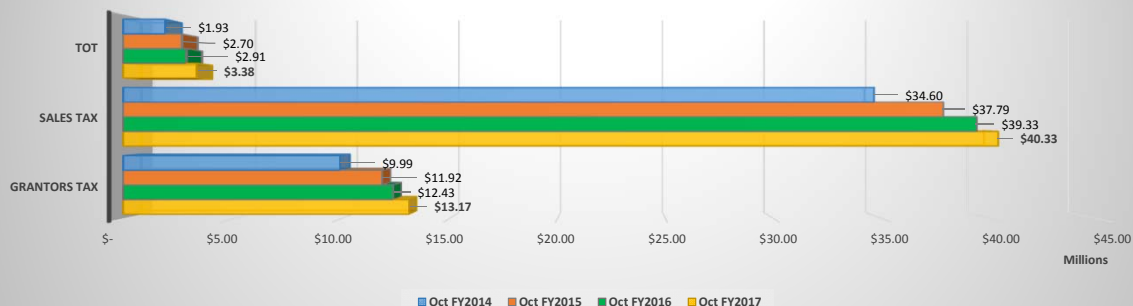
Sales Tax (month received)



Transient Occupancy Tax (month received)



YTD Receipt Comparison October FY2014 to FY2017



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: December 2, 2016

SUBJECT: NVTa Operating Budget

- 1. Purpose:** To update the Northern Virginia Transportation Authority on the Operating Budget for FY2017.
- 2. Background:** The Authority operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2017 operating budget.
- 3. Comments:** Through October 2016, the FY2017 Operating Budget has produced the following results:
 - a. Operating revenue is at 100% of estimate for the entire year.
 - b. October 2016 represents 33% of the fiscal year. Through October 2016, the Authority has utilized 29% of its expenditure budget.
 - c. The attached statement shows the operating budget income and expenditure activity through October 2016 for FY2017.

Attachment: FY2017 Operating Budget through October 31, 2016

11/02/16
08:30:51

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 10 / 16

XIX. ATTACHMENT

Page: 1 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
Revenue						
330100	Contribution Member Jurisdiction		1,654,617.00	1,654,659.00	-42.00	100
						100
	Total Revenue	0.00	1,654,617.00	1,654,659.00	-42.00	100
Expenses						
410000	Personnel Expenses					
110	Salaries-Regular Pay	71,939.50	284,009.27	943,126.00	659,116.73	30
130	Health & Dental Benefits	8,361.32	36,698.76	115,200.00	78,501.24	32
131	Payroll Taxes	3,833.06	18,993.50	72,258.00	53,264.50	26
132	Retirement VRS	14,053.85	27,650.39	93,561.00	65,910.61	30
133	Life Insurance	1,943.63	3,696.26	12,355.00	8,658.74	30
134	Flex Spending/Dependent Care	26.25	52.50	604.00	551.50	9
135	Workers Comp		1,039.00	1,037.00	-2.00	100
137	Disability Insurance	701.75	5,714.23	13,360.00	7,645.77	43
	Total Account	100,859.36	377,853.91	1,251,501.00	873,647.09	30
420000	Professional Services					
210	Audit & Accounting Services	3,250.00	20,250.00	27,500.00	7,250.00	74
220	Bank Service			750.00	750.00	
230	Insurance		4,705.00	4,200.00	-505.00	112
240	Payroll Services	127.92	373.69	1,300.00	926.31	29
260	Public Outreach	5,000.00	5,687.88	21,500.00	15,812.12	26
261	Legal/Bond Council Services			50,000.00	50,000.00	
262	Financial Services	18,000.00	18,000.00	72,000.00	54,000.00	25
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services			60,000.00	60,000.00	
	Total Account	26,377.92	49,016.57	239,950.00	190,933.43	20
430000	Technology/Communication					
310	Acctg & Financial Report System			10,000.00	10,000.00	
320	HW SW & Peripheral Purchase		4,390.90	5,030.00	639.10	87
330	IT Support Svc Incl Hosting	1,180.75	5,157.75	14,150.00	8,992.25	36
340	Phone Service	554.23	1,723.66	7,300.00	5,576.34	24
350	Web Develop & Hosting	217.75	1,028.75	7,600.00	6,571.25	14
	Total Account	1,952.73	12,301.06	44,080.00	31,778.94	28
440000	Administrative Expenses					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions		165.00	3,710.00	3,545.00	4
412	Duplication & Printing		2,381.99	14,592.00	12,210.01	16
413	Furniture & Fixture	3,575.36	5,613.36	6,000.00	386.64	94
414	Meeting Expenses		583.11	3,600.00	3,016.89	16
415	Mileage/Transportation	184.16	959.32	10,200.00	9,240.68	9
416	Misc Exp		144.48		-144.48	

11/02/16
08:30:51

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 10 / 16

Page: 2 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account	Object	Description	Current Month	Current YTD	Budget	Variance
						%
	417	Office Lease	9,813.60	48,180.42	116,059.00	67,878.58
	418	Office Supplies	116.63	989.41	6,880.00	5,890.59
	419	Postage & Delivery		10.10	700.00	689.90
	420	Professional Develop & Training	47.08	407.08	13,670.00	13,262.92
	421	Industry Conferences		4,152.19	6,500.00	2,347.81
		Total Account	13,736.83	63,586.46	183,411.00	119,824.54
						35
		Total Expenses	142,926.84	502,758.00	1,718,942.00	1,216,184.00
						29
		Net Income from Operations	-142,926.84	1,151,859.00		
Other Expenses						
521000		Transfers				
	820	Transfer to Operating Reserve			343,788.00	343,788.00
	825	Transf to Equip Reserve			4,500.00	4,500.00
		Total Account			348,288.00	348,288.00
		Total Other Expenses	0.00	0.00	348,288.00	348,288.00
		Net Income	-142,926.84	1,151,859.00		

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 2, 2016

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **Commonwealth Transportation Board Fall Public Meeting.** The Commonwealth Transportation Board will host a public meeting at the NOVA District Office on Wednesday, December 14, 2016 for the public to provide comments on transportation projects and priorities.

This year's meeting will consist of an Open House format where attendees can review and provide feedback on the list of proposed local and regional projects submitted for scoring through round two of the SMART SCALE (formerly known as HB2) prioritization process. Following the Open House, a Town Hall style format will be provided for the public and transportation stakeholders to engage in discussion and ask questions about the projects.

A Public Hearing, including a formal public comment period, will be held for the Atlantic Gateway projects in conjunction with the meetings in Fredericksburg and Northern Virginia.

3. **I-66 Outside the Beltway Project.** As directed at the November 10, 2016 Authority meeting, a letter was sent to Secretary Layne requesting responses to funding questions from Authority members. Attachment B represents the letter sent to Secretary Layne. Attachment C is the presentation VDOT staff provided on Friday, December 2, 2016 regarding the project.
4. **NVTA Standing Committee Meetings**
 - **Finance Committee:** The NVTA Finance Committee will meet on Thursday, December 15, 2016 at 1:00pm.
 - **Planning and Programming Committee:** The NVTA Planning and Programming Committee's will meet on Monday, December 5, 2016 at 10am. The following meeting date will be determined at that meeting.

- **Governance and Personnel Committee:** The Governance and Personnel Committee's next meeting is TBD.

5. NVTa Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The PCAC will meet on Wednesday, January 25, 2017 at 6:30pm.
- **Technical Advisory Committee:** The TAC will meet on Wednesday, January 18, 2017 at 7:00pm.

6. Regional Projects Status: The monthly project status report, based on information provided by the project sponsors, is provided as Attachment C. This report shows the amount of NVTa project funding which has been reimbursed to the project sponsors.

Attachments:

- A. Approval of Falls Church CMAQ/RSTP Reallocation Request
- B. Letter to Secretary Layne Regarding the I-66 Outside the Beltway Project
- C. Transform 66-Outside the Beltway Presentation
- D. FY2014-2016 NVTa Regional Projects Status

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: December 2, 2016

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 10, 2016, the City of Falls Church requested the following reallocation:

- \$400,000 in RSTP funds from Oak Street Bridge over Tripps Run Bridge Rehabilitation (UPC 109953) to Roosevelt Street Sidewalk improvements (UPC 103632). The Roosevelt Street project, which will increase pedestrian access to the East Falls Church Metrorail station and increase pedestrian safety, is a priority project and is ready to go to construction, but it is underfunded. The Oak Street Bridge project is not expected to go to construction until May 2019.

The RJACC approved this request on November 17, 2016.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from the City of Falls Church

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 8, 2016

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for the City of Falls Church

Dear Ms. Cuervo:

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

On November 10, 2016, the City of Falls Church requested the following reallocation:

- \$400,000 in RSTP funds from Oak Street Bridge over Tripps Run Bridge Rehabilitation (UPC 109953) to Roosevelt Street Sidewalk improvements (UPC 103632). The Roosevelt Street project, which will increase pedestrian access to the East Falls Church Metrorail station and increase pedestrian safety, is a priority project and is ready to go to construction, but it is underfunded. The Oak Street Bridge project is not expected to go to construction until May 2019.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on November 17, 2016, and the NVTA was informed at their December 8, 2016, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Michael J. Whitfield, Director of Public Works, City of Falls Church



CITY OF FALLS CHURCH

November 10, 2016

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

Dear Ms. Dominguez:

The City of Falls Church requests the following:

Transfer of \$400,000 in RSTP funds from "Oak Street Bridge over Tripps Run Bridge Rehabilitation," UPC 109953 to "Roosevelt St. Sidewalk improvements," UPC 103632

The Roosevelt Street project is a priority project and is ready to go to construction, but it is underfunded. This project will increase pedestrian access to the East Falls Church Metrorail station and increase pedestrian safety. The Oak Street Bridge project is not expected to go to construction until May 2019.

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

Sincerely,

Paul Stoddard, AICP
Principal Planner

Cc: Jan Vaughan, Manager, NOVA Program Management, VDOT
Cindy Mester, Assistant City Manager
Melissa Ryman, Interim Finance Director
Michael J. Whitfield, Director of Public Works
Karin Battle, Contract Manager
James Mak, Capital Improvements Projects Engineer and Manager
Jina S. Freiberg, CIP Grants Administrator

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

November 23, 2016

The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation
Patrick Henry Building
1111 East Broad Street, Third Floor
Richmond, Virginia 23218

Reference: Request for Additional Information Regarding the I-66 Outside the Beltway Agreement

Dear Secretary Layne,

Congratulations again on an agreement that requires no public funds while bringing significant improvements to the I-66 Corridor. We are pleased to be a part of this process and look forward to continuing to work with you.

The Northern Virginia Transportation Authority discussed the proposed I-66 Outside the Beltway concessionaire agreement at their November 10, 2016 meeting. During this meeting, Authority members directed that I seek responses from the Commonwealth on several questions regarding the project.

1. Given that \$300 million representing the Commonwealth's contribution for the I-66 Outside the Beltway project in Northern Virginia will be de-allocated thereby reducing the region's share of Six Year Program funds to 16%, how can the Authority assist the Commonwealth in ensuring that Northern Virginia receives its fair share per HB 2313?
2. What is the process for allocating the \$500 million upfront payment the Commonwealth will receive from the concessionaire for the toll corridor? As you are aware the Authority has a vested interest in the projects and improvements in the corridor.
3. Can this \$500 million payment be used to buy down the cost of the tolls?

Authority members also discussed provisions of HB 2313 which states that the regional funds made available through HB 2313 shall not be translated into a reduction of state-wide funds to Northern Virginia. This is a significant aspect of the above questions.

The Authority appreciates its working relationship with the Commonwealth. The Governor's announcement that no public funds will be required by the Authority or the Commonwealth is appreciated as it will allow the Authority to build on the Commonwealth's success through the reprogramming the \$300 million to additional regional congestion reducing projects in its first Six Year Program.

I sincerely appreciate the opportunity to receive your responses to these questions by December 2, 2016, for the Authority's December meeting. Please let me know if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Monica Backmon", with a long horizontal flourish extending to the right.

Monica Backmon
Executive Director

CC: Nick Donohue, Deputy Secretary of Transportation
Helen Cuervo, VDOT
Renee Hamilton, VDOT
NVTAs Members



Multimodal Solutions - 495 to Haymarket

Stakeholder Technical Advisory Group (STAG) Meeting #11 December 2, 2016

Susan Shaw, Megaprojects Director
Virginia Department of Transportation

Project Scope

- Multimodal improvements to 22.5 miles of the I-66 Corridor
- 2 express lanes in each direction from I-495 (Capital Beltway) to Gainesville (University Boulevard)
- 3 general purpose lanes in each direction
- New transit service and park-and-ride lots
- Safety and operational improvements at key interchanges



Project Recap

Multimodal Solutions - 495 to Haymarket

November 2013	FHWA approves Tier 1 EIS with Record of Decision
July 2014	Launch Tier 2 Environmental Assessment (EA) and Transform 66 Outside the Beltway
May/June 2015	NEPA Public Hearings for EA
August 2015	Commissioner's Finding of Public Interest
September 2015	Announce Preferred Alternative and Phasing Approach; post RFQ
October 2015	Inclusion in regional TPB CLRP; CTB approves Preferred Alternative and Phased Approach
December 2015	Decision on procurement: Toll concession
May 2016	Public hearings for procurement and HOV conversion
June 2016	FHWA issues Finding of No Significant Impact regarding EA
July 2016	Issue final Request for Proposals

Key Policy Considerations

- **Funding for transit is a requirement**
- **Developer retains the risks for:**
 - Excessive HOV use
 - Limited relief for alternative facilities
- **Alternative Technical Concepts (ATC) desired**
 - Emphasis on innovation and increasing value
 - Reduced scope or cheaper quality not acceptable
- **Minimize negative impact of construction activities**
 - Expedited construction schedule with Liquidated Damages (LDs) for late Project completion
 - Liquidated damages for lane closures
- **No Notice to Proceed (NTP) for construction until the necessary permits are obtained**



Multimodal Solutions - 495 to Haymarket

Key Business Terms

- **Concession Term: 50 years**
- **Financing:**
 - Developer to finance the Project at its own cost and risk
 - VDOT to provide up to \$600 million public contribution
- **Permits:**
 - VDOT to obtain required NEPA approvals, CTB approvals, and approvals by FHWA of the Comprehensive Agreement and Project Management Plan, as necessary
 - Developer to be responsible for obtaining all other permits and government approvals, and to reobtain any required reevaluation of NEPA approvals as a result of Developer's ATCs
- **Design and Construction**
 - Fixed priced contract
- **Operation and Maintenance (O&M)**
 - Developer to be responsible for O&M of the express lanes, except for snow and ice removal, which will be done by VDOT
 - VDOT to be responsible for operation and maintenance of the general purpose lanes



Multimodal Solutions - 495 to Haymarket

Competitive Process

- **Offered private sector opportunity to compete against the public state-financed option**
- **Public option will remain on the table until deal is signed with private partner**
- **Final RFP issued July 29, 2016**
- **Two teams submitted compliant bids**
 - Transurban/Skanska
 - Cintra/Meridiam/Ferrovial



Multimodal Solutions - 495 to Haymarket

Proposal Evaluation Criteria

- **Cost - 70% of score**
 - Lowest project cost received 70 points

- **Technical factors - 30% of score**
 - Customer service, hand-back condition, structure durability, tolling, long-term partnership, public outreach

Procurement Results

	Original P3 Analysis	2015 Public Option	Cintra/Meridiam/ Ferrovial
Upfront Public Funding	(900 to 1,000)	(400 to 600)	0
Transit Capital and Operating	0	800	800
Future Corridor Improvements	0	350	350
Concession Payment to TTF	0	0	500

Figures in millions of dollars



Multimodal Solutions - 495 to Haymarket

Preferred Proposer

- **Best value proposal**
- **Express Mobility Partners**
 - **Equity Investors**
 - Cintra Global LTD, Meridiam Infrastructure North American Fund II
 - **Design-Build Contractors**
 - Ferrovial Agroman US Corp, Allan Myers VA, Inc.
- **\$2.3 billion construction project**
- **Provides required transit payments and support of corridor improvements**
- **Will make concession fee payment (\$500M) to Commonwealth**
- **Construction design provides innovative solutions to improve the physical quality and operations of the project**



Multimodal Solutions - 495 to Haymarket

Other Benefits to the Commonwealth

- **\$500M now available for additional improvements to the I-66 Corridor subject to VA Code requirements (§ 33.2-1528)**
- **\$300M will return to the Northern Virginia Transportation Authority for other key regional projects**
- **\$300M will return to the High Priority Project Program in SMART SCALE for statewide competition**



Multimodal Solutions - 495 to Haymarket

Procurement Next Steps

- **Brief CTB on the key commercial terms and contract on December 6, 2016; action on December 7, 2016**
- **Achieve Commercial Close with Preferred Proposer by December 15, 2016**
- **Financial Close to be reached by July 15, 2017**

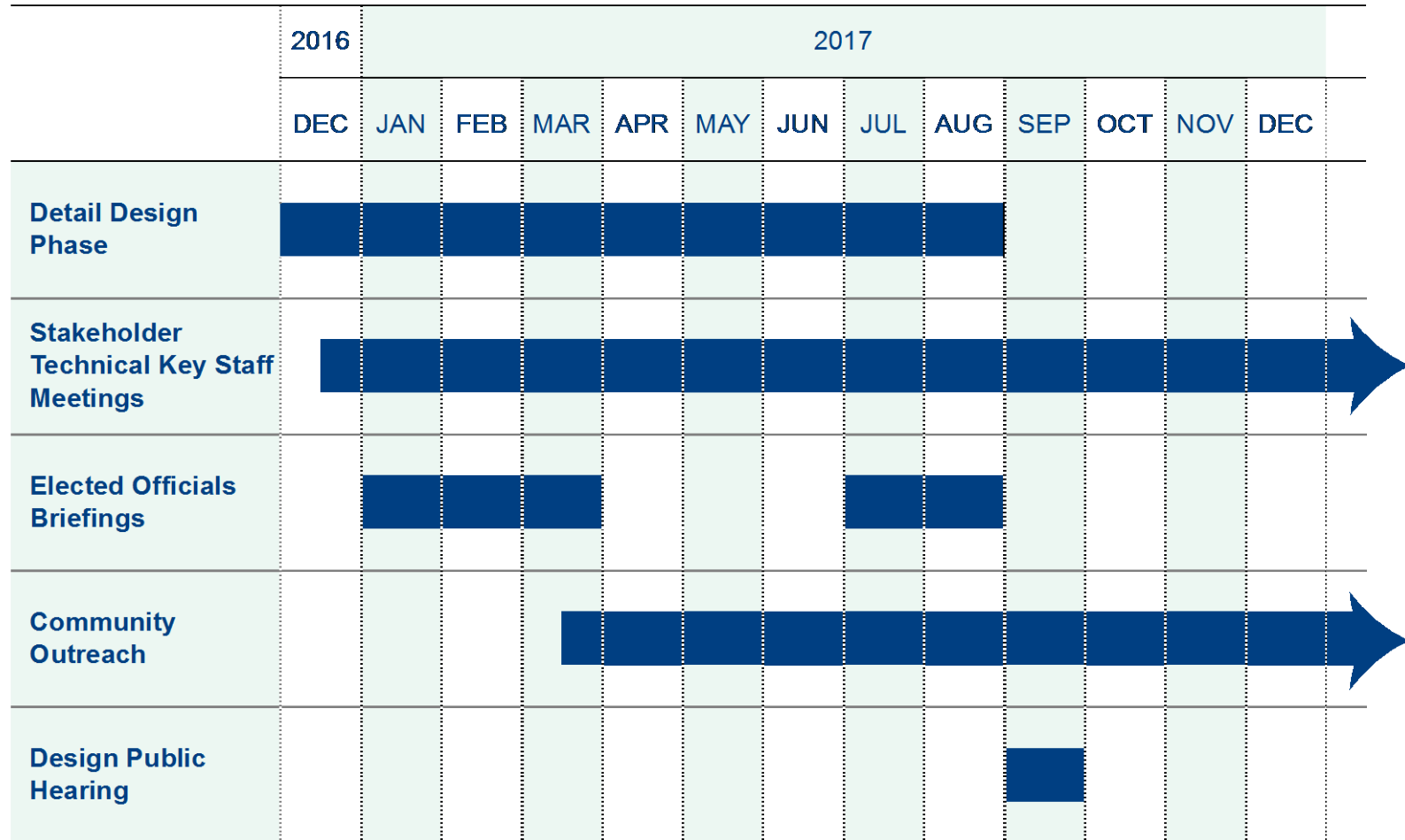


Multimodal Solutions - 495 to Haymarket

Future Milestones

Milestone	Dates and Schedule
Begin Final Design	January 2017
Design Public Hearing	September 2017
Begin Construction	Fall 2017
Right of Way Acquisition – Offers, etc.	October 2017 – December 2018
Park and Ride Milestone Date (960 Parking Spaces near Gainesville)	March 2019 Subject to NTP for Construction
Route 28 Signalization Date (Remove 4 Traffic Signals from Route 28)	February 2020 Subject to NTP for Construction
Begin Tolling (Service Commencement Date)	July 2022 Subject to Liquidated Damages
Project Completion Date	August 2022 Subject to Liquidated Damages

Planned Outreach and Coordination





Multimodal Solutions - 495 to Haymarket

THANK YOU!

Transform66.org



NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	2022	0%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release Feb 2017, with construction expected to be under way in mid-2017. Contract amendment for administration contract approved by the County Board in July 2016. Construction Management contract scheduled to go before County Board in November 2016.	Summer 2019	Spring 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2014. Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Segment A West is scheduled 90% plan review submission Jan 2017. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Spring 2020; Eastern Half – projected Summer 2020	Western Half – Spring 2020; Eastern Half – projected Summer 2020	0%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping will be completed in January 2017 at the same time as an adjacent County project. Lighting and signage also needs to be completed.	January 2017	January 2017	42.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from Spring 2017.	Start of construction in winter 2019	Spring 2019	0%
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	PE began in January 2016. Communication upgrade underway. Consultant ConOps (Concept of Operations) completed.	Start of construction in June 2017	Start of construction in June 2017	1.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Construction	Pier erection, precast, and masonry work is currently underway for station entrances. The County has prepared 100% construction documents for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	83.3%
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pier erection, precast, and masonry work is currently underway for station entrances. The County has prepared 100% construction documents for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	0%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The concrete slab placement and steel erection for the maintenance building are complete. Work at the administration building expansion is ongoing. The conference room conversion for the new office space is near completion. Work in the generator area is ongoing.	July 2017	July 2017	4.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Fairfax County	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Project PIM anticipated in February 2017. Survey: Received Preliminary Environmental Inventory (PEI) on 5/1/16. Solicited proposal for the Cultural Resources section of NEPA documentation. NTP issued on 10/20/16. Archeological survey commenced. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report is being reviewed. Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: Received Phase I Geotechnical Work plan on 9/14/16. Meeting held with VDOT on 10/26/16 to review work plan. Soliciting proposal for Phase II geotechnical work.	2020	February 2018	19.6%
Fairfax County	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. VDOT is expected to award the contract and start the project soon.	2022	2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Fairfax County	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Design is 20% completed. Staff met with elected officials to discuss the typical section. Public Information Meeting (PIM) was held on June 22, 2016. Meetings with individual HOAs ongoing. Project Public Hearing anticipated in early 2017.	2018	Summer 2017	0%
Fairfax County	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project and the design contract has been finalized with NTP issued by VDOT to the consultant in March 2016. Coordination meetings have been held with WMATA and Fairfax County to discuss project related details and to finalize the typical section for the extension. Draft IMR has been developed and is being reviewed. Final IMR is anticipated to be developed in February 2017. Preliminary Field Investigation Plans are anticipated to be developed by end of 2016. Public Hearing is anticipated to be held in fall 2017, with design approval anticipated in early 2018.	2022-2023	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Fairfax County UPC 106742	US 1 (Richmond Highway) Widening – Widen US 1 for 2.9 miles from Mt. Vernon Memorial Highway (south) to Napper Road. This project will provide a 6 lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. Project includes both pedestrian and bicycle facilities and provision for future transit.	\$1,000,000 (FY2015-16)	PE, Environmental	Project is administered by VDOT Environmental document development is under way and the first citizen information meeting for the environmental document and the project is anticipated soon. Preliminary Engineering is in the early development phase. First citizen information meeting is anticipated in March 2, 2017.	2025	COMPLETE	100%
Fairfax County/ Virginia Department of Transportation UPC 82135	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	Construction of new bridge in between two existing Route-7 bridges over DATR and utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Beam Erection has begun in the median of the existing bridged. Construction of underpasses along shared-use paths is underway. Final design for the roadway is underway; anticipating ROW acquisition soon. Lighting plans along the roadway under review by MWAA, Fairfax County and VDOT. Westbound roadway traffic switch is tentatively scheduled on December 16, 2016.	Spring 2018	Spring 2017	66.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	On September 22, 2016, the Board of Supervisors authorized staff to finalize negotiations with Springfield East L.C. for a written contract in the amount of \$5,475,000 for development, construction and purchase of a turnkey Commuter Parking Lot on the property designated as Lot 1, Section 1 Village at Leesburg.	Acquisition of land anticipated by Summer 2017.	Summer 2017	0%
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. A ground breaking ceremony was held on September 27, 2016 for this project. VDOT held a "Pardon Our Dust" meeting on October 27, 2016 to inform the public about the construction schedule	December 2018	December 2018	85%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	30% plans have been completed, and a public design hearing was held on 6/23/2015. 60% design plans were submitted on 6/29/2015. Currently coordinating utility relocation with utility companies; 90% design plans were submitted to B&D and VDOT on April 6, 2016. The project engineer is addressing 90% construction plan comments. All easement and dedication plats have been submitted to Loudoun County Building & Development for review; comments have been issued and are being address.	February 2018	February 2018	0%
Loudoun County	Acquisition of Four Buses – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	4 Gillig Transit Buses have been ordered and are expected to be delivered in December 2016.	Winter 2016	Winter 2016	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Loudoun County	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	Project is administered by VDOT as a Design Build contract. Dewberry prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018. VDOT has prepared a Standard Project Administration Agreement to capture the Loudoun County Parkway related charges that are being constructed as part of the Route 606 widening project.	Fall 2018	Fall 2018	0%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. NEPA Report approved by VDOT/FHWA in October 2016.	Construction advertisement Winter 2017.	Design October 2017.	32.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
	Route 1 Widening from Featherstone Road to Marys Way - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multimodal trail and a five foot wide sidewalk along the sides of the route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	Public Hearing Plans submitted to VDOT in June 2016. Construction to begin in January 2018. There are approximately 73 parcels impacted with 17 properties with possible major impacts, 10 parcels with total takes, and 7 probable total takes. Design public hearing to be held on November 16, 2016 at 6PM at Fred Lynn MS.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are complete. Utility relocation to be completed by fall 2016. All utilities, plans and estimates have been approved. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project.	August 2019	August 2019	0%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Scoping documentation began in early 2016 and construction to start in spring 2018. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project.	September 2020	September 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Consultant (JMT) has been procured. Staff meetings were conducted in September and October. Steering committee meeting will follow no later than January 2017. Traffic analysis and travel demand modeling are underway.	Location study (phase 1 of the overall study) to be completed early by 2017	Location study (phase 1 of the overall study) to be completed by early 2017	0%
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	The Records of Decision (ROD) were issued on Oct 31 and Nov 1, 2016. The design-build RFP is expected to be released in fall 2016.	Expected to open by year-end 2020.	2017	44.8%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Conceptual design of the station began in fall 2015. Design-build package being prepared for advertisement of the contract by WMATA in fall 2016.	2020	2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition	Preconstruction meeting was held on June 16, 2016. Notice to proceed was given to Russell Gage Corporation on June 16, 2016. Contractor has submitted a construction schedule and all submittals. All submittals have been reviewed and commented upon. Fabrication of the bus shelters has begun. Contractor anticipates breaking ground at first shelter in December 2016.	September 2018	September 2018	0%
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	A contract was awarded to Kettelson & Associates for the engineering and design of the project.	Summer 2018	Summer 2018	0%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	A contract was awarded to Kettelson & Associates for the engineering and design of the project.	Summer 2018	Summer 2018	0%
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	FONSI is expected in spring 2017. RFP for project design (bridging documents) was advertised in September. 2016.	2021	2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016.	2018	2018	47.5%
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016.	2018	2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is under construction.	April 2017	April 2017	0%
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering Construction Inspection Services	Construction of five shelters complete. Easement acquisition is on-going with construction of four to six shelters in spring 2017.	Summer 2017	Summer 2017	76.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	100% design completed. Finalizing utility undergrounding plans. Right of way negotiations for utility undergrounding underway.	Summer 2017	Summer 2017	16.5%
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design Construction	90% design completed. Final plans anticipated in early 2017. Right of Way completed. Easement needs being coordinated with Arlington County.	Early 2017	Early 2017	65%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 75%. Seeking Public Hearing approval from the State.	October 2019	October 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Town of Dumfries UPC 90339	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The full six lane design concept will be developed to 30% level by Spring 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	FY2018	0.3%
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements. ROW acquisition is being completed to accommodate retaining/sound wall that allows for an ADA 5' sidewalk construction.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in mid- 2017.	Early 2017	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. Engineering underway at 30%. Design ROW acquisition/street dedication is to begin in early 2017 to be ready for construction in 2019.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018	0%
Town of Herndon	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Environmental review completed and Preliminary Field Inspection completed. 35% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing was held on October 27, 2016.	Project advertisement 2021	December 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in February 2017.	Design approval expected in Summer 2017.	Design approval expected in summer 2017.	0%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	VDOT Project scoping meeting held on September 14, 2016. Continuing traffic analysis including development of the existing conditions VISSIM model, conducting additional travel time runs and queuing observations, and responded to IJR framework document comments. The IJR framework document has been resubmitted for review and approval. Continuing to develop alternative interchange configurations.	2020	2018	15.4%
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to study transit options on Route 7.	\$838,000 (FY2014)	Planning for Phase 2 of Study	Commission approved the recommendations at the July 7, 2016 meeting. Final report is being reviewed.	Expected completion December 2016.	December 2016.	94.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended through December 2016. Start of construction expected in Summer 2017.	Spring 2019	Spring 2019	0%
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	ROW acquisition, storm water installation, clearing, and grubbing are complete. Completed shoulder between RT 606 and Innovation Ave. Installed light poles and foundations. Bio-retention pond and swale are completed. Completed surface asphalt from Waxpool Road to South of Sterling Blvd; Installed guardrail and permanent pavement markings from Waxpool Road to the Dulles Toll Road.	Summer 2017	Summer 2017	72.2%
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	ROW acquisition and clearing within existing ROW are complete. Construction of double box culvert extension south of Dulles Toll Road is complete. Placed aggregate subbase and asphalt as well as graded shoulder stone in median between Dulles Toll Road and Frying Pan Road. Roadway work going on.	Summer 2017	Summer 2017	36.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Completed intermediate asphalt from Frying Pan Road to Dulles Toll Road. Performed cut to fill operations at Frying Pan Road interchange. Placed CTA and base asphalt between McLearen Road and Frying Pan Road. Placed shoulder stone between McLearen Road and Frying Pan Road. Installed Overhead Signs #5 and #10.	Summer 2017	Summer 2017	39.1%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Project cost increase has required a search for new sources of funds for construction. Design on hold until construction funding identified. Once funding identified, new schedule will be developed.	Fall 2017	Fall 2017	0%
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Final ridership and cost estimates are being refined. Alternatives Evaluation Report is under development.	Fall 2017	Fall 2017	36.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	Preliminary Scope and Schedule Discussion 8/2/2016. NTP issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2018. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019	0%
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. The City Council endorsed VRE's recommended site on November 15, 2016. The Alternatives Analysis task will be completed in Dec 2016, and start PE/NEPA in 2017.	Fall 2017	Fall 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	Preliminary Scope and Schedule Discussion 8/2/2016. NTP issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2018. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019	0%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	Preliminary Scope and Schedule Discussion 8/2/2016. NTP issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated no earlier than spring 2019. Scheduling Field Work in conjunction with weekly coordination with DC2RVA efforts.	Summer 2019	Summer 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage fund withdrawn as of 10/30/16
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT began in July 2016 and construction planned to begin in January 2017. All work to be done by CSXT forces.	Summer 2017	Summer 2017	0%
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. Task Order under development. Contract award estimated December 2016.	Fall 2017	Fall 2017	0%
Washington Metropolitan Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Contract NTP issued on 10/21/2016.	Projected Contract Close- out March 2018	March 2018	2%