



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**Thursday, March 23, 2017**  
**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 February 9, 2017 Meeting**  
*Recommended action: Approval [with abstentions from those who were not present]*

**Presentations**

- IV. I-66 and I-395 Corridor Updates**  
Ms. Jennifer Mitchell, DRPT and Ms. Susan Shaw, VDOT
- V. Manassas Park Parking Expansion Study Update** Ms. Sonali Soneji, VRE

**Action**

- VI. Approval of Financial Statement Audit Services Contract**  
Chairman Parrish, Finance Committee  
*Recommended action: Approval of Financial Statement Audit Services Contract*
- VII. Approval of Budget Transfer to Advance the FY2018 Planning Technology Project**  
Chairman Parrish, Finance Committee  
*Recommended action: Budget Transfer to Advance the FY2018 Planning Technology Project*
- VIII. CMAQ/RSTP Reallocation Request for Fairfax County**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of CMAQ/RSTP Reallocation Request*

**Discussion/Information**

- IX. 2017 Legislative Update** Ms. Hynes, Chair, Governance and Personnel

- X. **Finance Committee Report** Mayor Parrish, Chair
- XI. **Technical Advisory Committee Report** Mr. Boice, Chair
- XII. **Planning Coordination Advisory Committee Report** Supervisor Buona, Chair
- XIII. **Monthly Revenue Report** Mr. Longhi, CFO
- XIV. **Operating Budget Report** Mr. Longhi, CFO
- XV. **Executive Director’s Report** Ms. Backmon, Executive Director
- XVI. **Chairman’s Comments**

**Closed Session**

- XVII. **Adjournment**

**Correspondence**

- Northern Virginia Transportation Authority Comments on the Draft VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations and the Draft Tier 1 Combined Needs Summary

**Next Meeting: May 11, 2017**

Northern Virginia Transportation Authority  
3040 Williams Drive (Suite 200)  
Fairfax, VA 22031  
[www.TheNovaAuthority.org](http://www.TheNovaAuthority.org)



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**Thursday, February 9, 2017**  
**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 7:05pm.

**II. Roll Call** Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Mayor Silberberg; Chair Fisette; Mayor Parrish; Mayor-Elect Meyer; Council Member Snyder; Mayor Rishell; Delegate Minchew (electronic participation); Ms. Hynes; Mr. Kolb (arrived 7:14pm).
- Non-Voting Members: Mayor Burk; Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); Tracy Baynard (McGuireWoods Consulting); various jurisdictional staff.
- Chairman Nohe noted that this is the first time an Authority member, Delegate Minchew, is participating electronically in an Authority meeting.
- Chairman Nohe congratulated Mayor-Elect Meyer on his recent election and welcomed him to the Authority.

**III. Minutes of the January 12, 2017 Meeting**

- Mayor Parrish moved approval of the January 12, 2017 minutes; seconded by Chairman Bulova. Motion carried with nine (9) yeas and two (2) abstentions [with Mayor-Elect Meyer and Delegate Minchew abstaining as they were not at the January 12, 2017 meeting].

## Presentations

### IV. **TransAction Update: Tracking Survey** Mr. Keith Jasper, Principal Planner

- Ms. Backmon noted that in the fall of 2015, as a kick-off to the update of TransAction, the Authority conducted a Benchmark Survey to gage the public's perception of transportation needs in the region; how the region is doing in addressing these issues; and awareness of the NVTA. She stated that a year later, in December 2016, a Tracking Survey was conducted as a follow up to the Benchmark Survey.
- Mr. Jasper introduced Mr. Dee Allsop, CEO and Managing Partner of Heart+Mind Strategies, to present the survey findings.
- Mr. Allsop briefed the Authority on the key findings and results of the TransAction Tracking Survey. He noted the survey was designed to identify changes in Northern Virginians' transportation priorities; how it effects their quality of life; and awareness and familiarity of TransAction, and the NVTA in general. The findings highlight some notable trends in comparison to the Benchmark Survey including a significant increase in the number of people who are now aware of TransAction, the NVTA's long range transportation plan for Northern Virginia.

*(Mr. Kolb arrived.)*

- Mr. Allsop highlighted the key survey findings:
  - ✓ One-third of residents consider "reducing traffic congestion and improving transportation options" the most impactful factor on their quality of life.
  - ✓ Since 2015, significantly more Northern Virginia residents are interested in and informed about transportation issues - nearly 6 in 10 are Influencers.
  - ✓ Quality of life with regard to transportation is still seen as mediocre among Northern Virginia residents.
  - ✓ Typically, residents' maximum acceptable commute only allows for approximately 3 minutes of additional flexibility from their average commute time.
  - ✓ Similar to 2015, a quarter of respondents have heard something positive about transportation, largely related to either Metro/Wmata improvements or road projects.
  - ✓ Half of residents polled have heard something negative about transportation, focused primarily on Metro/Wmata issues.
  - ✓ Awareness of TransAction has nearly doubled since 2015, and is more likely to be recognized by those also aware of NVTA.
- Chair Randall asked whether the survey was self-reporting. Mr. Allsop responded that respondents provided their own answers to survey questions.
- Mayor Parrish noted that survey respondents indicated Northern Virginia was not performing as well with Express Lanes and dynamic tolls as it had in the previous year. He asked for clarification as to what that meant. Mr. Allsop expressed caution about over interpreting this response, adding that it is only a

2% difference. He suggested that, based on experience, the lanes may not be all that Northern Virginians had expected.

- Chair Fisetette suggested that the response indicating Northern Virginians supported “measures to incentivize less driving at peak times” correlated to transit, not roads as proposed in the analysis.
- Mayor Burk asked if towns were included in the demographics of the survey respondents. Mr. Allsop responded that town residents were included and that responses were included in the corresponding county tally.

## V. Multi-Sector Working Group Update

Mr. Srikanth, Director of Transportation, TPB

- Mr. Srikanth stated that the Metropolitan Washington Council of Governments (COG) Board established the Multi-Sector Working Group (MSWG) to develop a set of strategies to help reduce regional greenhouse gas emissions. He reviewed the process the MSWG undertook to develop these strategies, as well as the analysis and the findings. Mr. Srikanth outlined the MSWG’s voluntary greenhouse gas emission reducing strategies in the Energy, Built Environment, Land Use, and Transportation sectors, noting that the COG Board had endorsed voluntary implementation of these strategies at their January meeting.
- Mr. Srikanth thanked the Authority members for allowing their technical staffs to assist with the MSWG process.
- Mr. Srikanth thanked Chairman Bulova for her support during this process. Chairman Bulova thanked Mr. Srikanth and the COG staff for their efforts and for listening to concerns about proposing strategies that were impossible and not achievable. She added that the MSWG had worked with jurisdictional staffs to ensure recommendations were realistic and achievable, noting they might be a stretch, or ambitious goals, but they are achievable. Chairman Bulova stated that these final recommendations are definitely something the region will want to follow through on.
- Chair Fisetette added that there was compromise throughout the process as to the aspirational goals versus the achievable goals. He stated that it is his aspiration that, either through incentives or federal government support, greenhouse gasses will be included as one of the required reduction areas of the Clean Air Act. He suggested that, just as we are required to meet certain air quality standards through the Fiscally Constrained Long-Range Transportation Plan (CLRP), in the future these standards include the reduction of greenhouse gasses. Chair Fisetette stated that the Environmental Protection Agency has this authority, and that the Transportation Planning Board (TPB) is not precluded from including this as a standard. He added that it is also true that not many metropolitan areas have done this. He concluded that this region has done a credible job using the COG and the Climate Policy Committee to educate, enable and support many improvements. Chair Fisetette stated while this was a good step, it will depend on how the localities use it to adjust regional plans. He added that he hopes that in the near future, jurisdictions will be required to

make certain reductions and that transportation plans will incorporate these measures in the proposed choices.

- Mr. Srikanth added that, in 2010, the TPB requested that staff, prior to the adoption of the regional long-range plan, calculate the impact of greenhouse gasses resulting from the transportation system, as represented in the CLRP. He explained that total greenhouse gasses in this region are estimated to be reduced by 24% between now and 2040, even with the anticipated growth of the region.

## Action

### **VI. Approval of Weightings of Performance Measures for TransAction Update**

Chairman Nohe, Chair, Planning and Programming Committee

- Mr. Jasper briefed the Authority on the recommended weightings of the performance measures for the TransAction update. He reviewed the fifteen performance measures approved by the Authority in December 2016. Mr. Jasper stated that the performance measures and their weightings will be used to analyze and rate the projects in TransAction, incorporating the HB 599 evaluation into the process at the same time. He explained the proposed weightings for the performance measures and how they correlate to the vision and goals for the TransAction update. Mr. Jasper stated that the Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC) and the TransAction Subcommittee had each reviewed and proposed a set of weightings, independently of each other. The Planning and Programming Committee's (PPC) recommendation to the Authority on the weightings was then developed using the mean, rounded to the nearest multiple of five, from the committee recommendations. He noted that the recommendations are broadly similar and are consistent with the weightings the Authority has used in the past with TransAction 2040 and its funding programs.
- Mr. Jasper noted it is important to consider how the fifteen measures holistically support the goals, rather than focusing on individual performance measures. He stated that Goal #1 has a cumulative weighting of 60%, Goal #2 of 30% and Goal #3 of 10%. Mr. Jasper added that several measures support multiple goals, and 2 measures support all three goals.
- Mr. Jasper stated that all seven performance measures used previously in HB 599 are included among these fifteen measures and account for 45% of the total weight. He noted this is the same percentage for congestion reduction that was used in the FY2017 Program.
- Chairman Bulova moved approval of the weightings of the performance measures for the TransAction Update; seconded by Chair Fisette.
- Chairman Bulova noted there was much discussion at the PPC meeting as to how the measures worked together holistically. She expressed appreciation for

the additional explanation as to how the measures support the goals and provide a cumulative weighting. She complimented NVTA staff on making this more clear and showing how the measures overlap and contribute to the overall picture.

- Chair Randall associated herself with Chairman Bulova's comments, adding the presentation was well done. She asked for clarification as to why environmental measure 1.2.1 was not shown as also supporting Goal #3. Mr. Jasper noted that this observation was very astute, adding that NVTA staff had discussed this possibility. He stated that the measures shown to support additional goals were those they supported as a minimum, but that a case could be made that some measures could support additional goals.
- Council Member Snyder noted he has worked for two decades to get increased funding for transit and bike/pedestrian projects. He recalled the history of the NVTA and its funding. He stated that the successive layers of legislation and increasing metrics have resulted in the citizens of Falls Church paying more and getting less. He suggested that this system is no longer fundamentally functional, nor does it have a value proposition for the citizens of Falls Church. Council Member Snyder stated that, from a regional perspective, the proposed weightings are insufficiently multimodal. He suggested that when actual expenditures are compared, highways are getting a much greater proportion. He added that the NVTA is spending lots of money, and yet Metro has a deficit of multi-billions of dollars, there are bus systems that in some cases are third world, and the Virginia Railway Express (VRE) is millions of dollars short. Council Member Snyder asked where the money is going to come from to pay for all of this, if the Authority continues this spending pattern. He stated that he has a problem in that the Authority's approach has been insufficiently multi-modal. Council Member Snyder added that he believes this weighting is insufficient in protecting the environment. Council Member Snyder concluded that he respectfully disagrees with the proposed weightings. He stated that for all these reasons, he will be voting against the proposed weightings.
- Chairman Nohe expressed appreciation to the NVTA staff for their efforts in managing this process and the balancing act that it requires. He noted that, as expressed by Council Member Snyder, this process is imperfect. He suggested we will not find a perfect system, but that we are developing a system we can make work. Chairman Nohe noted this process is built largely on the HB 599 process developed thus far, with the hopes of being able to incorporate it into the NVTA analysis. He noted that this system, over the last four years, has funded \$174 million for Metro, as well as many other transit and highway investments. He concluded this is a step in the process that will lead to relative investments that are still hard to imagine, because we are still learning. Chairman Nohe added that he is very optimistic that come October we will have a product [TransAction] that represents the needs of the region.
- Motion carried with eleven (11) yeas and one (1) nay [Council Member Snyder].

**VII. Authorization for Executive Director to Submit Comments on VTRANS Draft Recommendations and Draft Tier 1 Combined Summary**

Ms. Backmon, Executive Director

- Ms. Backmon stated that in January the Virginia Office of Intermodal Planning and Investment (OIFI) updated the Regional Jurisdiction and Agency Coordinating Committee (RJACC) on the current status of the VTRANS process and its Statewide Transportation Needs Assessment. She noted the assessment will serve as a screen for projects applying for consideration under the Smart Scale prioritization process. Ms. Backmon added that after the RJACC presentation, there was also a public Open House. She stated that the OIFI has requested comments by the end of February on the Needs Assessment Tier 1 summary. Ms. Backmon requested authorization from the Authority to submit comments to the OIFI regarding their Statewide Transportation Needs Assessment, which will feed into the VTrans Multimodal Transportation Plan, VTrans 2040. She added that she will coordinate with the RJACC to develop NVTA comments.
- Mayor Parrish moved authorization for the Executive Director to submit comments on the draft recommendations and draft Tier 1 combined summary for the VTrans plan update to the Virginia Office of Intermodal Planning and Investment; seconded by Chairman Bulova.
- Chairman Nohe directed the Executive Director to send the draft comments, by email, for Authority member review, prior to the deadline.
- Motion carried unanimously.

**VIII. Approval of CMAQ/RSTP Projects for FY2023**

Ms. Backmon, Executive Director

- Ms. Backmon reviewed the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) process, noting that NVTA staff, in coordination with the RJACC, had developed the FY2023 recommendations. She explained the total funding amount of \$82,243,125 is an estimate for the region. Ms. Backmon requested Authority approval of the CMAQ/RSTP Strawman for submission to the Virginia Department of Transportation (VDOT) for final approval by the Commonwealth Transportation Board (CTB).
- Ms. Backmon noted that there are some off-the-top funding allocations. She stated that the Authority has continued to fund the COG/TPB Commuter Connections Operations Center, the VDOT/COG Metropolitan Area Transportation Operations Coordination (MATOC) and the VDOT Clean Air Partners Campaign. She noted that there was an additional \$2 million in off the top funding included this year to reimburse Fairfax County for transferring

prior year RSTP funds to the City of Falls Church for their Bike Share Program.

- Chair Randall moved approval of the recommended project list for FY2023 CMAQ and RSTP funds to be sent to the Commonwealth Transportation Board for approval and inclusion in the Six Year Improvement Program; seconded by Chairman Bulova. Motion carried unanimously.

**IX. Approval of CMAQ Reallocation Request for Prince William County**

Ms. Backmon, Executive Director

- Ms. Backmon stated that Prince William County is requesting a CMAQ transfer of \$49,829 from the Route 641 project, \$15,695 from the Route 234 project and \$100,059 from the Gideon Drive sidewalk project to the Powell's Creek project. She noted the Powell's Creek project has not received CMAQ funding previously, therefore it requires Authority approval.
- Chairman Nohe disclosed he is the owner of real property in the immediate vicinity of one of the subject projects, but through consultation with the County attorney, it does not rise to the level that requires he recuse himself from this issue.
- Mayor Parrish moved approval of the reallocation of Congestion Mitigation and Air Quality funds for Prince William County; seconded by Chairman Bulova. Motion carried unanimously.

**X. Appointment of Technical Advisory Committee Chair and Vice-Chair for CY2017**

Chairman Nohe

- Mayor Parrish moved appointment of Mr. Randy Boice as Chair and Mr. Doug Fahl as Vice-Chair of the Technical Advisory Committee for CY2017; seconded by Chairman Bulova. Motion carried unanimously.

**XI. Appointment of Planning Coordination Advisory Committee Chair and Vice-Chair for CY2017**

Chairman Nohe

- Chair Randall moved appointment of Supervisor Ralph Buona as Chair and Council Member Linda Colbert as Vice-Chair of the Planning Coordination Advisory Committee for CY2017; seconded by Delegate Minchew. Motion carried unanimously.

**XII. Appointment/Reappointment of Two Finance Committee Members for Two Year Terms**

Chairman Nohe

- Chairman Nohe reappointed Chairman Bulova and Mayor Rishell to the Finance Committee for two year terms.

**XIII. Appointment/Reappointment of Two Governance and Personnel Committee Members for Two Year Terms** Chairman Nohe

- Chairman Nohe reappointed Council Member Snyder and Delegate Minchew to the Governance and Personnel Committee for two year terms.
- Chairman Nohe accepted Mayor Parrish’s resignation from the Governance and Personnel Committee and appointed Council Member Meyer to replace him for the remainder of the term.
- Chairman Nohe thanked Mayor Parrish for his service to the Committee.

**XIV. Appointment/Reappointment of Two Planning and Programming Committee Members for Two Year Terms** Chairman Nohe

- Chairman Nohe reappointed Chair Randall and Supervisor Nohe to the Governance and Personnel Committee for two year terms.

**Discussion/Information**

**XV. 2017 Legislative Update** Ms. Hynes, Chair, Governance and Personnel

- Ms. Hynes introduced Ms. Baynard to give the legislative update.
- Ms. Baynard stated it has been a good month legislatively for the Authority. She noted a few of the Authority’s goals for this General Assembly Session:
  1. Preserve the current state of the Authority, primarily current funding levels and structure.
  2. Ensure the establishment of Metro Safety Commission.
  3. Fix the gas tax floor issue.
- Ms. Baynard noted that most of the bills regarding the state of the Authority were summarily killed in the House and the Senate. Ms. Baynard thanked Chairman Nohe for coming to Richmond to testify when needed.
- Ms. Baynard stated that HB 2137 had been amended and implementation had been delayed to July 1, 2018. The bill will require the Authority (1) report any obstacles to implementing the long range transportation plan and (2) must post any notification from governments identifying changes in their comprehensive plans that would negatively impact the long range transportation plan. She added that Delegates Minchew and Hugo were very helpful in the House Transportation Committee and in addressing bills of NVTA concern.
- Chairman Nohe suggested the need for a discussion after the General Assembly Session, to include Delegate Minchew, regarding two key points that came out of committee discussions.
  1. The NVTA needs to have a dialogue with the Town Mayors. Mayor Burk was asked to assist. Chairman Nohe stated that while we want the towns to be fully engaged in the NVTA process, we need to do it in a

manner that does not create future legal challenges. He suggested there may be some approaches to doing this that may be different than those discussed in the past. He added that Delegate Keam has agreed to participate in these discussions.

2. Legislators from outside Northern Virginia are tired of bills that try to change the structure of the NVTa. He suggested the Authority needs to have discussions with the appropriate entities to create a message that the Authority is trying to get the job done, and to please stop potential legislative changes that we have to deal with. He added that in past years, legislators from outside Northern Virginia have suggested these bills are unnecessary, but this year the same sentiments were heard from Northern Virginia legislators. Chairman Nohe stated that Senator Howell, in the Senate Rules Committee, asked why we are talking about this again.
- Ms. Baynard stated that the legislation regarding the Metro Safety Commission is proceeding. She explained the differences between the House Bill and the Senate Bill, and next steps in the process.
    - ✓ The House had more discussions regarding how to fix Metro, the current operations, concerns about how it is spending money and how to fix issues these as quickly as possible. While there were many advocates for the Metro Safety Commission, legislators outside of Northern Virginia were skeptical of the Commission and current Metro operations. Delegates Minchew, LeMunyon and Hugo worked with colleagues to make it clear in the House Bill that the region understands there are issues that need to be addressed with Metro and the current compact, but that the Metro Safety Commission must move forward. As a result the House Bill has an enactment clause that directs the Virginia Secretary of Transportation, along with the Northern Virginia Transportation Commission (NVTC), to review a series of issues to figure out how to improve and fix Metro. Ms. Baynard added that this does not interfere with the establishment of the Metro Safety Commission, but is intended to let the General Assembly know we do have these concerns.
    - ✓ The Senate Bill does not include similar language to the House Bill enactment clause.
    - ✓ Both bills have passed their respective bodies. The House Transportation Committee has added their enactment clause to the Senate Bill. The Senate has yet to take up the House Bill.
    - ✓ There are two language amendments in the House Budget that address the Metro Safety Commission.
      1. Directs Secretary Layne to reach out to his colleagues in Maryland and the District of Columbia to identify the critical issues that need to be addressed to heal Metro.
      2. Directs Secretary Layne, with the NVTC, to reach out to Maryland and the District of Columbia to review issues of concern and prepare a plan.

- Both of these language amendments require Secretary Layne to report back to the General Assembly, one on a quarterly basis and the other by November of this year and again next spring.
- ✓ Ms. Baynard suggested that the Senate has the same concerns as the House, but that the Senate was not verbal about it and did not want to include this language in the bill or the budget. The House wanted to make a statement that these issues need to be addressed.
- ✓ Ms. Baynard stated that the language in the House Metro Safety Bill has been approved by Secretary Layne and Virginia Department of Rail and Public Transportation (DRPT) Director Mitchell, so there is a good chance it will remain in the bill.
- Ms. Baynard noted that the NVTC and the Hampton Roads Transportation Accountability Commission (HRTAC) have been negatively impacted by the fall in gas prices due to the lack of a Gas Tax Floor, as there is at the State level. House Bills to change this were killed in the House Finance Committee. There is a Senate Bill that was approved by the Senate and has gone to the House.
- Chair Fisette asked if the Gas Tax Floor Bill stands a chance. Ms. Baynard responded she believes it has less than a 30% chance of passing. She added many see this as a tax increase, instead of fixing an oversight in previous legislation.
- Delegate Minchew thanked Ms. Baynard for her report and her work on behalf of the Authority.
- Chair Randall thanked Delegate Minchew for his efforts on the Metro Safety Commission Bill, adding that it does need to be stated that Metro has issues and that we want to get Metro back to good. She suggested that the amendments proposed by Delegates Minchew and LeMunyon do this. Chair Randall also expressed appreciation that the Delegates included these amendments and did not stop the bill from advancing, or transit from receiving federal funds. She added that there was a very good discussion at the Virginia Association of Counties (VACO) meeting about the importance of Metro to the Commonwealth of Virginia. Chair Randall stated that she, Chairman Bulova and Supervisor McKay had discussed providing a presentation to the VACO Board of Directors in the fall, based on COG's Technical Advisory Committee's report that shows how important Metro is to revenue in the Commonwealth. She noted that if VACO's Board of Directors understands this, they can discuss it with their legislators. Chair Randall concluded that the Metro Safety Commission is important and must go forward, but that at the same time, we cannot ignore the current issues.
- Delegate Minchew agreed with Chair Randall and added that the original version of the enactment clause had cross collateralized a WMATA Compact reform with the establishment of the Metro Safety Commission. He stated this was not supported by Secretary Layne and the Administration, but it did convey the seriousness of the need to move forward with the WMATA Compact reform. He noted that Secretary Layne is very pleased with the final version of the enactment clause, adding that Secretary Layne had stated this

gives him a direct grant of authority and direction to meet with Maryland and the District of Columbia to start the process of WMATA Compact reform. Delegate Minchew concluded that everyone seemed happy with this outcome.

- Chair Randall asked for clarification that the Metro Safety Commission will continue to move forward, even if there is resistance from Maryland and the District of Columbia to reform the WMATA Compact. Delegate Minchew responded that it will.
- Chair Randall thanked Delegate Minchew for his work on this issue, noting it is nice to have the localities and the General Assembly members on the same page. She added that she would like to talk to Delegate Minchew and other Authority members about a meeting she had with Mayor Bowser regarding this issue.
- Delegate Minchew stated that the House version of the Metro Safety Commission Bill originally had an emergency clause, meaning it becomes law the day the Governor signs the bill. He noted that at the request of Secretary Layne, that clause had been removed. Delegate Minchew explained that the emergency clause was intended to show that Virginia was serious about trying to meet the February 9, 2017, Metro Safety Commission establishment deadline. However, the administration was concerned that if the emergency clause is included in the final legislation, and Maryland or the District of Columbia make any change to the agreement, Virginia would need to hold a special session of the General Assembly to make the amendment. He stated that there is nothing nefarious here, this is a friendly move to prevent a special session due to future wordsmithing by Maryland or the District of Columbia.
- Chairman Bulova thanked Delegate Minchew for providing her with an early iteration of the bill and then further explanation as to how the bill evolved. She suggested this was a good demonstration of what was needed in order to pass this critical Metro Safety Commission Bill, while injecting the common sense realities needed to address the problems with Metro. She stated the region is committed to fixing Metro. Chairman Bulova added that the language Delegate Minchew inserted in the enactment clause is excellent and that Fairfax County is in agreement. She concluded that members of the General Assembly need to know the region is committed to resolving the safety, governance and structure issues with Metro. She noted this is not the end of this issue and acknowledged that the assistance of the General Assembly and the State will be needed again.
- Council Member Snyder agreed with his Authority colleagues and thanked Delegates Minchew and LeMunyon for their work on this issue. He suggested that there is another critical element. He stated that by including coordination with NVTC there is assurance that the effected localities and key delegates will be involved at the working level.
- Ms. Baynard concluded that the General Assembly will adjourn on February 25, 2017.
- Council Member Snyder expressed appreciation to the Virginia Senate as well.

**XVI. Planning and Programming Committee Report** Chairman Nohe, Chair

- No verbal report.

**XVII. Technical Advisory Committee Report** Mr. Boice, Chair

- Ms. Backmon noted there are no quorum issues with either the TAC or the PCAC, adding that participation has been good and that input from these committees is critical to the TransAction update process.

**XVIII. Planning Coordination Advisory Committee Report** Mayor Foreman, Chair

- No verbal report.

**XIX. Executive Director's Report** Ms. Backmon, Executive Director

**A. CMAQ/RSTP Reallocation Requests for Fairfax and Prince William Counties and the Town of Vienna**

- Ms. Backmon noted three items in her report:
  - ✓ The media availability event, previously scheduled for February 9, 2017, had been postponed due to weather until February 15, 2017. She stated that this was due to the media outlets expressing concern about not being able to attend due to the forecasted snow.
  - ✓ The draft Smart Scale staff recommendation was released on January 17, 2017, with action scheduled for June 2017 on the final recommendations.
  - ✓ The monthly Executive Director's Report includes NVTA project status updates and now notes the percentage each project has been reimbursed. Ms. Backmon stated these updates show the projects are in various stages of completion. She added that NVTA staff will be contacting project sponsors for projects that are not advancing.

**XX. Chairman's Comments**

- Chairman Nohe noted that the April 13, 2017 Authority meeting is on Maundy Thursday and the fourth night of Passover. Following a brief discussion, Chairman Nohe concluded that NVTA staff will send out possible new dates for consideration. There was a suggestion to cancel the meeting if there are no required action items.
- Mayor Parrish stated that the next Finance Committee meeting will be Thursday, February 16, 2017 at 1pm.

**XXI. Adjournment**

- Meeting adjourned at 8:52pm.



## **Northern Virginia Transportation Authority**

**March 23, 2017**

**Susan Shaw, P.E., Megaprojects Director  
Virginia Department of Transportation**

# 66 Outside the Beltway 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



# Key Business Terms

**Concession Term:** 50 years

**Financing:**

- Developer to finance the Project at its own cost and risk
- Developer to fund annual transit payment
- Developer to provide a Concession Fee

**Permits:**

- VDOT to obtain required NEPA approvals, CTB approvals, and approvals by FHWA
- Developer responsible for all other permits and government approvals, and any required reevaluation of NEPA approvals as a result of ATCs

**Design and Construction:**

- Fixed priced contract

**Operation and Maintenance (O&M):**

- Developer responsible for O&M of the express lanes, including snow and ice removal
- VDOT responsible for operation and maintenance of GP lanes



# Agreement Signed December 2016

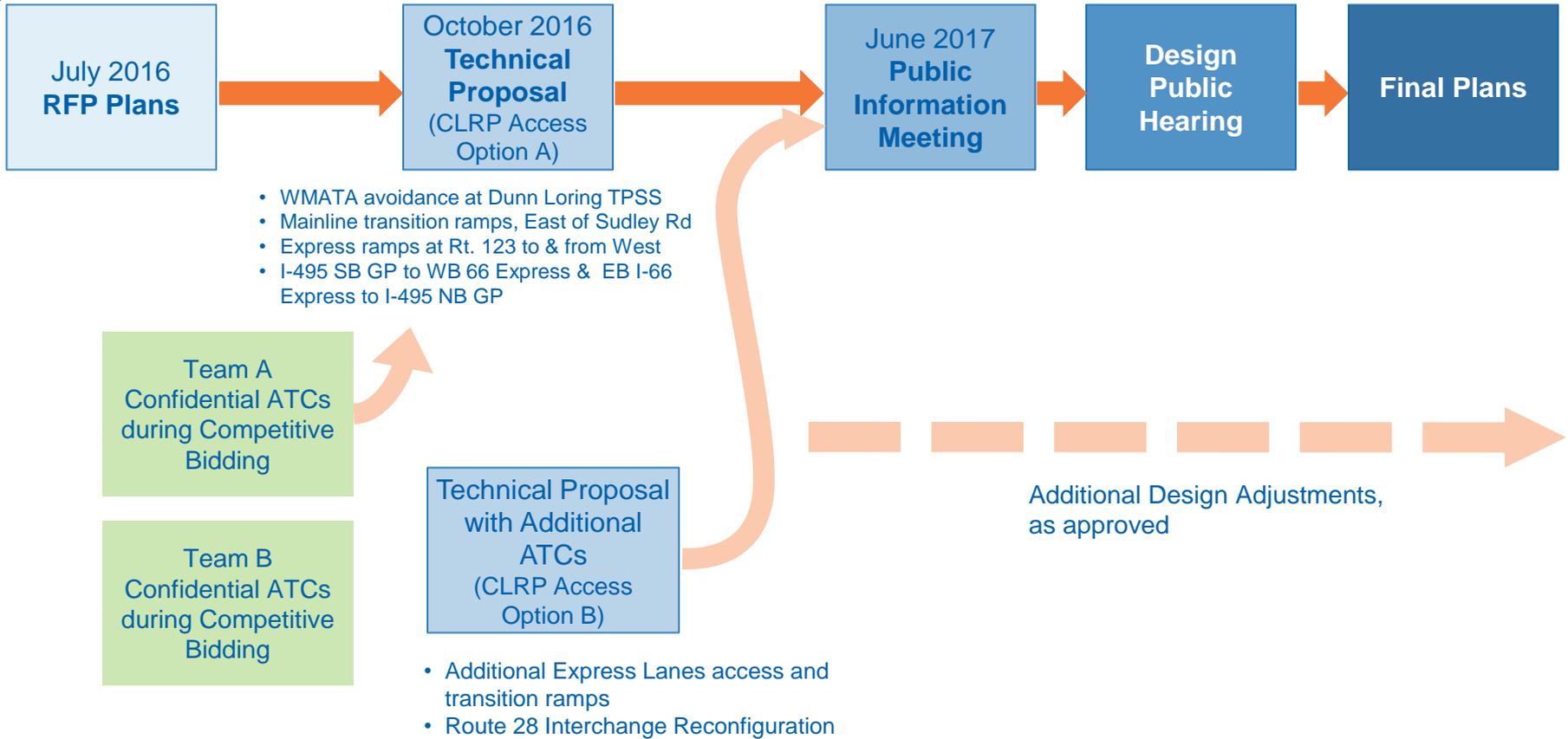
- Best value proposal
- **Express Mobility Partners**
  - **Equity Investors**
    - Cintra Global LTD, Meridiam Infrastructure North American Fund II
  - **Design-Build Contractors**
    - Ferrovial Agroman US Corp, Allan Myers VA, Inc.
- \$2.3 billion construction project

## Other Benefits to the Commonwealth

- \$500M now available for additional improvements to the I-66 Corridor subject to Virginia Code ( § 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



# Moving to Final Design Alternative Technical Concept Process



# Public Outreach: What's Next

## Stakeholder Coordination

- Stakeholder Technical Advisory Group and Coordination with localities: April 2017
- Elected Officials and Media Briefing: May 2017
- One-on-One Briefings with Directly Affected Elected Officials: April and May 2017
- Community and Stakeholder Briefings: May and June 2017

**Public Information Meetings: June 2017**

**Design Public Hearings: Fall 2017**

**Construction Kick-off: Fall 2017**

**Construction Communications Program: Fall 2017- Summer 2022**

**Express Lanes Marketing and Information Campaigns**

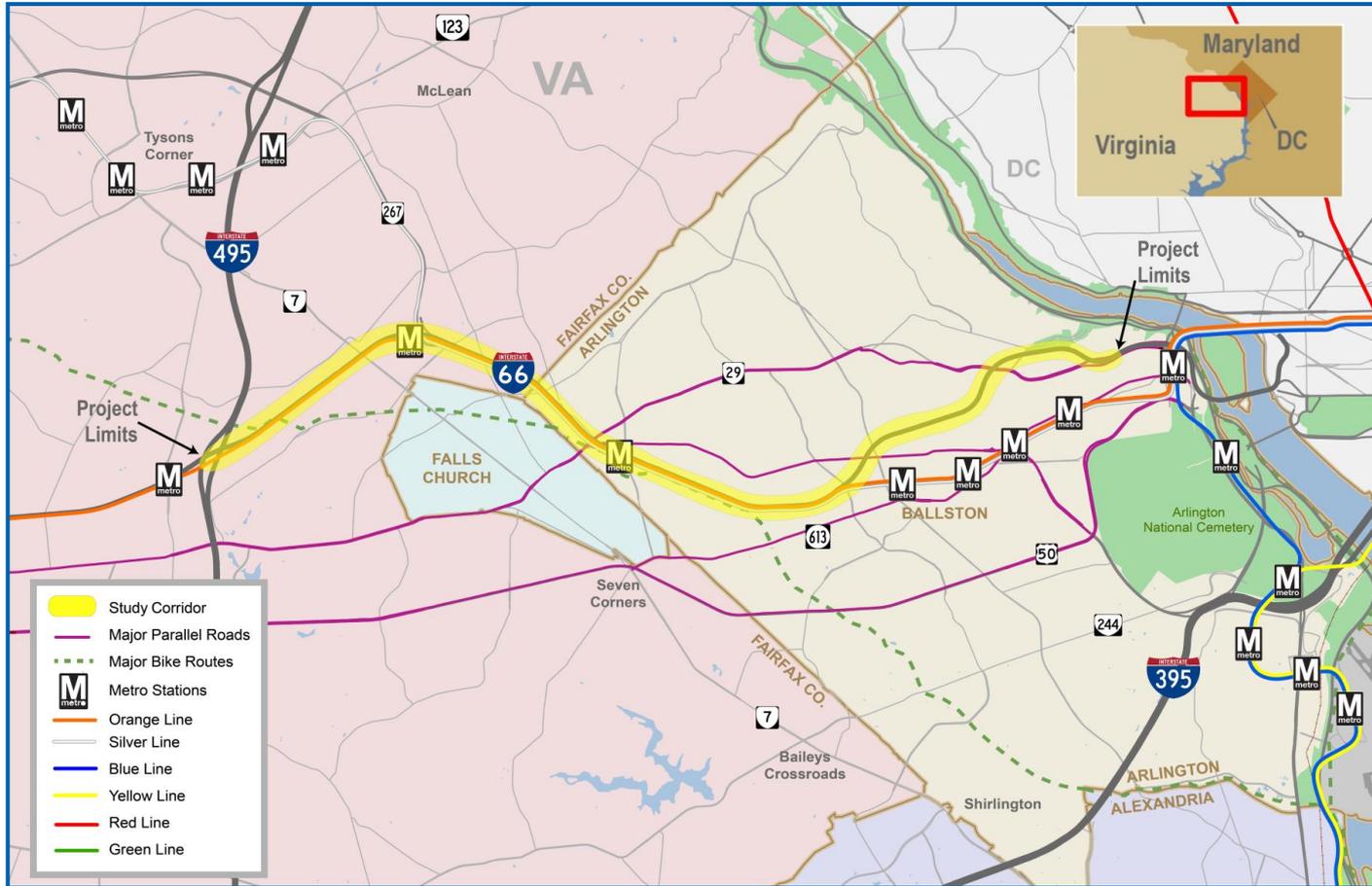


# Key Milestones

Activities	Dates
Advance Design Plans, Consider ATCs	January 2017 – Mid 2017
Public Information Meetings	June 2017
Financial Close	July 2017
Design Public Hearing	Fall 2017
Begin Construction	Fall 2017
Right of Way Acquisition	Fall 2017
Park and Ride Milestone Date (960 Parking Spaces near Gainesville)	<b>March 2019</b>
Route 28 Signalization Date (Remove 4 Traffic Signals from Route 28)	<b>February 2020</b>
Begin Tolling	<b>July 2022</b>
Project Completion Date	<b>August 2022</b>



# 66 Inside the Beltway Program Area Map



TRANSFORM 66



Investing in Multimodal Solutions

# 66 Commuter Express Program Scope

## Tolling during weekdays, peak hours, peak directions

- Eastbound: 5:30 a.m. – 9:30 a.m.
- Westbound: 3:00 p.m. – 7:00 p.m.
- HOV2+ toll free in 2017, HOV3+ toll free when Express Lanes open on I-66 outside the Beltway
- All vehicles using the lanes during tolling periods must have an E-ZPass or E-ZPass Flex, if they are HOV, mounted in vehicle

## Multimodal program funded by toll revenue



# 66 Commuter Express Tolling Construction Update

## Construction Activities:

- Eight overhead electronic toll collection gantries on I-66
- Approximately 125 signs along I-66 and local roads approaching I-66

## Construction Status:

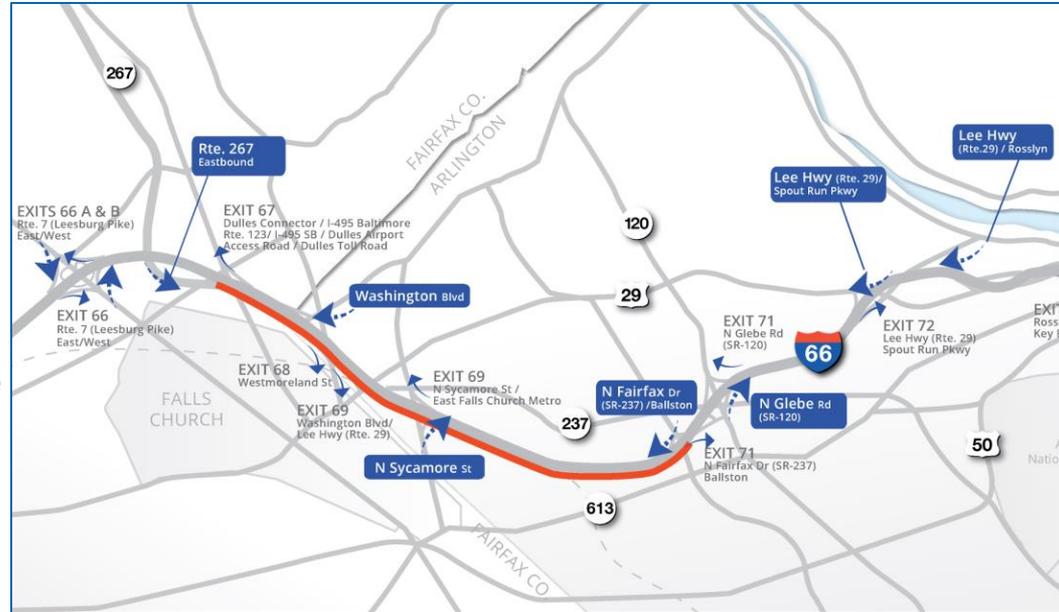
- All gantries have been installed
- 13 of 22 overhead sign foundations installed
- 4 of 22 overhead sign structures installed
- 95% of ground mounted sign foundations completed



# I-66 Eastbound Widening Dulles Connector Road to Fairfax Drive

## Major Components

- Widening 4 miles of I-66 EB from two to three lanes
- 11,480 linear feet of noise walls
- New W&OD Trail pedestrian and bicycle bridge over U.S. Route 29 (Lee Highway)
- Off-ramp improvements at Washington Boulevard and Glebe Road



Tolling will continue through construction



# Public Outreach: What's Next

## 66 Commuter Express Outreach: 2017

- Advertising campaign (radio, newspaper, online and social media ads, bus exterior advertising and gas pump toppers)
- Media outreach (news releases, press events)
- Community outreach (pop-up events, community festivals, HOA/civic group briefings)
- Customer website

## 66 Eastbound Widening Outreach: Spring 2017

- Public workshops for design of new W&OD Trail Pedestrian and Bicycle Bridge: April 5, 2017 and early May 2017



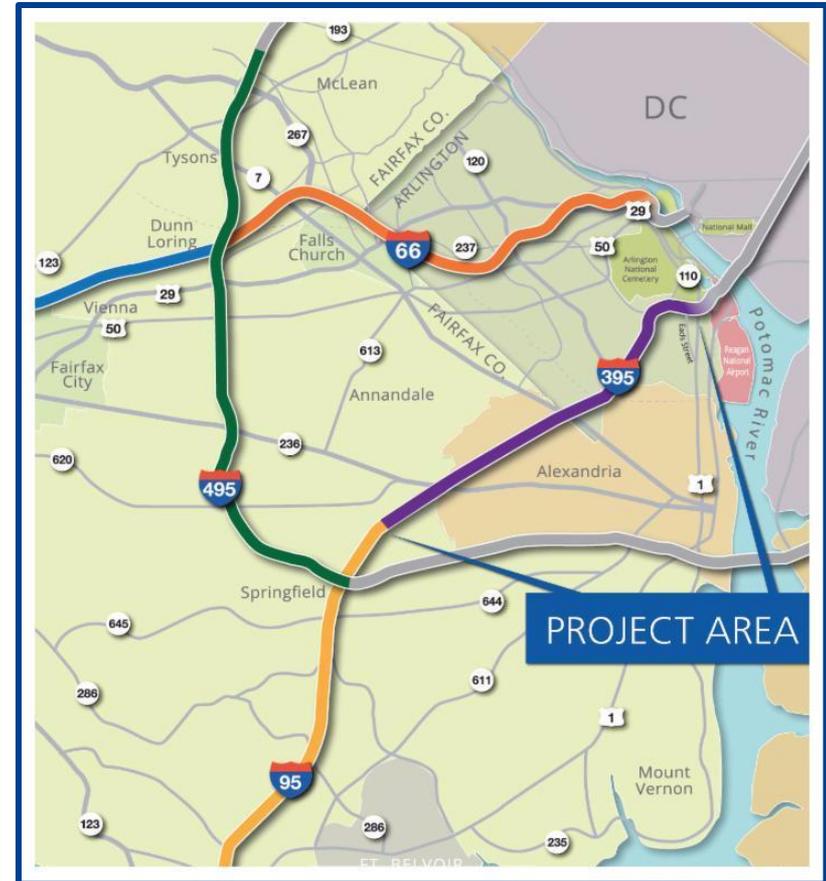
# Key Milestones

Activities	Dates
Environmental Assessment Completed	Spring 2017
Issue Design Build RFP for Widening	Spring 2017
Start Initial Multimodal Projects	By Summer 2017
Award Design-Build Contract for Widening	Late 2017
Begin Tolling	Late 2017
Final Noise Analysis	Spring 2018
Begin Widening Construction	Spring 2018
Open New Eastbound Lane	Late 2020

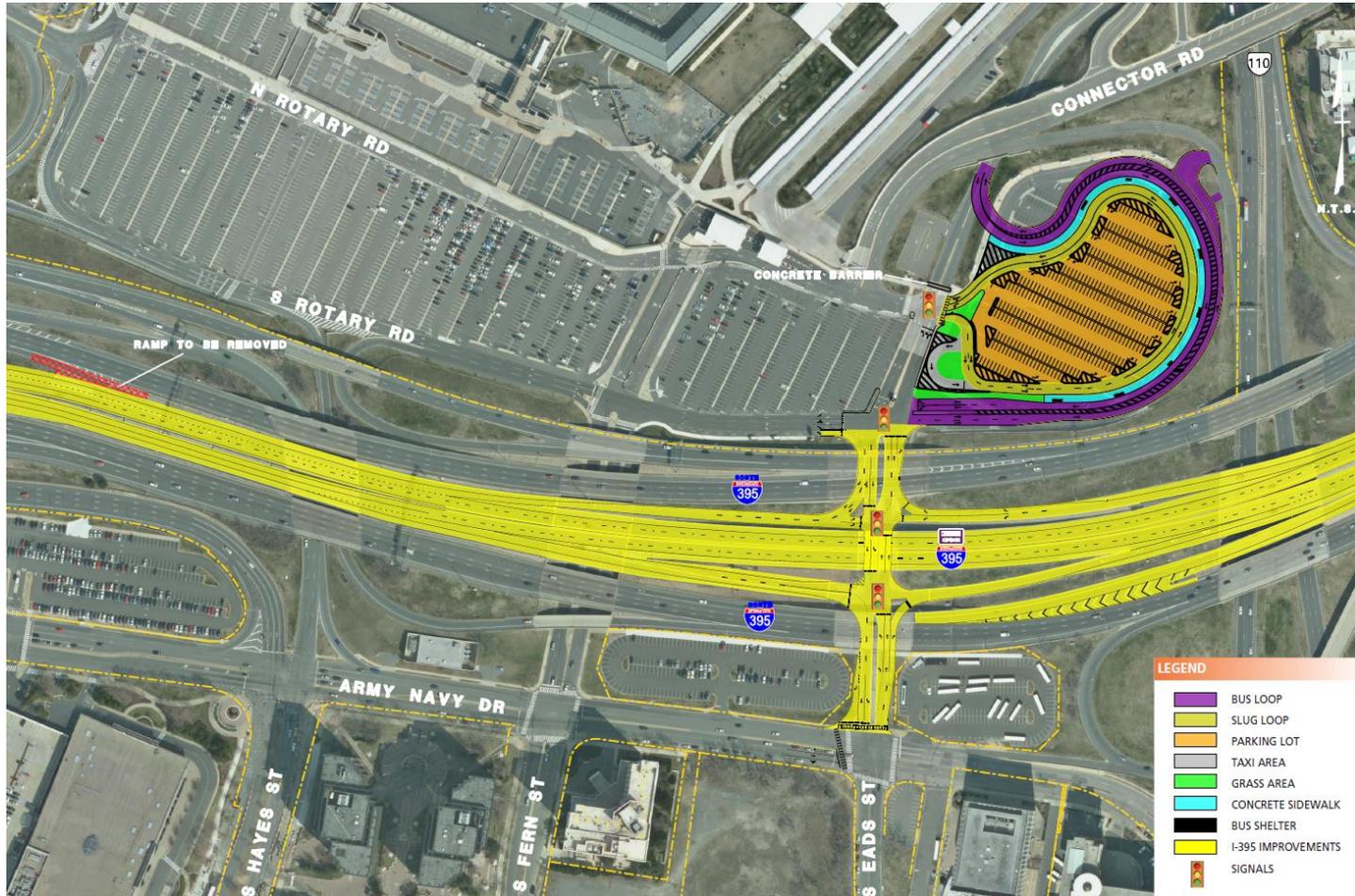


# 395 Express Lanes Project Scope

- Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes to three managed High Occupancy Toll (HOT) or Express Lanes for approximately eight miles from Edsall Road to the vicinity of Eads Street near the Pentagon
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Install signage, toll systems, and an Active Traffic Management System from Edsall Road to DC
- Provide sound walls
- Provide \$15M Annual Transit Payment



# Eads Street Interchange and Pentagon Multimodal Improvements



# Public Outreach: What's Next?

## Stakeholder Outreach: Ongoing

- Briefings to elected officials and localities
- Coordination with key stakeholder groups
- Commuter Fairs at major employers (Pentagon, Navy Yard): Spring 2017

## Pre-Construction Outreach: Spring/Summer 2017

- News releases
- Stakeholder outreach (electronic notifications)
- Direct-impact homeowner outreach (letters, briefings to HOA's and civic groups)
- Construction kick-off
- What to expect during construction
  - Promotion of alternative commuting strategies
  - Information on improvements and changes



# Key Milestones

Activities	Begin Dates
Public Meetings and Hearings	October 24 and 26, 2016 October 27 (395 Widening) November 30, 2016 December 1, 2016
Comprehensive Agreement – 2 <sup>nd</sup> Amendment	February 2017
Environmental Assessment (395 Express) Categorical Exclusion (395 Duke to Edsall Widening)	February 2017
Early Work	February – June 2017
Financial Close	June 2017
Begin Construction	Spring 2017
Project Completion	2020



**THANK YOU**



Virginia Department of Rail and Public Transportation

# Unlocking Congestion in Northern Virginia

Northern Virginia Transportation Authority

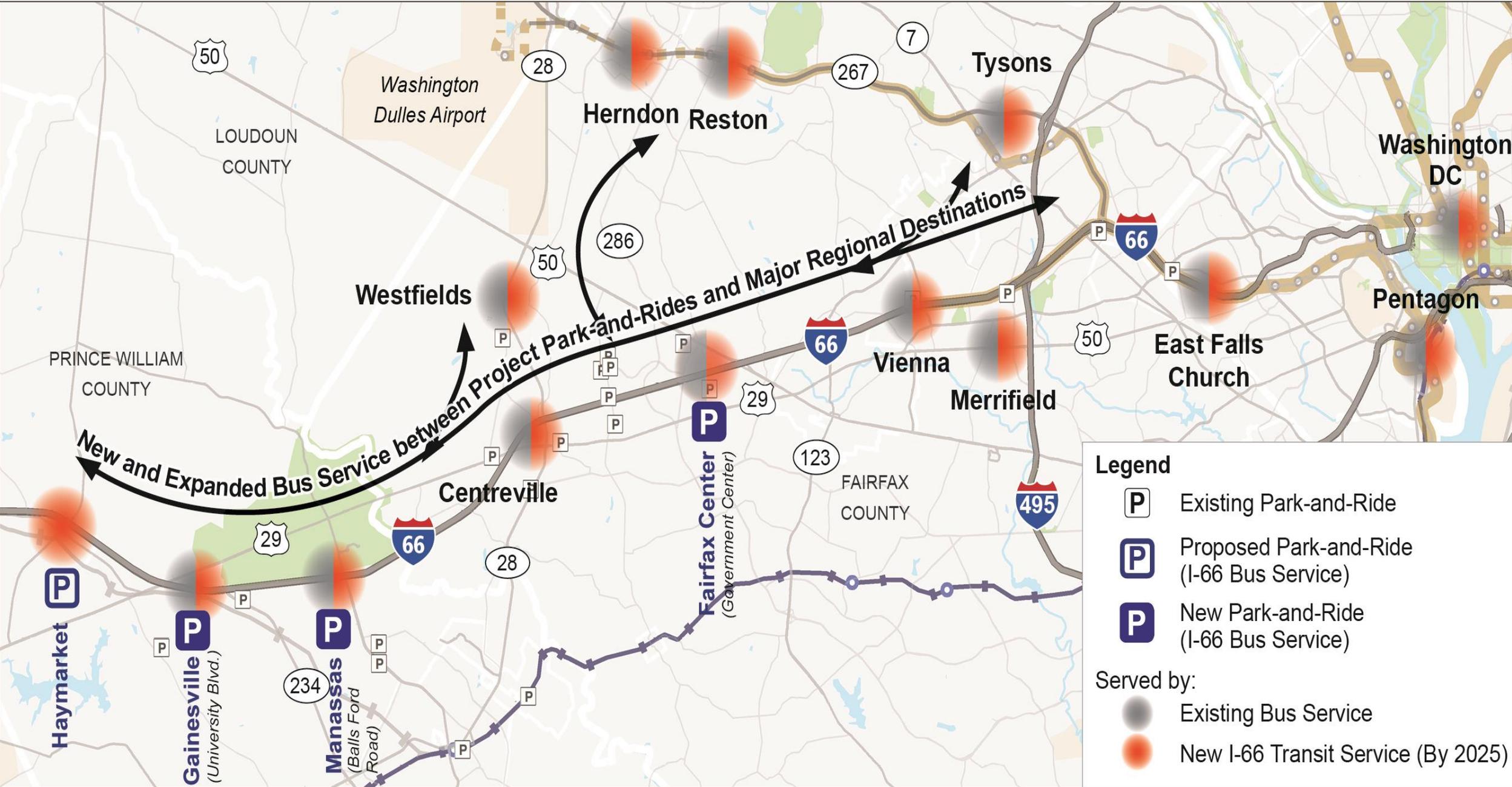
March 23, 2017

**Jennifer Mitchell**  
Agency Director

# I-66 Outside the Beltway

- Concession agreement with Express Mobility Partners includes \$800M over the next 50 years to support enhanced transit service in the I-66 corridor
- Annual transit payments will support new and enhanced point-to-point, peak period commuter bus services (including both capital & operating expenses)
- Services will originate at new and expanded Park & Ride lots in Fairfax and Prince William Counties with service to:
  - Washington
  - Arlington
  - Tysons
  - Pentagon
  - Dulles Airport area
  - Metrorail





# I-66 Outside the Beltway



- New transit services:
  - Utilize new I-66 Express Lanes to ensure reliable trip times
  - Operated by Fairfax Connector and PRTC
  - Flexibility to optimize services over time based on performance measures
- 2022: New transit services begin operation
- 2025: 13 new/expanded commuter routes with up to 10,000 forecasted daily riders
- 2040: 20 new/expanded routes with up to 13,400 forecasted daily riders

# I-66 Inside the Beltway



- Allocation of toll revenues to fund new and improved travel choices that include transit, TDM, bicycle, pedestrian and roadway options
  - Tolling to begin in December 2017
- NVTC to choose projects for funding with toll revenues
  - \$9.8 million initial Multimodal Program of 10 projects underway
- CTB must approve projects for funding with toll revenues

# I-95/395 Express Lanes



- Concessionaire (Transurban) committed to annual transit payment beginning in 2019
  - \$15 million initially with annual escalation
- I-95/395 Transit and TDM Study by DRPT
  - Comprehensive set of transit and TDM enhancements for the corridor that could be funded with annual transit payment
  - Developed in partnership with key stakeholders
- Commonwealth to determine the process for selecting projects and allocating funds from the annual transit payment

# Unlocking Congestion

- Unlocking congestion requires a commitment to all modes of transportation
- Role of transit solutions in major corridor projects is critical and transformational
- Commitment of toll revenues to transit payments and multimodal programs enables the Commonwealth to provide transportation options that otherwise may not have possible



V

# VIRGINIA RAILWAY EXPRESS MANASSAS PARK STATION PARKING EXPANSION

NVTA Briefing

March 23, 2017



A BETTER WAY. A BETTER LIFE.

# PROJECT PHASES

We are here



## ALTERNATIVES ANALYSIS (Base Task)

*Identify Goals*

*Develop Alternatives*

*Select Preferred Alternative(s)*

July 2016 – Mar 2017

## PRELIMINARY DESIGN & NEPA (Optional Task 1)

*Conduct NEPA Analysis*

*Adopt Preferred Alternative*

*Design Parking Garage (30%)*

*Finalize Cost Estimate and Funding Plan*

Mar – June 2017

## FINAL DESIGN (Optional Task 2)

*Complete Detailed Design and Construction Documents*

July 2017 – June 2018



# PARKING DEMAND

- Existing = 616 spaces (VRE surface lot and along Railroad Dr.)
- Existing parking demand exceeds existing VRE parking spaces

*Validated by reviewing historical data and field work*

2040 estimated parking demand for improved service (22 trains)

- Future need is 1,130 - 1,180 spaces \*
- **510 - 560 additional VRE spaces needed**

*\* Based on Draft 2040 Ridership estimates from the Gainesville-Haymarket Extension Study (as of August 2016).*

*\* Future need assumes existing mode split (85%) + contingency (5%)*



# MAJOR EVALUATION CRITERIA

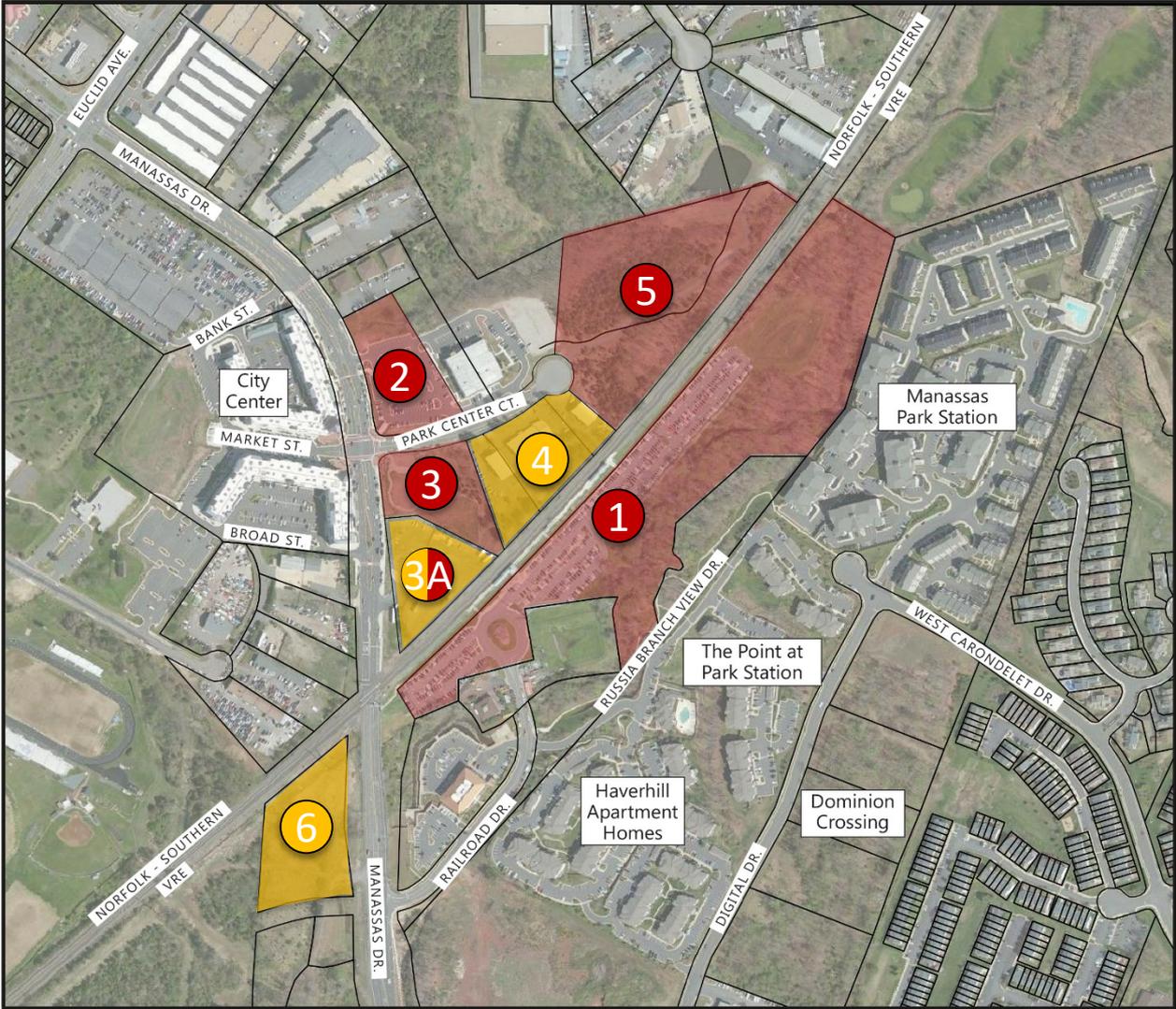
- **Proximity to Platform** minimizes passenger walk time
- **Public Property Ownership** minimizes development cost and time
- **Supports City Center Vision** in building form and location of land uses
- **Traffic Access and Circulation** improves flow in/out of garage and minimizes congestion on adjacent roads



# SITES STUDIED

## Legend

- 1 VRE Station Site (15 acres)
- 2 City Hall Site (2.3 acres)
- 3 Millicent Site (2 acres)
- 3A Millicent & Driving School Site (4 acres)
- 4 Car Repair Site (2.9 acres)
- 5 Bays Site (7.6 acres)
- 6 South Corner Site (2.6 acres)



 Privately Owned Parcels



VIRGINIA RAILWAY EXPRESS  
Manassas Park Station Parking Expansion

# EVALUATION SUMMARY

	Proximity to Platform	Public Property Ownership	Supports City Center Vision	Traffic Access and Circulation
<b>1</b> VRE Station Site	Good	Yes	No	Poor
<b>2</b> City Hall Site	Poor	Yes	Partially	Moderate
<b>3</b> Millicent Site	Good	Yes	Partially	Moderate
<b>3A</b> Millicent/School	Good	No	Yes	Good
<b>4</b> Car Repair Site	Good	No	Yes	Good
<b>5</b> Bays Site	Moderate	Yes	Yes	Good
<b>6</b> South Corner Site	Poor	No	No	Moderate

**Recommended Preferred Alternative: **5** Bays Site**



# PUBLIC OUTREACH



**Town Hall Meeting  
Manassas Park  
City Hall  
November 1, 2016**



VIRGINIA RAILWAY EXPRESS  
Manassas Park Station Parking Expansion

## 5 BAYS SITE

- 185 spaces per level
- 325 feet from platform on average

### PROS

- Short walk to platform
- 3 levels of parking
- Does not hinder prime development sites
- Two access points
- Opportunity for stacking

### CONS

- Passenger access at north end of platform
- Location may not support shared use of spaces
- Requires relocation of 12" water line



# QUESTIONS ?

Project Website:

[www.vre.org/development/manassas-park-station-parking-expansion](http://www.vre.org/development/manassas-park-station-parking-expansion)



VIRGINIA RAILWAY EXPRESS  
Manassas Park Station Parking Expansion

VRE Project Manager: SONALI SONEJI  
Email: [ssoneji@vre.org](mailto:ssoneji@vre.org) Ph: 703-838-5432

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, Finance Committee

**DATE:** March 16, 2017

**SUBJECT:** Contract for Financial Statement Audit Services

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- 1. Purpose:** Seek Northern Virginia Transportation Authority (NVTA) approval to contract for financial statement audit services with PBMares LLP through a contract rider with the Virginia Railway Express (VRE). The Finance Committee has reviewed and recommends approval of the procurement rider and agreement with PBMares LLP.
- 2. Suggested motion:** *I move Authority approval to acquire financial statement audit services through a rider on the VRE/PBMares LLP contract and authorize the NVTA Chief Financial Officer to sign related service agreements for fiscal year 2017 through fiscal year 2021.*
- 3. Background:** The Audit Committee is responsible for approving the selection of an audit firm and audit plan supporting the preparation of annual financial statements. (NVTA Bylaws – Article V. Section B.1.(g))
  - a. Transparency and Competition - Services obtained through public funds are best procured in a transparent and competitive environment.
    - i. On February 2, 2015, a joint Request for Proposals (RFP) for financial statement auditing services was issued by Northern Virginia Transportation Commission (NVTC), Potomac and Rappahannock Transportation Commission (PRTC) and Virginia Railway Express (VRE) for a base period of three years beginning with FY2015, with options for two additional two-year periods. The RFP was issued in accordance with Section 2.2-4303 of the Virginia Procurement Act.
    - ii. Five proposals were received and ranked by the selection committee in accordance with the guidelines specified in the RFP. The selection committee was made up of financial staff from NVTC, PRTC, VRE, and the Authority's Chief Financial Officer.
    - iii. The selection committee recommended the contract be awarded to PBMares, LLP, the highest ranked proposing firm.
  - b. Continuity – PBMares, LLP has served as the financial auditors for the Authority since FY2014 and the auditors for NVTC and VRE since 2003.
  - c. Procurement Method – The Authority can utilize a contract rider option contained in the Financial Audit Services contract between PBMares, LLP and Virginia Railway Express.

- 4. Fiscal Impact:** Within the expected scope of activities, the cost of audit services for FY2017 through FY2021 is not expected to exceed \$27,500.00/year. This amount includes the base audit functions as priced in the attached fee proposal and services based on an hourly rate for consulting and potential debt issuance activities. This amount is consistent with the FY2017 and FY2018 budgets.

**Attachment:** PBMares, LLP Non-Binding Audit Fee Proposal dated October 24, 2016

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY\*

OCTOBER 24, 2016

**NON-BINDING AUDIT FEE PROPOSAL:**

<b>Year Ending</b>	<b>Audit Fee</b>
June 30, 2017	\$ 24,500
June 30, 2018	25,500
June 30, 2019	26,500
June 30, 2020	27,500
June 30, 2021	27,500

These fees includes all out-of-pocket travel costs and report preparation costs.

The fees do not include costs associated with the implementation of, or audit proced required for new GASB pronouncements or APA requirements.

The fees above do not include the review of any POS or OS in conjunction with the issuance of debt or providing any "comfort letters."

\*Procurement based on Northern Virginia Transportation Commission RFP 15-01 "Financial Auditing Services"

<b>Consulting as requested:</b>	<b>Hourly Rates</b>
Partner	\$ 275
Manager	200
Staff	165
Administrative	100

Signed on behalf of PBMares, LLP: (Electronically)

**Michael A Garber**  
Name

**Partner**    **10/24/16**  
Title            Date

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, Finance Committee

**DATE:** March 16, 2017

**SUBJECT:** Budget Transfer to Advance the FY2018 Planning Technology Project

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- 1. Purpose:** Seek Northern Virginia Transportation Authority (NVTA) approval of a FY2017 Operating Reserve budget transfer to advance the FY2018 Planning Technology Project. Advancing this project will provide transparency benefits to the Authority's FY2014 through 2017 Programs and the TransAction Update project through the earlier implementation of online interactive project maps. The Finance Committee has reviewed the transfer and recommends Authority approval.
- 2. Suggested Motion:** *I move Authority approval of a FY2017 transfer of \$25,000 from the NVTA Operating Reserve to Expenditure Account 320 – HW/SW Peripheral Purchase GIS Costs, and an offsetting FY2018 transfer of \$25,000 from Expenditure Account 320 to the NVTA Operating Reserve.*
- 3. Background:**
  - a. The Authority adopted the FY2018 Operating Budget on January 12, 2017. This budget includes \$25,000 for Planning Technology, which includes the acquisition of software licensing for Geographic Information System (GIS) mapping and limited modelling and analysis functions.
  - b. Authority staff have identified the ability to implement the GIS functionality of this project within 30 to 45 days of funding availability.
  - c. Accelerating the GIS deployment will improve the transparency of the Authority's approved FY2014 through FY2017 Project Plans and the TransAction Update process.
  - d. Funds of \$343,788 are available in the FY2017 NVTA Operating Reserve for transfer to expenditure account 320. Transferring \$25,000 of these funds will have no negative fiscal implications for the Authority.
  - e. Based on the suggested motion (above) the NVTA Operating Reserve will be replenished through the FY2018 Operating Budget.
  - f. No additional funding will be required of member jurisdictions to complete these transactions.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** March 9, 2017

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

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- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County.
- 2. Suggested Motion:** *I move Authority approval of the reallocation of Congestion Mitigation and Air Quality and Regional Surface Transportation Program funds for Fairfax County.*
- 3. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

On February 23, 2017, Fairfax County requested the following reallocations:

- \$22,941 in CMAQ funds from Route 236 Little River Turnpike (UPC 17671) to Old Courthouse Road Safe Routes to School (UPC 105990)
- \$3,672 in RSTP funds from Walney Road Widening – PE (UPC 102105) to Old Courthouse Road Safe Routes to School (UPC 105990)

At its meeting on February 23, 2017, the RJACC recommended approval of the reallocation request for Fairfax County.

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

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

March 23, 2017

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County

Dear Ms. Cuervo:

On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving project is a new RSTP and CMAQ project, the Authority needs to approve the transfer request before any funds can be reallocated.

On February 23, 2017, Fairfax County requested the following reallocations:

- \$22,941 in CMAQ funds from Route 236 Little River Turnpike (UPC 17671) to Old Courthouse Road Safe Routes to School (UPC 105990)
- \$3,672 in RSTP funds from Walney Road Widening – PE (UPC 102105) to Old Courthouse Road Safe Routes to School (UPC 105990)

On March 23, 2017, the Authority approved the above request. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Martin E. Nohe  
Chairman

Cc: Monica Backmon, Executive Director, NVTA  
Tom Biesiadny, Director of Transportation, Fairfax County



# County of Fairfax, Virginia

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

February 23, 2017

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

Re: Reallocation of Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) Funds

Dear Ms. Dominguez: *Noelle*

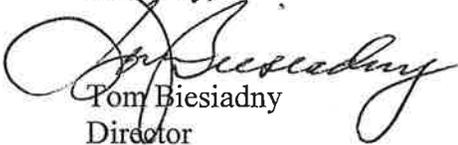
Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer a total of \$26,613 to the Old Courthouse Road Safe Routes to School Project (UPC 105990).

The funds will be transferred from two sources: the Walney Road Widening – PE project (UPC 102105), an RSTP funding source in the amount of \$3,672; and the Route 236 Little River Turnpike Project (UPC 17671), a CMAQ funding source in the amount of \$22,941.

Both the Walney Road Widening – PE project (UPC 102105) and the Route 236 Little River Turnpike Project (UPC 17671) are complete and closed.

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

Sincerely,

  
Tom Biesiadny  
Director

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

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





TO: Monica Backmon  
Mary Hynes  
Marty Nohe

FROM: Tracy M. Baynard  
William Wampler

DATE: March 14, 2017 **UPDATED March 24, 2017**

RE: 2017 Virginia General Assembly Wrap Up

---

The Virginia General Assembly adjourned on time February 25. Despite a significant budget imbalance of almost \$1.5 billion, members of the House and Senate had few major differences on how to close the gap and were able to reach compromise. In addition to balancing the budget, the House and Senate both made state employee pay raises a priority which caused essentially no new funding to be approved and cuts or reductions in budget increases in every part of government.

Transportation did not dominate the session as it has in years past. Outside of bills on the Authority's agenda which are listed below, the most significant were two bills from the Administration to insert the process to select a team for the I-66 Outside the Beltway project into the Public-Private Transportation Act procurement process -- **HB 2244** (Jones) and **SB 1322** (Carrico).

A quick review of how the Authority's priorities fared this session:

### **Bills We Supported**

- Establishing the Metro Safety Commission (MSC) **HB 2136** (LeMunyon) and **SB 1251** (Barker)
  - Both bills reached the governor's desk with the additions we've discussed before:
    - An emergency clause allowing the provisions to become effective as soon as the Governor signs the bill
    - Enactment Clause #4 which directs the Secretary of Transportation, in coordination with the Northern Virginia Transportation Commission (NVTC), to engage state, local and federal stakeholders in identifying reforms to the Metro compact. The Enactment Clause also names six areas for which recommendations are to be developed.

- The budget conference report contains language directing the administration to develop a plan to reform the Metro Compact and a plan to implement the reforms and a requirement to provide scheduled updates to the General Assembly.
  - The budget conference report also contains language allowing Department of Rail and Public Transportation to enter into a short term loan for revenue to make up for any delayed federal transit funding until the MSC is certified.
  - And the General Assembly also adopted **HJ 617** (LeMunyon) which asks the Governor to explore reforming the Metro compact with the Governor of Maryland and the Mayor of the District of Columbia with a focus on governing, operation and financing.
- Observation: There are a number of legislators in key decision-making positions who are not from Northern Virginia and who will need to be kept in the loop as discussions move forward on how best to bring Metro back to a strong position. Still to be determined: How strong is the link between willingness to consider a dedicated funding source and reform?
  - Fixing Gas Tax Floor for NVTC and the Potomac-Rappahannock Transportation Commission (PRTC)
    - All three of the bills trying to fix the missing gas tax floor for NVTC, PRTC and the Hampton Roads Transportation Commission were defeated in the House of Delegates. The House Finance Committee once again tabled all bills before them. **HB 2130** (Levine); **SB 1092** (Petersen) and **SB 1456** (Wagner)
    - The defeated proposals would have established a gas tax price equal to the price of gas February 2013 – when it was over \$3.00 per gallon. With current gas prices in many parts of the state below \$2.00 fixing the floor can easily be described as a tax increase – hard to get passed in an election year.
    - Next steps will be to include looking at some other means of allowing all three organizations to reach the revenue levels projected when HB 2313 was adopted.

### **Bills We Opposed**

- **HB 2121** (Keam) to add “sidewalks” to the approved use of the 70% revenues of the Authority. The bill was once again defeated in the House Transportation Committee.
- **HB 2120** (Keam) and **SB 929** (Petersen) were both defeated but not without a lot of work in the House.
  - The House Subcommittee on a 5-1 vote recommended the bill be approved. At full committee that was overcome and Authority member

Delegate Hugo helped defeat the bill on a motion to let the bill remain in committee.

- Chairman Nohe pledged that the Authority would work with the towns to address their concerns with the goal of finding a way for expanded town participation that doesn't require a change in the Authority board make-up or any legislation.
- **HB 2137** (LeMunyon) was significantly amended
  - No additional analysis of the long range regional plan is now required
  - The bill is not effective until July 1, 2018, allowing the Authority to complete updating TransAction.
  - As amended the bill requires only two things:
    - The Authority must identify any obstacles to implementing the long range plan
    - The Authority must post any communication sent from a member locality noting a change in their comprehensive or transportation plan that conflicts with the Authority's long range plan.
  - With these changes the Authority supported the bill and it passed and is before the governor for signature.
- Bills and proposed budget amendments that circumvented SMART SCALE were quickly defeated in both the House and Senate.

### **Bills We Monitored**

- Bills that create a nexus for out-of-state retailers to collect the Virginia sales and use tax were adopted. **HB 2058** (Watts) and **SB 962** (Hanger) passed the House and Senate with little opposition. Both bills become effective July 1, 2017.
- The Department of Taxation predicts the bill will add a little over \$1.3 million to the Authority starting in FY 2018.

### **Looking Ahead to 2018 General Assembly Session**

The adoption of TransAction and the six year plan make for strong reasons for the Authority to develop a strategy to brief a number of legislative decision-makers in the months leading into the 2018 General Assembly session and during the session. It is always good to remind people that the Authority is meeting the goals of HB 2313.

- As reported Speaker William Howell has announced that he will not seek re-election. Given the strong likelihood that the Republicans will maintain their majority in the House of Delegates recent caucus selection of new leadership will cascade into changes in committee leadership.

- The Republican Caucus has elected Delegate Kirk Cox (R-Colonial Heights) to the position of Speaker-Designate. His appointment cannot be formalized until the 2018 General Assembly session. Delegate Todd Gilbert (R-Rockingham) was elected Majority Leader-Designate.
- Legislators can start pre-filing bills November 20, 2017. We will want to communicate any changes in the Authority relationship with the five towns in advance of this date as part of an effort to avoid introduction of any more bills looking to change the voting structure of the Authority. Ideally we will have time to not only brief the Joint Commission on Transportation Accountability but also key members of the House and Senate Transportation Committees.
- The election of a new governor will create significant changes in the leadership of transportation activities with including a new Secretary of Transportation, Commissioner of the Virginia Department of Transportation and director of the Virginia Department of Rail and Public Transportation.
- 2018 will see significant discussion on funding transit coming out of the Transit Services Delivery Advisory Commission. Also in discussion are the interests of both the Virginia Railway Express and Metro to have dedicated funding sources – one or both of these topics could be before the General Assembly in 2018.

**Virginia General Assembly – 2017 – Bill Tracking for the Northern Virginia Transportation Authority (NVTA)**

NVTA Related Bills	Smart Scale	WMATA	NVTC	I-66 Related	General Transportation	Other/FOIA
HB1529	HB1831	HJ617	HB2130		HJ693	HB1539
HB1681		HB1847			HB1715	HB1540
HB1809	SB921	HB2136	SB1092		HB1881	HB2377
HB2058			SB1456		HB2318	
HB2120					HB2619	SB972
HB2121						
HB2137					SB1209	
SB962						
SB929						
SB1018						
SB1308						

**NVTA RELATED BILLS**

<b>Bill and Patron</b>	<b>Summary</b>	<b>Status/Last Action</b>	<b>NVTA Position</b>
<b>HB1529</b> – Ward <a href="#">pdf</a>	<b>Temporary exemption periods from retail sales and use taxes for qualifying items; sunset dates.</b> Extends from July 1, 2017, to July 1, 2022, the sunset dates for the sales tax holiday periods for school supplies and clothing, Energy Star and WaterSense products, and hurricane preparedness products. This bill is identical to <a href="#">SB 1018</a> .  <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=HB1529">http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=HB1529</a>	02/17/17 Governor: Approved by Governor-Chapter 26 (effective 7/1/17)	monitor
<b>HB1681</b> - Bloxom <a href="#">pdf</a>	<b>Transient occupancy tax; state parks.</b> Permits localities to impose transient occupancy taxes on transient room rentals and travel campgrounds in state parks.  <a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1681">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1681</a>	02/21/17 Senate: Left in Finance	monitor
<b>HB1890</b> – Hugo <a href="#">pdf</a>	<b>Collection of sales and use tax.</b> Removes the exception that persons selling certain products, such as window shades, kitchen equipment, and countertops, are deemed to be retailers and not consuming contractors for purposes of collecting sales and use tax, even if they intend to install such items for contractors. Generally, tangible personal property incorporated into real property is deemed to have been purchased for consumption by the contractor. This bill is identical to <a href="#">SB 1308</a> .  <a href="https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=hb1890">https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=hb1890</a>	02/21/17 Governor: Governor's Action Deadline Midnight, March 27, 2017	monitor
<b>HB2058</b> – Watts <a href="#">pdf</a>	<b>Sales and use tax; nexus for out-of-state businesses.</b> Provides that storage of inventory in the Commonwealth is sufficient nexus to require out-of-state businesses to collect sales and use tax on sales to customers in the Commonwealth.  <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2058">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2058</a>	02/20/17 Governor: Approved by Governor-Chapter 51 (effective 7/1/17)	monitor

<p><b>HB2120</b> – Keam <a href="#">pdf</a></p>	<p><b>Northern Virginia Transportation Authority (NVTA); membership composition.</b> Increases from 17 to 18 the membership of the NVTA and provides that the additional nonlegislative citizen member represent towns that receive funds for urban highway systems.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2120">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2120</a></p>	<p>Left in Transportation Committee – dead</p>	<p>oppose</p>
<p><b>HB2121</b> – Keam <a href="#">pdf</a></p>	<p><b>Use of certain revenues by the Northern Virginia Transportation Authority.</b> Allows revenues of the Northern Virginia Transportation Authority distributed to localities to be used, as determined solely by the applicable locality, to fund new sidewalk projects.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2121">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2121</a></p>	<p>02/07/17 House: Left in Transportation – dead</p>	<p>oppose</p>
<p><b>HB2137</b> – LeMunyon <a href="#">pdf</a></p>	<p><b>Northern Virginia Transportation Authority; regional transportation plan.</b> Requires the Northern Virginia Transportation Authority to annually publish on its website any land use or transportation elements of a locality's comprehensive plan that each locality embraced by the Authority is currently required to report when such locality's plan is inconsistent with the Authority's regional transportation plan. Additionally, the bill requires the Authority to consider for revision and revise as necessary its regional transportation plan at least once every five years. The Authority is required to specify any obstacles to achieving a reduction in congestion in Planning District 8 and any need for cooperation by other regional entities. The bill has a delayed effective date of July 1, 2018.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2137">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2137</a></p>	<p>02/28/17 House: Enrolled Bill communicated to Governor on 2/28/17</p> <p>02/28/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>Oppose/supported with delayed enactment clause amendment</p>
<p><b>SB962</b> - Hanger <a href="#">pdf</a></p>	<p><b>Sales and use tax; nexus for out-of-state businesses.</b> Provides that storage of inventory in the Commonwealth is sufficient nexus to require out-of-state businesses to collect sales and use tax on sales to customers in the Commonwealth. This bill is identical to <a href="#">HB 2058</a>.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB962">http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB962</a></p>	<p>02/21/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>monitor</p>
<p><b>SB929</b> - Petersen <a href="#">pdf</a></p>	<p><b>Northern Virginia Transportation Authority (NVTA); membership composition.</b> Increases from 17 to 18 the membership of the NVTA and provides that the additional nonlegislative citizen member represent towns that receive funds for urban highway systems.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB929">http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB929</a></p>	<p>2/2/17 Senate Rules Committee: vote to Pass By Indefinitely 11-4</p>	<p>oppose</p>

<p><b>SB1018</b> – Barker <a href="#">pdf</a></p>	<p><b>Temporary exemption periods from retail sales and use taxes for qualifying items; sunset dates.</b> Extends from July 1, 2017, to July 1, 2022, the sunset dates for the sales tax holiday periods for school supplies and clothing, Energy Star and WaterSense products, and hurricane preparedness products. This bill is identical to <a href="#">HB 1529</a>.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB1018">http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB1018</a></p>	<p>02/21/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>monitor</p>
<p><b>SB1308</b> – McDougle <a href="#">pdf</a></p>	<p><b>Collection of sales and use tax.</b> Removes the exception that persons selling certain products, such as window shades, kitchen equipment, and countertops, are deemed to be retailers and not consuming contractors for purposes of collecting sales and use tax, even if they intend to install such items for contractors. Generally, tangible personal property incorporated into real property is deemed to have been purchased for consumption by the contractor. This bill is identical to <a href="#">HB 1890</a>.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=sb1308">http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=sb1308</a></p>	<p>02/21/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>monitor</p>

**SMART SCALE**

<b>Bill</b>	<b>Summary</b>	<b>Status/Last Action</b>	<b>NVTA Position</b>
<p><b>SB921</b> – Edwards <a href="#">pdf</a></p>	<p><b>Commonwealth Transportation Board; statewide prioritization process.</b> Requires travel time reliability to be one of the factors used by the Commonwealth Transportation Board in its statewide prioritization process.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB921">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB921</a></p>	<p>01/25/17 Senate: Stricken at request of Patron in Transportation (12-Y 0-N)</p>	<p>opposed</p>
<p><b>HB1831</b> – Kilgore <a href="#">pdf</a></p>	<p><b>Prioritization of statewide transportation projects; exceptions.</b> Exempts projects on U.S. Route 121, commonly known as the Coalfield Expressway, and U.S. Route 460 from the prioritization process that the Commonwealth Transportation Board applies to projects for state funding.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1831">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1831</a></p>	<p>01/19/17 House: Subcommittee recommends laying on the table by voice vote</p> <p>02/07/17 House: Left in Transportation - dead</p>	<p>oppose</p>

**WMATA**

<b>Bill</b>	<b>Summary</b>	<b>Status/Last Action</b>	<b>NVTA Position</b>
<p><b>HJ617</b> – LeMunyon <a href="#">pdf</a></p>	<p><b>Washington Metropolitan Area Transit Authority Compact of 1966 gubernatorial review.</b> Requests the Governor to review the Washington Metropolitan Area Transit Authority Compact of 1966 and enter into discussions with his counterparts in the District of Columbia and Maryland to identify possible improvements to the agreement, particularly with regard to the governance, financing, and operation of the Washington Metropolitan Area Transit Authority.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HJ617">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HJ617</a></p>	<p>02/02/17 House: Agreed to by House BLOCK VOTE (91-Y 1-N)</p> <p>02/14/17 Senate: Agreed to by Senate by voice vote</p>	<p>support</p>
<p><b>HB1847</b> – Minchew <a href="#">pdf</a></p>	<p><b>Washington Metropolitan Area Transit Authority Compact of 1966.</b> Proposes amendments to the Washington Metropolitan Area Transit Authority Compact of 1966 (the Compact). The bill allows members of the Board of Directors of the Washington Metropolitan Area Transit Authority (the Authority) to be provided reasonable compensation. The bill eliminates requirements for overtime compensation and requirements that set the minimum wage equal to the prevailing wage on similar construction in the locality for all laborers and mechanics employed by contractors or subcontractors in the construction, alteration, or repair of projects, buildings, and works undertaken by the Authority or who are financially assisted by it. The bill eliminates the requirement that the Authority negotiate employees' wages, salaries, hours, working conditions, and pension or retirement provisions through labor organizations and removes employee protective arrangements under the Federal Transit Act. The bill eliminates the mandatory-binding-arbitration provision associated with union contract negotiations. The bill eliminates requirements regarding the Authority assumption of labor contracts, collective bargaining agreements, and the obligations of any transportation system acquired by it with regard to wages, salaries, hours, working conditions, sick leave, and health and welfare and pension or retirement provisions for employees of an existing transit facility acquired by the Authority. These amendments to the Compact shall not become effective until they are enacted by the State of Maryland and the District of Columbia and consented to by Congress, as provided for in the Compact.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1847">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1847</a></p>	<p>1/26/17 – Bill stricken at request of patron</p> <p>02/07/17 House: Left in Transportation - dead</p>	<p>monitor</p>
<p><b>HB2316</b> – LeMunyon <a href="#">pdf</a></p>	<p><b>Washington Metrorail Safety Commission Interstate Compact.</b> Authorizes Virginia to become a signatory to the Washington Metrorail Safety Commission Interstate Compact. The compact establishes a state safety oversight authority for the Washington Metropolitan Area Transit Authority (WMATA) Rail System, pursuant to the mandate of federal law, to review, approve, oversee, and enforce the safety of the WMATA Rail System. The bill requires the Secretary of Transportation to negotiate, on the Commonwealth's behalf, the terms for revision of the WMATA Compact with the other signatories to the WMATA Compact. The bill contains an emergency clause.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2316">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2316</a></p>	<p>02/28/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>support</p>

**NVTC**

<b>Bill</b>	<b>Summary</b>	<b>Status/Last Action</b>	<b>NVTA Position</b>
<p><b>HB2130</b> – Levine <a href="#">pdf</a></p>	<p><b>Motor vehicle fuels sales tax in certain transportation districts.</b> Provides that the tax that is imposed on the sales price of motor fuel in Northern Virginia shall be imposed on the regional price of gas, defined and computed as a six-month average price of fuel. The regional price has an initial floor of January 11, 2017. If a newly averaged regional price is higher than the preceding regional price, the tax is imposed on the new regional price, but if a newly averaged regional price is less than the preceding regional price, the higher of the two remains the regional price. If the regional price is at any time equal to or greater than the statewide average wholesale price of unleaded regular gasoline on February 20, 2013, then the tax is imposed on the regional price, which moving forward shall not be less than the statewide average wholesale price of unleaded regular gasoline on February 20, 2013, and shall not be more than a price of \$4 per gallon of unleaded regular gasoline. The bill also raises the rate of taxation of motor fuel in Northern Virginia from 2.1% to 3%. The bill also changes the regional gas tax in Hampton Roads from a percentage to a cents-per-gallon tax that decreases as the price of gas increases. The regional gas tax in Hampton Roads would have a floor of \$0.05 per gallon and a ceiling of \$0.14 per gallon and would be determined on the basis of the average wholesale price of unleaded regular gasoline.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2130">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2130</a></p>	<p>01/11/17 House: Referred to Committee on Finance</p> <p>01/17/17 House: Assigned Finance sub: Subcommittee #2</p> <p><b>01/25/17 House: Subcommittee recommends laying on the table by voice vote</b></p> <p>02/07/17 House: Left in Finance</p>	<p>Support</p>
<p><b>SB1092</b> - Petersen</p>	<p><b>Motor vehicle fuels sales tax in certain transportation districts; price floor.</b> Establishes a floor on the 2.1 percent tax imposed on motor vehicle fuels sold in Northern Virginia by requiring that the average sales price upon which the tax is based be no less than the statewide average sales price on July 1, 2013.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB1092">https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=SB1092</a></p>	<p>01/06/17 Senate: Referred to Committee on Finance</p> <p><b>Incorporated into SB 1456 (Wagner)</b></p>	<p>support</p>
<p><b>SB1456</b> –Wagner <a href="#">pdf</a></p>	<p><b>Motor vehicle fuels sales tax in certain transportation districts; price floor.</b> Places a floor on the 2.1 percent tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by ensuring that the tax is not imposed on a price that is less than the statewide average wholesale price of gasoline or diesel fuel on February 20, 2013, which is the date used as a floor on the statewide motor vehicle fuels sales tax. This bill incorporates <a href="#">SB 1092</a>.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=sb1456%5D">https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=sb1456%5D</a></p>	<p>02/03/17 Senate: Read third time and passed Senate (26-Y 12-N)</p> <p>02/08/17 House: Referred to Committee on Finance</p> <p>02/13/17 House: Tabled in Finance by voice vote</p>	<p>Support</p>

**GENERAL TRANSPORTATION RELATED BILLS**

Bill	Summary	Status/Last Action	NVTA Position
<b>HJ693</b> – LaRock <a href="#">pdf</a>	<p><b>Constitutional amendment (first resolution); Transportation Funds.</b> Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. The amendment directs that revenues dedicated to Transportation Funds on January 1, 2018, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The amendment specifies that the General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house and that the loan must be repaid with reasonable interest within four years.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HJ693">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HJ693</a></p>	<p>03/07/17 House: Signed by Speaker</p> <p>03/10/17 Senate: Signed by President</p>	monitor
<b>HB1715</b> – Minchew <a href="#">pdf</a>	<p><b>Virginia Highway Corporation Act of 1988.</b> Gives the State Corporation Commission discretion to approve any request to increase tolls on the Dulles Greenway by a specified annual percentage increase. The measure also gives the Commission discretion to approve an additional increase in such tolls based on increases in local property taxes when requested by the operator. Currently the Commission is required to approve such requests for toll increases.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1715">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1715</a></p>	<p>02/08/17 House: Left in Commerce and Labor</p>	monitor
<b>HB1881</b> – John Bell <a href="#">pdf</a>	<p><b>Toll rate approval by the State Corporation Commission under the Virginia Highway Corporation Act of 1988.</b> Requires the State Corporation Commission to ensure that the cost of operating tolled roadways under the Virginia Highway Corporation Act of 1988 is reasonably apportioned across all users on the basis of the relative distance each class of user travels on the roadway.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1881">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1881</a></p>	<p>02/08/17 House: Left in Commerce and Labor</p>	monitor

<p><b>HB2138</b> – LeMunyon <a href="#">pdf</a></p>	<p><b>State and local transportation planning.</b> Provides that prior to the adoption of or amendment to any comprehensive plan that substantially affects transportation on state-controlled highways in Planning District 8 (Northern Virginia), the Department of Transportation shall specify by name and location any transportation facility having a functional classification of minor arterial or higher for which an increase in traffic volume is expected to exceed the capacity of such facility as a result of the proposed plan or amendment. <a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2138">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2138</a></p>	<p>02/02/17 Reported with a substitute  02/07/17 House: VOTE: BLOCK VOTE PASSAGE (97-Y 0-N)  02/20/17 Senate: Passed Senate (40-Y 0-N)  02/28/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>monitor</p>
<p><b>SB1209</b> – Wexton <a href="#">pdf</a></p>	<p><b>Virginia Highway Corporation Act of 1988.</b> Gives the State Corporation Commission discretion to approve any request to increase tolls on the Dulles Greenway by a specified annual percentage increase. The measure also gives the Commission discretion to approve an additional increase in such tolls based on increases in local property taxes when requested by the operator. Currently the Commission is required to approve such requests for toll increases.  <a href="https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB1209">https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB1209</a></p>	<p>01/10/17 Senate: Referred to Committee on Commerce and Labor  01/16/17 Senate: Passed by indefinitely in Commerce and Labor (9-Y 5-N)</p>	<p>monitor</p>

**OTHER/FOIA**

<b>Bill</b>	<b>Summary</b>	<b>Status/Last Action</b>	<b>NVTA Position</b>
<p><b>HB1539</b> – LeMunyon <a href="#">pdf</a></p>	<p><b>Virginia Freedom of Information Act (FOIA); public access to records of public bodies.</b> Clarifies the definition of public record. The bill also (i) defines "personal contact information" that is excluded from FOIA's mandatory disclosure provisions in certain cases; (ii) clarifies that a requester has the right to inspect records or receive copies at his option; (iii) clarifies language in certain record exclusions under FOIA that certain records may be disclosed at the discretion of the custodian; (iv) consolidates the personnel record exclusion with the limitation on the application of that exclusion, and specifically clarifies that the name, in addition to position, job classification, and salary, of a public employee is public information as per opinions of the Attorney General and the FOIA Council; (v) eliminates, effective July 1, 2018, the exclusion for the Alcoholic Beverage Control Authority relating to operating and marketing strategies; (vi) eliminates the exclusion for correspondence of local officials as unnecessary; (vii) consolidates various public safety exclusions relating to building plans and drawings and critical infrastructure into a single exclusion; (viii) eliminates the exclusion for administrative investigations of the Department of Human Resource Management, as the exclusion is already covered under the personnel records exclusion; (ix) expands the exclusion for personal information provided to the Virginia College Savings Plan to cover qualified beneficiaries, designated survivors, and authorized individuals, which terms are defined in the bill; (x) consolidates the various record exclusions for the Department of Health Professions and the Department of Health into single exclusions for each Department; (xi) clarifies certain Department of Social Services exclusions; (xii) provides an exclusion for local finance boards that provide postemployment benefits other than pensions; and (xiii) eliminates the record exclusion for Virginia Wildlife Magazine. The bill also limits the application of the working papers exemption by stating that information publicly available or not otherwise subject to an exclusion under FOIA or other provision of law that has been aggregated, combined, or changed in format but does not contain a material revision to such information shall not be deemed working papers. . The bill contains numerous technical amendments. This bill is a recommendation of the Freedom of Information Advisory Council pursuant to the <a href="#">HJR 96</a> FOIA study (2014-2016).  <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1539">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1539</a></p>	<p>12/27/16 House: Referred to Committee on General Laws</p> <p>01/11/17 House: Assigned GL sub: Subcommittee #2</p> <p>01/26/17 House: Subcommittee recommends reporting with amendments (7-Y 0-N)</p> <p>02/02/17 House: Reported from General Laws with substitute (20-Y 0-N)</p> <p>02/04/17 House: Read first time</p> <p>02/07/17 House: VOTE: BLOCK VOTE PASSAGE (97-Y 0-N)</p> <p>02/16/17 Senate: Passed Senate (40-Y 0-N)</p> <p>03/13/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	<p>Monitor</p>
<p><b>HB1540</b> – LeMunyon <a href="#">pdf</a></p>	<p><b>Virginia Freedom of Information Act (FOIA); public access to meetings of public bodies.</b> Revises FOIA's various open meeting exemptions relating to legal matters, litigation, certain museums, and the Virginia Commonwealth University Health System Authority. The bill also (i) clarifies where meeting notices and minutes are to be posted, (ii) requires copies of proposed agendas to be made available, (iii) eliminates reporting to the Joint Commission on Science and Technology when a state public body convenes an electronic communication meeting, and (iv) makes technical corrections to several open meeting exemptions to provide context for those meeting exemptions that currently only cross-reference corollary records exemptions. The bill also clarifies closed meeting procedures. The bill contains numerous technical corrections. This bill is a</p>	<p>02/07/17 House: VOTE: BLOCK VOTE PASSAGE (97-Y 0-N)</p> <p>02/16/17 Senate: Passed Senate (40-Y 0-N)</p>	<p>monitor</p>

	<p>recommendation of the Freedom of Information Advisory Council pursuant to the <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1540">HJR 96</a> FOIA study (2014-2016). <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1540">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1540</a></p>	<p>02/21/17 Governor: Governor's Action Deadline Midnight, March 27, 2017</p>	
<p><b>SB972</b> – DeSteph <a href="#">pdf</a></p>	<p><b>Requests for information by members of the General Assembly; responses not subject to redaction.</b> Requires all departments, agencies, and institutions of the Commonwealth and staff and employees thereof to respond to a request for information made by a member of the General Assembly. The bill further provides that notwithstanding the Virginia Freedom of Information Act (§ 2.2-3700 et seq.), a response to a request for information made by a member of the General Assembly shall not be subject to redaction.</p> <p><a href="http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB972">http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB972</a></p>	<p>01/03/17 Senate: Referred to Committee on Rules</p> <p>2/2/17 Senate: Committee Passed By Indefinitely 11-3</p>	
<p><b>HB2377</b> – Freitas <a href="#">pdf</a></p>	<p><b>Sales and use tax exemption; certain textbooks and other educational materials.</b> Extends the sunset date from July 1, 2017, to July 1, 2022, for the sales and use tax exemption for textbooks and other educational materials that are withdrawn from inventory at book-publishing distribution facilities for free distribution to professors and other individuals who have an educational focus.</p> <p><a href="https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=HB2377">https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&amp;typ=bil&amp;val=HB2377</a></p>	<p>1/26/17 – Block Vote Passage (house) 99-0</p> <p>02/09/17 Senate: Passed Senate (40-Y 0-N)</p> <p>02/20/17 Governor: Approved by Governor-Chapter 54 (effective 7/1/17)</p>	



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chairman, Finance Committee

**DATE:** March 16, 2017

**SUBJECT:** Finance Committee Report of the February 16, 2017 Meeting

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1. **Purpose:** To provide a report of the monthly activities of the Northern Virginia Transportation Authority's (NVTA) Finance Committee.
2. **Background:** The Finance Committee last met on February 16, 2017. The March meeting was cancelled due to no action items. The next meeting is scheduled for April 20, 2017 at 1:00PM. The following summarizes the February 16th meeting:
3. **Action Items:**
  - a. **Financial Statement Audit Services.**
    - i. The Finance Committee also serves as the NVTA Audit Committee and is responsible for approving the selection of an audit firm and audit plan supporting the preparation of annual financial statements. (NVTA Bylaws – article V. section B.1.(g))
    - ii. The current audit service contract with PBMARES, LLP ended with the FY2016 audit.
    - iii. The Committee received a report of the joint procurement process undertaken by the Northern Virginia Transportation Commission (NVTC), Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE) for a base period of three years beginning in FY2015, with options for two additional two year periods. The selection committee of this joint procurement included the NVTA Chief Financial Officer.
    - iv. The joint procurement selection committee recommended the contract award to PBMares, LLP. This same firm has undertaken the NVTA audits since FY2014. Staff recommended exercising a contract rider option under the joint procurement to synchronize audit service contracts with NVTC, PRTC and VRE with the understanding that it will probably be in the NVTA's best interest to participate in future audit Requests for Proposals (RFPs) jointly with NVTC, PRTC and VRE.
    - v. The Committee members in attendance unanimously agreed to recommend Authority approval of utilizing a contract rider option contained in the contract between PBMares, LLP and VRE.

**b. Budget Transfer to Advance the FY2018 Planning Technology Project**

- i. The Committee reviewed a staff recommendation to advance the budgeted FY2018 Planning Technology Project and thereby implement the GIS mapping functionality within 30 to 45 days of funding availability through a proposed budget transfer.
- ii. Advancing the project timing would not require additional member jurisdiction funding or have negative fiscal implications for the Authority.
- iii. Accelerating the GIS deployment will improve the transparency of the Authority's approved FY2014 through FY2017 Project Plans and the TransAction Update project.
- iv. The Committee members in attendance unanimously agreed to recommend Authority approval of the budget transfer.

**c. 2017 Finance Committee Meeting Schedule**

- i. The Committee adopted the following meeting schedule.

Month	Thursday	Notes
March	March 16, 2017	
April	April 20, 2017	
May	May 18, 2017	
June	June 15, 2017	
July	July 20, 2017	If needed
August	August 17, 2017	If needed
September	September 21, 2017	
October	October 19, 2017	
November	November 16, 2017	
December	December 21, 2017	If needed
January	January 18, 2018	
February	February 15, 2018	

**4. Discussion Items:**

**a. Financial Advisory Services.**

- i. The current Financial Advisory Services contract was acquired through a contract rider on Prince William County Contract 7098NA9 with Public Financial Management (PFM).
- ii. Prince William County is issuing a new RFP for financial advisory services. Expecting this RFP will result in a new contract, the NVTA/PFM rider will expire.
- iii. Under a joint procurement two or more government entities work together to develop and issue a single request for proposal, receive and evaluate vender proposals, and select the vender they deem most appropriate for their organization.
- iv. Joint procurements can result in one vendor receiving contract awards from each of the government entities or the government entities may select different vendors.
- v. Joint procurements often result in favorable pricing and reduced administrative burdens, while allowing the benefit of multiple perspectives on vendor proposals, as well as allowing each government participant to make independent contract awards.

- vi. Prince William County is the lead agency in the joint procurement and has agreed to permit the NVTA to join the process.
- vii. NVTA’s current financial advisor PFM is aware of the need for the NVTA to take action to ensure access to financial advisory services once the current Prince William County contract is replaced.

**b. Sole Source Purchase Declaration**

- i. As required in the NVTA purchasing policy, the Finance Committee was advised of a (possible future) sole source procurement. Specifically, this procurement will be related to the acquisition of GIS software licenses from Environmental System research Institute (ESRI) ArcGIS.
- ii. The sole source basis is that the software is only available from one vendor, ESRI and it is also the most functionally compatible with member jurisdictions and agencies.

**c. Investment Program Implementation**

- i. The Finance Committee received an update on the implementation of the NVTA investment program.
- ii. The following table presents the fiscal year 2014 through 2018 interest revenue and estimates, based on the program implementation.

Fiscal Year	Earnings	Actual/Estimate
FY2014	\$65,193	Actual
FY2015	\$339,115	Actual
FY2016	\$2,357,045	Actual
FY2017	\$4,500,000	Estimate (Revised)
FY2018	\$5,500,000	Estimate

- iii. All interest earnings through this program benefit the Regional Revenue Fund and are a revenue source for future PayGo projects as determined by the Authority.
- iv. Investment reports are being finalized and reconciled and will become part of the regular report package to the Finance Committee and Authority.

**d. Monthly Revenue Report.** The Committee received a report on Authority revenues for FY2017 and 30% transfers to member jurisdictions. It was noted there are no recommendations for changes to the revenue estimates at this time.

**e. Monthly Operating Budget Report.** The Committee received a report on the Authority FY2017 Operating Budget. It was noted there are no recommendations for changes to the Operating Budget, other than noted above, at this time.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

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

**DATE:** March 14, 2017

**SUBJECT:** Report from the Technical Advisory Committee

---

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

**2. Background.** The TAC met on February 15, 2017. The Committee was briefed on the Authority's actions and discussions at the January 12, 2017, Authority meeting including the adoption of the weightings of performance measures.

The Committee discussed a draft framework for the FY 2018-FY 2023 Six Year Program. The Committee's thoughts are:

- Use a combination of call for projects and collaborative approach to identify candidate regional projects.
- Focus on projects that perform well at the regional scale in the TransAction analysis process.
- Targets for performance measures may not be realistic and the most efficient use of limited staff resources.
- In general, studies should not be studies unless it is truly regional in nature.
- In terms of leveraging NVTA funds for federal funds, being the regional entity, NVTA should not pursue applying for federal funds.
- While debt can be used for moving projects quickly, the decision to use debt capacity must be a recommendation of the Finance Committee if a need arises.

**3. Next steps.** The Committee will continue to be engaged with the TransAction update, as well as the Six Year Program framework development, providing technical input and advice as needed. The March meeting of the Technical Advisory Committee is cancelled and the next meeting is scheduled for April 19, 2017, 7:00 pm at the NVTA offices.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Supervisor Buona, Chairman, Planning Coordination Advisory Committee

**DATE:** March 16, 2017

**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 is scheduled to meet on March 22, 2017 one day prior to the March 23, 2017 Authority meeting.

The Committee will discuss the draft Six Year Program Framework, developed by NVTA staff. An oral summary of the PCAC meeting will be presented at the Authority meeting.

- 3. Next steps.** I envision the PCAC will continue to be engaged in the process to update TransAction, and the development of NVTA's FY2018-23 Six Year Program.

The date for the next meeting of the PCAC is Wednesday, April 26, 2017.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** March 14, 2017

**SUBJECT:** Monthly Revenue Report

---

1. **Purpose:** To report to the Northern Virginia Transportation Authority (NVTA) monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and funds distributed through January 31, 2017.
3. **Comments:**
  - a. **FY2017 Revenues (Attachment A)**
    - i. The Authority has received approximately \$139.6 million through the January 2017 transfers from the Commonwealth.
    - ii. Actual to estimate comparison for revenues through January show a 13.69% positive variance in Grantor's Tax, a 0.8% positive variance in Sales Tax and a 3.8% positive variance in Transient Occupancy Tax compared to the adopted revenue estimates.
    - iii. Overall revenue receipts are 2.83% above estimates. No changes to the FY2017 revenue estimates are recommended at this time.
  - b. **FY2017 Distribution to Localities (Attachment B)**
    - i. As of the preparation of this report, seven jurisdictions had previously completed the HB2313 required annual certification process to receive FY2017 30% funds. The remaining two jurisdictions submitted the required certification prior to the FY2017 deadline, and will start receiving Local Distribution Fund transfers in March.
    - ii. Of the \$139.6 million actually received by the Authority through January for FY2017, approximately \$41.9 million represents 30% local funds of which \$40.6 million had 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 January 2017.

**Attachments:**

- A. Revenues Received By Tax Type, Compared to NVTA Estimates, Through January 2017

- B. FY2017 30% Distribution by Jurisdiction, through January 2017
- C. Month to Month Comparison By Tax Type and YTD Receipts for January 2017, 2016 and 2015

# XIII.A

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET**  
 Based on: Revenue Data Through January 2017  
 FYE June 30, 2017

Grantors Tax			Received		NVTA		Projected Variance
			To Date	Annualized	FY 2017 Budget	Annualized - Actual To Budget	
<b>Transaction Months</b>	<b>6</b>						
City of Alexandria		\$ 1,584,938	\$ 3,169,876	\$ 3,322,266	\$ (152,390)		
Arlington County		\$ 2,249,820	\$ 4,499,639	\$ 4,662,589	\$ (162,950)		
City of Fairfax		\$ 154,107	\$ 308,214	\$ 295,220	\$ 12,994		
Fairfax County		\$ 11,016,972	\$ 22,033,943	\$ 20,876,353	\$ 1,157,590		
City of Falls Church		\$ 132,231	\$ 264,461	\$ 298,423	\$ (33,962)		
Loudoun County		\$ 5,832,938	\$ 11,665,877	\$ 8,545,066	\$ 3,120,811		
City of Manassas		\$ 211,583	\$ 423,166	\$ 339,631	\$ 83,535		
City of Manassas Park		\$ 81,903	\$ 163,807	\$ 158,354	\$ 5,453		
Prince William County		\$ 3,502,430	\$ 7,004,860	\$ 5,073,000	\$ 1,931,860		
<b>Total Grantors Tax Revenue</b>		<b>\$ 24,766,921</b>	<b>\$ 49,533,842</b>	<b>\$ 43,570,902</b>	<b>\$ 5,962,940</b>		<b>13.69%</b>
<b>Regional Sales Tax*</b>			<b>Received</b>		<b>FY 2017</b>		<b>Annualized - Actual To Budget</b>
<b>Transaction Months</b>			<b>To Date</b>	<b>Annualized</b>	<b>Budget</b>		
<b>Transaction Months</b>	<b>5</b>						
City of Alexandria		\$ 6,410,847	\$ 15,386,032	\$ 14,576,063	\$ 809,969		
Arlington County		\$ 10,241,460	\$ 24,579,504	\$ 24,810,622	\$ (231,118)		
City of Fairfax		\$ 2,946,623	\$ 7,071,894	\$ 6,833,280	\$ 238,614		
Fairfax County		\$ 44,400,657	\$ 106,561,576	\$ 112,442,662	\$ (5,881,086)		
City of Falls Church		\$ 987,633	\$ 2,370,319	\$ 2,304,737	\$ 65,582		
Loudoun County		\$ 20,610,596	\$ 49,465,431	\$ 44,265,375	\$ 5,200,056		
City of Manassas		\$ 2,191,923	\$ 5,260,616	\$ 4,904,149	\$ 356,467		
City of Manassas Park		\$ 584,751	\$ 1,403,402	\$ 1,292,525	\$ 110,877		
Prince William County		\$ 15,398,825	\$ 36,957,180	\$ 35,639,660	\$ 1,317,520		
<b>Total Sales Tax Revenue*</b>		<b>\$ 103,773,315</b>	<b>\$ 249,055,956</b>	<b>\$ 247,069,073</b>	<b>\$ 1,986,883</b>		<b>0.80%</b>
<b>Transient Occupancy Tax (TOT)</b>			<b>Received</b>		<b>FY 2017</b>		<b>Annualized - Actual To Budget</b>
<b>Transaction Months</b>			<b>To Date</b>	<b>Annualized</b>	<b>Budget</b>		
City of Alexandria	Months	5.00	\$ 1,797,092	\$ 4,313,020	\$ 3,458,526	\$ 854,494	
Arlington County	Months	5.00	\$ 4,075,691	\$ 9,781,658	\$ 9,711,491	\$ 70,167	
City of Fairfax	Quarters	3.00	\$ 205,227	\$ 273,636	\$ 328,250	\$ (54,614)	
Fairfax County	Quarters	1.20	\$ 3,276,558	\$ 10,921,861	\$ 11,042,184	\$ (120,323)	
City of Falls Church	Months	5.00	\$ 77,479	\$ 185,949	\$ 174,234	\$ 11,715	
Loudoun County	Quarters	1.50	\$ 1,040,187	\$ 2,773,832	\$ 2,562,016	\$ 211,816	
City of Manassas	Months	5.00	\$ 30,155	\$ 72,373	\$ 58,868	\$ 13,505	
City of Manassas Park	n/a		\$ -	\$ -	\$ -	\$ -	
Prince William County	Quarters	1.50	\$ 617,413	\$ 1,646,434	\$ 1,537,000	\$ 109,434	
<b>Total TOT Revenue</b>			<b>11,119,802</b>	<b>29,968,763</b>	<b>\$ 28,872,569</b>	<b>1,096,194</b>	<b>3.80%</b>
<b>Total Revenue Received</b>			<b>\$ 139,660,038</b>	<b>\$ 328,558,561</b>	<b>\$ 319,512,544</b>	<b>\$ 9,046,017</b>	<b>2.83%</b>
			<b>\$ 139,660,038</b>				

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

# XIII.B

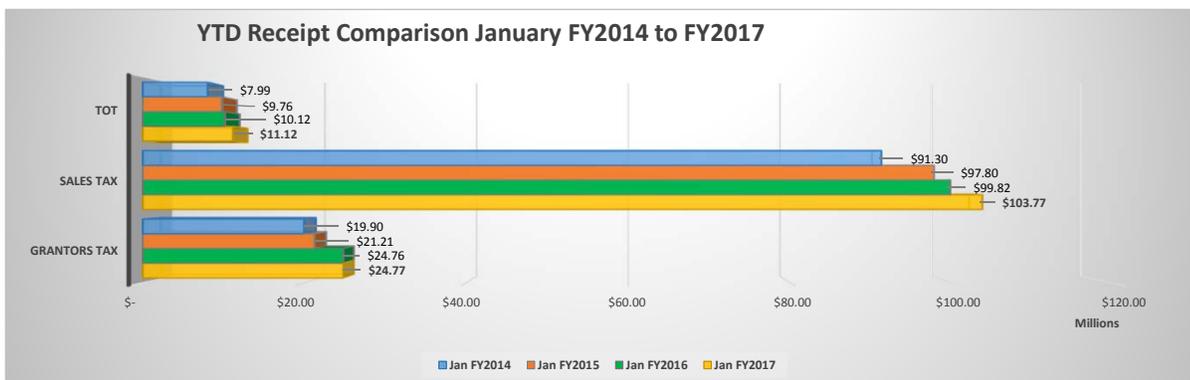
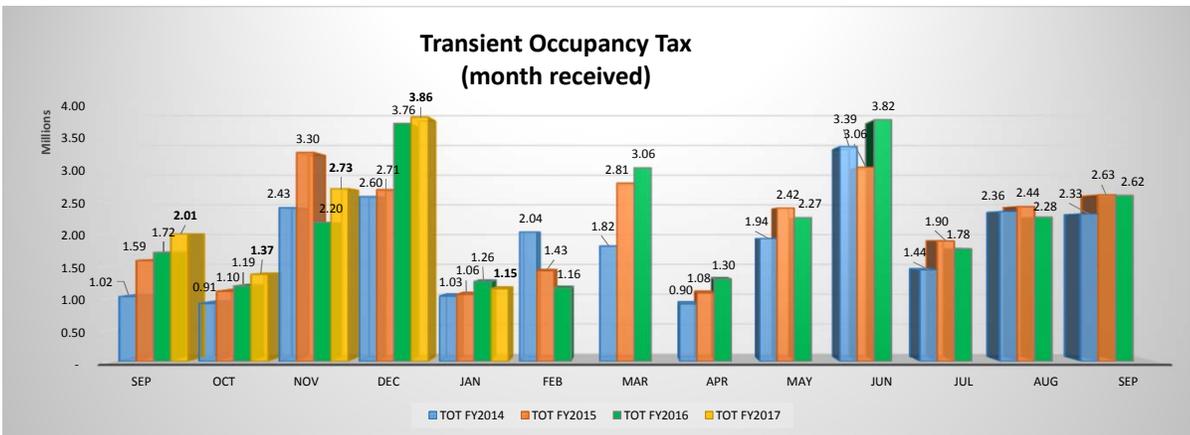
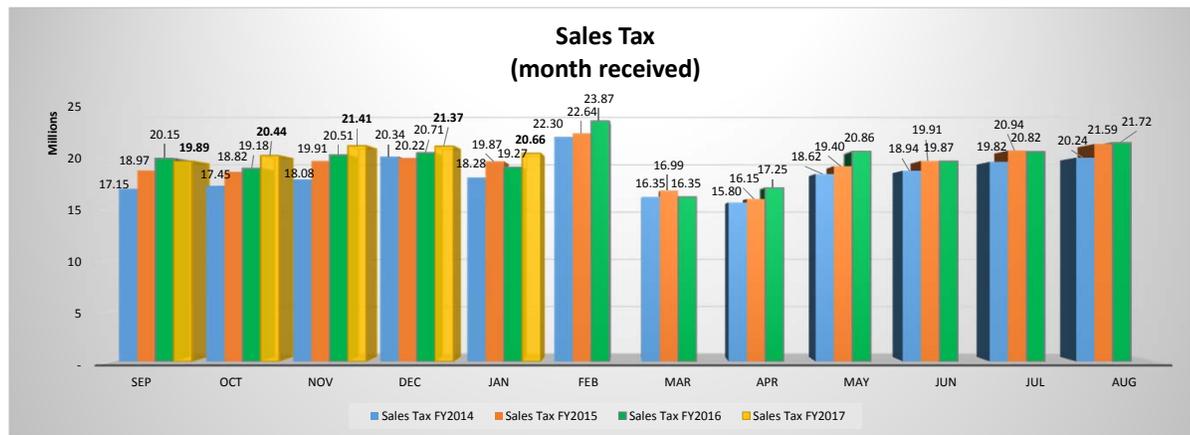
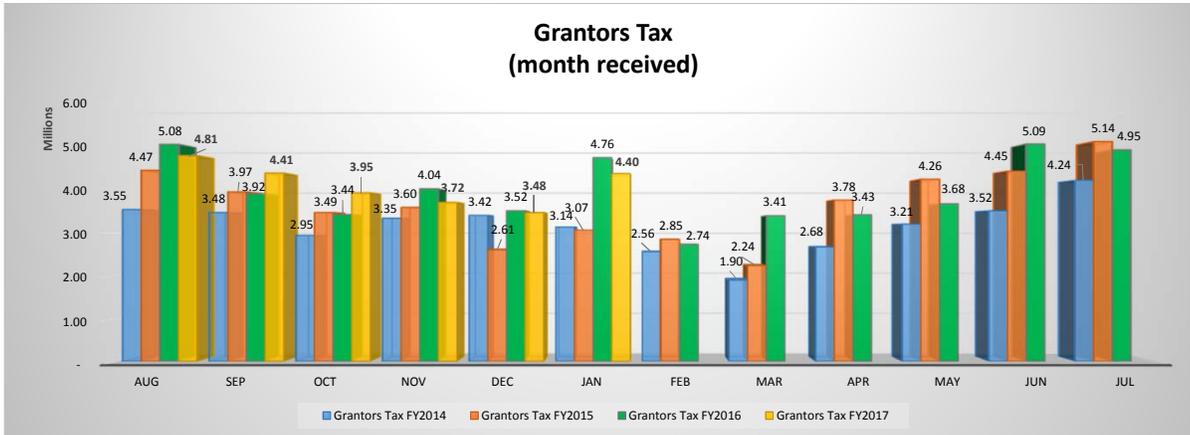
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
FY 2017 30% DISTRIBUTION BY JURISDICTION

Based on: Receipts through January 2017

Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Cumulative Total	30% Funds	Accrued Interest (3)	Thru 12/31/2016		Total Funds Transferred
								Prior Distributions	Current Month Distribution	
							(+)			
City of Alexandria	\$ 1,584,937.80	\$ 6,410,846.85	\$ 1,797,091.53	\$ 5,304.13	\$ 9,798,180.31	\$ 2,939,454.09	369.75	\$ 2,382,876.85	\$ 556,946.99	\$ 2,939,823.84
Arlington County	\$ 2,249,819.55	\$ 10,241,460.05	\$ 4,075,690.63	\$ 9,389.66	\$ 16,576,359.89	\$ 4,972,907.97	633.85	\$ 4,076,384.67	\$ 897,157.15	\$ 4,973,541.82
City of Fairfax	\$ 154,106.85	\$ 2,946,622.62	\$ 205,227.08	\$ 1,924.11	\$ 3,307,880.66	\$ 992,364.20	105.64		\$ 992,469.84	
Fairfax County	\$ 11,016,971.57	\$ 44,400,656.64	\$ 3,276,558.42	\$ 34,334.55	\$ 58,728,521.18	\$ 17,618,556.35	2,165.66	\$ 14,262,014.94	\$ 3,358,707.07	\$ 17,620,722.01
City of Falls Church	\$ 132,230.55	\$ 987,633.03	\$ 77,478.92	\$ 666.07	\$ 1,198,008.57	\$ 359,402.57	52.82		\$ 359,455.39	
Loudoun County	\$ 5,832,938.40	\$ 20,610,596.38	\$ 1,040,186.93	\$ 14,775.03	\$ 27,498,496.74	\$ 8,249,549.02	1,056.42	\$ 6,728,445.98	\$ 1,522,159.46	\$ 8,250,605.44
City of Manassas	\$ 211,583.10	\$ 2,191,923.49	\$ 30,155.48	\$ 1,409.81	\$ 2,435,071.88	\$ 730,521.56	105.64	\$ 597,960.61	\$ 132,666.59	\$ 730,627.20
City of Manassas Park	\$ 81,903.45	\$ 584,750.90	\$ -	\$ 377.25	\$ 667,031.60	\$ 200,109.48	52.82	\$ 166,386.50	\$ 33,775.80	\$ 200,162.30
Prince William County	\$ 3,502,429.95	\$ 15,398,824.91	\$ 617,412.86	\$ 11,045.12	\$ 19,529,712.84	\$ 5,858,913.85	739.49	\$ 4,752,053.10	\$ 1,107,600.24	\$ 5,859,653.34
<b>Total Revenue</b>	<b>\$ 24,766,921.22</b>	<b>\$ 103,773,314.87</b>	<b>\$ 11,119,801.85</b>	<b>\$ 79,225.73</b>	<b>\$ 139,739,263.67</b>	<b>\$ 41,921,779.09</b>	<b>\$ 5,282.09</b>	<b>\$ 32,966,122.65</b>	<b>\$ 8,960,938.53</b>	<b>\$ 40,575,135.95</b>

- 1 Net of Dept. of Taxation Fees
- 2 County TOT includes any town collections
- 3 Interest earned through 12/31/2016

January 2017



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** March 14, 2017

**SUBJECT:** NVTA Operating Budget

---

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Operating Budget for FY2017.
- 2. Background:** The Authority's operating budget is funded through the member jurisdictions. All jurisdictions have contributed their respective share of the FY2017 operating budget.
- 3. Comments:** Through January 31, 2017, the FY2017 Operating Budget has produced the following results:
  - a. Operating revenue is at 100% of estimate for the entire year.
  - b. January 2017 represents 58% of the fiscal year. Through January 2017, the Authority has utilized 49% of its expenditure budget.
  - c. The attached statement shows the operating budget income and expenditure activity through January 2017 for FY2017.

**Attachment:** FY2017 Operating Budget through January 31, 2017

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
<b>Revenue</b>						
330100	Contribution Member Jurisdiction		1,654,617.00	1,654,659.00	-42.00	100
						100
	<b>Total Revenue</b>	0.00	1,654,617.00	1,654,659.00	-42.00	100
<b>Expenses</b>						
410000	<b>Personnel Expenses</b>					
110	Salaries-Regular Pay	71,939.50	499,827.77	943,126.00	443,298.23	53
130	Health & Dental Benefits	7,630.32	59,589.72	115,200.00	55,610.28	52
131	Payroll Taxes	5,426.64	32,046.83	72,258.00	40,211.17	44
132	Retirement VRS	14,439.50	50,412.83	93,561.00	43,148.17	54
133	Life Insurance	2,041.88	6,759.08	12,355.00	5,595.92	55
134	Flex Spending/Dependent Care	149.50	254.50	604.00	349.50	42
135	Workers Comp		1,039.00	1,037.00	-2.00	100
137	Disability Insurance	701.75	9,808.34	13,360.00	3,551.66	73
	<b>Total Account</b>	102,329.09	659,738.07	1,251,501.00	591,762.93	53
420000	<b>Professional Services</b>					
210	Audit & Accounting Services		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	186.78	964.36	1,300.00	335.64	74
260	Public Outreach	150.00	5,837.88	21,500.00	15,662.12	27
261	Legal/Bond Council Services			50,000.00	50,000.00	
262	Financial Advisory Services		18,000.00	72,000.00	54,000.00	25
263	Bond Trustee Fees			2,700.00	2,700.00	
264	Legislative Services	11,916.00	11,916.00	60,000.00	48,084.00	20
	<b>Total Account</b>	12,252.78	61,673.24	239,950.00	178,276.76	26
430000	<b>Technology/Communication</b>					
310	Acctg & Financial Report Systems			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	1,114.10	8,710.02	14,150.00	5,439.98	62
340	Phone Service	600.62	3,434.61	7,300.00	3,865.39	47
350	Web Develop & Hosting	203.80	1,623.35	7,600.00	5,976.65	21
	<b>Total Account</b>	1,918.52	18,158.88	44,080.00	25,921.12	41
440000	<b>Administrative Expenses</b>					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions	285.00	1,275.00	3,710.00	2,435.00	34
412	Duplication & Printing	415.89	5,058.59	14,592.00	9,533.41	35
413	Furniture & Fixture		5,613.36	6,000.00	386.64	94
414	Meeting Expenses	584.79	2,065.00	3,600.00	1,535.00	57
415	Mileage/Transportation	239.33	3,145.13	10,200.00	7,054.87	31
416	Misc Exp		144.48		-144.48	

1000 General Fund

Account Object	Description	----- Current Year -----				
		Current Month	Current YTD	Budget	Variance	%
417	Office Lease	9,813.60	77,621.22	116,059.00	38,437.78	67
418	Office Supplies	100.25	1,530.18	6,880.00	5,349.82	22
419	Postage & Delivery	25.64	69.09	700.00	630.91	10
420	Professional Develop & Training	85.00	2,121.77	13,670.00	11,548.23	16
421	Industry Conferences		4,152.19	6,500.00	2,347.81	64
	Total Account	11,549.50	102,796.01	183,411.00	80,614.99	56
	Total Expenses	128,049.89	842,366.20	1,718,942.00	876,575.80	49
	Net Income from Operations	-128,049.89	812,250.80			
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	-128,049.89	812,250.80			

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** March 16, 2017

**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. April 5, 2017 - NVTA will host the 2<sup>nd</sup> Annual ITS Transportation Roundtable---** This event is a roundtable discussion organized by the Intelligent Transportation Society of Virginia (ITS Virginia), the pre-eminent Virginia organization for information exchange regarding the use of intelligent transportation systems (ITS) to support transportation system operations. The theme of the roundtable is *Planning for Tomorrow's Transportation Today*, with a strong emphasis on potential applications in the Northern Virginia region. The roundtable, which will be both informative and interactive, comprises two plenary sessions. Attachment A notes the program for the Roundtable.
- 3. Closed Out NVTA Projects -** The Authority has adopted three funding programs totaling 79 regional transportation projects---FY2014 Program, FY2015-16 Program and the FY2017 Program. As of Thursday, March 16, 2017, fourteen of the 79 adopted projects have been closed out. The completed projects can be found in attachment B.

#### **City of Falls Church Van Buren St. Bridge Project Funding Reduction**

- The project was awarded \$300,000 of Regional Revenue funding in the FY2014 Program.
- Cost reimbursements submitted on the project were noted to mistakenly contain out of scope elements.
- NVTA and Falls Church staff worked to reevaluate reimbursements and project criteria. This has resulted in mutually agreed revisions of the project's Standard Project Agreement, Appendix B.
- The City received \$195,067.55 in project reimbursements, of which it has refunded \$64,839.94 to the NVTA.

- The revised Appendix B and required project close out notice have been submitted by the City, resulting in \$169,772.39 being returned to the Regional Revenue Fund for future PayGo projects.

#### **4. NVTA Standing Committee Meetings**

- **Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Monday, March 27, 2017 at 10:00am.
- **Finance Committee:** The NVTA Finance Committee will meet on Thursday, April 20, 2017 at 1:00pm.
- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee will meet on Thursday, April 27, 2017 at 6:00pm.

#### **5. NVTA Statutory Committee Meetings:**

- **Planning Coordination Advisory Committee:** The PCAC will meet on Wednesday, March 22, 2017 at 6:30pm.
- **Technical Advisory Committee:** The TAC will meet on Wednesday, April 19, 2017 at 7:00pm.

#### **6. CMAQ-RSTP Transfers:**

- CMAQ and RSTP Transfers requested since the last Executive Director's report are presented in Attachment C.

#### **7. FY2014-2017 NVTA Regional Projects Status Report:**

- Please note the updated Regional Projects Status Report (Attachment D), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

#### **Attachments:**

- A. NVTA ITS Roundtable Program
- B. Closed Out NVTA Projects
- C. CMAQ-RSTP Transfers
- D. FY2014-2017 NVTA Regional Projects Status Report



# XV.A

**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

## **PLANNING FOR TOMORROW'S TRANSPORTATION TODAY**

**The Intelligent Transportation Society of Virginia (ITS Virginia)**

**Presents the 2<sup>nd</sup> Annual**

**Northern Virginia Transportation Roundtable**

**Wednesday April 5, 2017**

**8:00 am – noon**

This event is a roundtable discussion organized by the Intelligent Transportation Society of Virginia (ITS Virginia), the pre-eminent Virginia organization for information exchange regarding the use of intelligent transportation systems (ITS) to support transportation system operations. The theme of the roundtable is *Planning for Tomorrow's Transportation Today*, with a strong emphasis on potential applications in the Northern Virginia (NoVA) region. The roundtable, which will be both informative and interactive, comprises two plenary sessions.

### **Program**

7:30 am Registration, networking, continental breakfast (included with registration)

8:00 am **Welcome** Monica Backmon, Executive Director, Northern Virginia Transportation Authority; and Robb Alexander, President, Intelligent Transportation Society of Virginia

8:15 am **New Mobility Revolution:** Disruptive technologies are already here, and beginning to change the way we travel. This session will feature a panel discussion with NoVA practitioners and planners at the leading edge of the new mobility revolution.

- Moderated by: Martin DiCaro [Transportation Reporter, WAMU 88.5]
  - Capital Bikeshare [Henry Dunbar, Program Director, Bike Arlington]
  - Shared autos [Aaron Landry, General Manager, car2go D.C.]
  - Retail/delivery trends [Jon Schermann, Transportation Planner, MWCOG/TPB]
  - Ride-hailing [Nick Zabriskie, Uber]
  - Connected and Automated Vehicle deployments [Hari Sripathi, Director, Emerging Technology Deployments, VDOT]

10:00 am **Break**

10:15 am **Planning for Disruption:** The new mobility revolution presents opportunities for travelers and challenges for policy makers. This session will attempt to distinguish facts, myths, uncertainties, and the unknown, highlighting potential strategies for Northern Virginia to ensure the region's needs are addressed.

- Moderated by: Robert Thomson [The Washington Post's Dr. Gridlock]
  - Consultant perspective [Steve Buckley, Northeast Regional Manager, WSP Parsons Brinckerhoff]
  - Academic perspective [Myra Blanco, Director, Center for Public Policy, Partnerships, & Outreach, Virginia Tech Transportation Institute]
  - Economic/Revenue impacts of Automated Vehicles [Mike Zezas, Morgan Stanley]
  - Policy perspective [Henry "Hap" Connors Jnr., Vice President, Center for Innovative Technology, CTB Member]
  - Operations perspective [Virginia Lingham, Connected and Automated Vehicle Program Manager, VDOT]

11:45 am **Closing remarks**

## **Registration**

- Online registration:  
<https://services.easterassociates.com/conference/registration/ITSVA/7>
- Registration fee \$50 (regular), \$35 (state/local government)
- Continental breakfast included

## **Venue**

Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200, Fairfax, Virginia 22031

# XV.B

**Northern Virginia Transportation Authority**  
**Completed Projects**  
**3/13/2017**

Program Yr	Project Description		NVTA Funded Amount	Amount Paid	Notes
FY2014	Arlington	Blue/Silver Line Mitigation (4 Buses)	\$ 1,000,000.00	\$ 797,696.13	Closed
FY2014	Loudoun	2-Transit Buses - 40ft	880,000.00	880,000.00	Closed
FY2014	Loudoun	Belmont Ridge Road (Rt 659) North of Dulles Greenway Widening	20,000,000.00	20,000,000.00	NVTA Close - Project Active
FY2014	Leesburg	New grade-separated interchange on Edwards Ferry Road at RT 15 Leesburg BP	1,000,000.00	1,000,000.00	NVTA Close - Project Active
FY2014	Alexandria	Dash bus expansion (5 new hybrid buses)	1,462,500.00	1,462,500.00	Closed
FY2014	Falls Church*	Van Buren Bridge (safe access to E Falls Church Metro)	130,227.61	130,227.61	NVTA Close - Project Active
FY2014	Falls Church	Bus Stop Changes Incl provision of shelters & pedestrian inform & consolidation	200,000.00	196,127.33	Waiting for Project Closeout
FY2014	PRTC	PRTC New Gainesville Service Bus	580,000.00	559,275.00	Closed
FY2014	NVTC	Route 7 Transit Alternatives Analysis Study	838,000.00	792,931.69	Waiting for Project Closeout
FY2015/16	Fairfax	US 1 Richmond Hwy (fr Mt.Vernon Memorial Hwy to Napper Rd)	1,000,000.00	1,000,000.00	NVTA Close - Project Active
FY2015/16	Fairfax	Connector Bus Service Expansion – Capital Purchase 12 Buses	6,000,000.00	5,922,261.88	Closed
FY2015/16	Loudoun	Acquisition of 4 Buses	1,860,000.00	1,860,000.00	Closed
FY2015/16	City of Fairfax	Jermantown / Route 50 Roadway Improvements	1,000,000.00	1,000,000.00	NVTA Close - Project Active
FY2015/16	City of Fairfax	CUE 35-foot transit Bus Acquisition	3,000,000.00	2,536,209.78	Closed
			<u>\$ 38,950,727.61</u>	<u>\$ 38,137,229.42</u>	

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** March 9, 2017

**SUBJECT:** Approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Arlington County, the City of Alexandria, and the Town of Dumfries

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- 1. Purpose.** To inform the Northern Virginia Transportation Authority of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Reallocation Requests for Arlington County, the City of Alexandria and the Town of Dumfries.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to the RJACC.

On February 13, 2017, Arlington County requested the following reallocation:

- \$25,635 in RSTP funds from Traffic Signal System Study – PE Only (UPC 17845) to Rosslyn Circle Improvements (UPC 70762)

On February 14, 2017, the City of Alexandria requested the following reallocation:

- \$33,535 in CMAQ funds from Dedicated Transitway (UPC 79794) to King Street-Old Town Metrorail Station Improvements (UPC 79792)

On February 16, 2017, the Town of Dumfries requested the following reallocation:

- \$134,053 in RSTP funds from Multi-modal Enhancements (UPC 96734) to Route 1, Improvements to Main Street, Graham Park Road, and Curtis Drive (UPC 81517)

The RJACC approved these requests on February 23, 2017.

**Attachment(s):** DRAFT Letter to VDOT NOVA District Administrator Cuervo  
Request Letters from Arlington County, the City of Alexandria and the Town of Dumfries

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

March 23, 2017

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Arlington County, the City of Alexandria, and the Town of Dumfries

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 February 13, 2017, Arlington County requested the following reallocation:

- \$25,635 in RSTP funds from Traffic Signal System Study – PE Only (UPC 17845) to Rosslyn Circle Improvements (UPC 70762)

On February 14, 2017, the City of Alexandria requested the following reallocation:

- \$33,535 in CMAQ funds from Dedicated Transitway (UPC 79794) to King Street-Old Town Metrorail Station Improvements (UPC 79792)

On February 16, 2017, the Town of Dumfries requested the following reallocation:

- \$134,053 in RSTP funds from Multi-modal Enhancements (UPC 96734) to Route 1, Improvements to Main Street, Graham Park Road, and Curtis Drive (UPC 81517)

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on February 23, 2017, and the NVTA was informed on March 23, 2017. 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,

Pierre Holloman  
RJACC Vice-Chairman

Cc: Martin E. Nohe, Chairman, NVTA  
Monica Backmon, Executive Director, NVTA  
Dennis Leach, Deputy Director of Transportation, Arlington County  
Yon Lambert, Director of Transportation & Environmental Services, City of  
Alexandria  
Gerald M. Foreman, Town Manager/Mayor, Town of Dumfries



DEPARTMENT OF ENVIRONMENTAL SERVICES  
Division of Transportation

2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201  
TEL 703-228-3681 FAX 703-228-7548 [www.arlingtonva.us](http://www.arlingtonva.us)

February 13, 2017

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

Dear Ms. Dominguez:

Arlington County seeks approval from the Northern Virginia Transportation Authority's Regional Jurisdiction and Agency Coordinating Committee to reallocate \$25,635 in residual Regional Surface Transportation Program (RSTP) funds from UPC 17845 (Traffic Signal System Study – PE Only) to UPC 70762 (Rosslyn Circle Improvements). This represents a transfer of RSTP funds from a completed project with residual RSTP funds to a project that has previously been approved for and received RSTP funding.

If you have any questions or comments on this request, please contact Arlington Regional Transportation Planning Program Coordinator Sarah Crawford at (703) 228-3397 or [scrawford@arlingtonva.us](mailto:scrawford@arlingtonva.us).

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Leach".

Dennis Leach  
Deputy Director

Cc: Pierre Holloman, RJACC Vice Chair  
Carol Bondurant, VDOT NoVa District

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

Date: 2/13/2017

Name of Jurisdiction/Agency Requesting: Arlington County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$25,635

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No. Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
17845	Traffic Signal System Study - PE Only	RSTP	Y		All remaining RSTP Funds (\$25,635)	70762	Rosslyn Circle Improvements	Y	previous				

TOTAL OF TRANSFER \$25,635.00

Attach Signed Request of Transfer Letter



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall  
Alexandria, Virginia 22313  
703.746.4025**

**alexandriava.gov**

February 14, 2017

Pierre Holloman Vice-Chairman  
Regional Jurisdiction and Agency Coordinating Committee (RJACC)  
Northern Virginia Transportation Authority (NVTA)  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

Reference: Request to Reallocate Congestion Mitigation and Air Quality Funds for the City of Alexandria

Dear Mr. Holloman,

The City of Alexandria requests the NVTA Regional Jurisdictional Coordinating Committee's (RJACC)'s approval for:

- \$33,535 of previously allocated CMAQ funds from UPC #79794 (Dedicated Transitway) to UPC #79792 (King St-Old Town Metrorail Station Improvements)

The funds are going from the Dedicated Transitway CMAQ project to another CMAQ project approved in FY2010 (King St.-Old Town Metrorail Station Improvements). The funds will be part of the funds being used to rebuild a bus loading area and kiss-and-ride area at the King St-Old Town Metro Station. The construction of these facilities is expected to start in 2017.

This project will utilize a combination of CMAQ, RSTP, funds from the Commonwealth of Virginia, and local funds.

Mr. Pierre Holloman

Page 2

February 14, 2017

Thank you for your assistance in this matter. Please feel free to contact Carrie Sanders, Deputy Director of Transportation & Transit services, at 703.746.4088 should you have further questions.

Sincerely,



Carrie Sanders

Deputy Director, Transportation/Transit

cc: Yon Lambert, Director, T&ES

Allan Fye, Acting Division Chief, Transit, T&ES

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

Date: 2/14/2017

Name of Jurisdiction/Agency Requesting: City of Alexandria

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

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No. Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
79794	Dedicated Transitway	CMAQ	Y		\$33,535.00	79792	King St-Old Town Metro Station Improvements	Y	previous				

TOTAL OF TRANSFER \$33,535.00

Attach Signed Request of Transfer Letter



## DUMFRIES, VIRGINIA

Virginia's Oldest Continuously Chartered Town  
CHARTERED 1749 INCORPORATED 1961

John Wilmer Porter Building  
17755 Main Street  
Dumfries, Virginia 22026-2386  
Tel: 703-221-3400 / Fax: 703-221-3544  
[www.dumfriesva.gov](http://www.dumfriesva.gov)

February 16, 2017

Pierre Holloman, Vice-Chairman  
Regional Jurisdictional and Agency Coordinating Committee (RJACC)  
Northern Virginia Transportation Authority (NVTAA)  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Mr. Holloman:

The Town of Dumfries is closing out our project known as UPC 96734 – Multi-modal Enhancements. We find we have \$134,053.00 in surplus funds remaining on the project and we would like to apply it to another project. This project has Federal Funds attached and it is our understanding the funds would be transferrable to another project we have which has Federal Funds attached.

We would like to transfer the remainder of the funds from UPC 96734 – Multi-modal Enhancement to UPC 81517 – Route 1, Improvements to Main Street, Graham Park Road, and Curtis Drive Project in Dumfries, Virginia.

We would like to transfer all remaining surplus funds. Please give this the utmost consideration so we can move forward with closing out the UPC 96734 – Multi-modal Enhancements Project.

Sincerely,

Gerald M. Foreman  
Town Manager/Mayor

C.c. Town Attorney  
Berkley Group  
File

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

Date: 2/16/2017

Name of Jurisdiction/Agency Requesting: Town of Dumfries

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

From (Donor): \_\_\_\_\_ To (Recipient): \_\_\_\_\_

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No. Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
96734	Multi-Modal Enhancements	RSTP	Y		\$134,053.00	81517	Route 1 Improvements to Main St, Graham Park Road, and Curtis Drive	Y	previous				

TOTAL OF TRANSFER \$134,053.00

Attach Signed Request of Transfer Letter



## NVTA FY2014-17 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Arlington County	<b>Boundary Channel Drive Interchange</b> – 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	<b>Columbia Pike Multimodal Improvement</b> – 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. Streetscape and Undergrounding plan approval expected in March 2017. Washington Gas relocations anticipated to begin April 2017. Invitation to Bid scheduled for release July 2017, with construction expected to be under way in Nov 2017.	Fall 2019	Fall 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Arlington County	<b>Columbia Pike Multimodal Street Improvements (East End)</b> – 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, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	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 March 2017. Right-of-Way acquisition underway, but must be completed prior to construction. 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	<b>Crystal City Multimodal Center</b> – 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 was mostly completed in December 2016 at the same time as an adjacent County project. Lighting and signage needs to be completed. Only punch-list items remain on this project, plus green bike lane painting.	Spring 2017	Spring 2017.	42.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Arlington County	<b>Ballston-MU Metrorail Station West Entrance</b> – 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 Fall 2017.	Start of construction in winter 2019	Fall 2019	0%
Arlington County	<b>Glebe Road Corridor Intelligent Transportation System Improvements</b> – 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	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – Consultant procurement is underway Task 3 – Chain Bridge Fiber communication – In construction phase. Task 4 – ITS Equipment Installations – Field assessment underway. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task 3 - August 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	Task 2 – Summer 2019 Task 3 - August 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	1.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Arlington County	<b>Lee highway Corridor ITS Enhancements –</b> The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the interchange of Lee Highway and I-66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	System Engineering and Design to begin early in calendar year 2017.	June 2020	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Arlington County	<b>Crystal City Streets:</b> 12 <sup>th</sup> Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	Design work began in fall 2017. 12 <sup>th</sup> Street plans are at 30% with a public meeting to be held in April. 23 <sup>rd</sup> street will also hold a public meeting in April with Concept Design plans for review.  Clark/Bell Realignment is nearing 30% design completion.	June 2020	June 2020	0%
Fairfax County	<b>Innovation Metrorail Station</b> – 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	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County is in the process of awarding a contract for the construction of the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	87.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
	<b>Innovation Metrorail Station (Continuation)</b> - 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	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. The County is in the process of awarding a contract for the construction of the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	0%
Fairfax County	<b>West Ox Bus Garage</b> - 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 building dry-in for the Maintenance Building is anticipated by the end of March. Work at the Administration Building expansion is ongoing. The conference room conversion for the new office space is completed. A temporary generator is installed and work on the new generator is starting. The installation of bus wash equipment in the Service Building is complete.	September 2017	September 2017	15.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Fairfax County	<b>VA Route 28 Widening – Prince William County Line to Route 29</b> - 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 summer 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. VDHR approvals received on permit applications. In process to acquire VDOT LUP. Archeological survey anticipated to start mid-March 2017. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed. Consultant revising traffic report based on comments received from County and VDOT. 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. NTP for Phase II Geotechnical work issued on 12/21/16. LUP for Geotechnical survey work received from VDOT; survey to commence early March 2017.	2020	February 2018	26.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
	<b>VA Route 28 Widening – Prince William County Line to Route 29 (continuation)</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW		2020	June 2018	0%
Fairfax County	<b>Fairfax County Parkway Improvements</b> – 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. Traffic counts completed in Nov 2016. Survey in progress. VDOT is expected to award the contract and start the project soon.	2022	June 2020	0%
Fairfax County	<b>Route 286 Fairfax County Parkway Widening: Route 123 to Route 29</b> – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey in progress. VDOT is expected to award the contract and start the project soon.	2022	June 2020	0%
Fairfax County	<b>Rolling Road Widening</b> – 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 30% 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 completed. Project Public Hearing anticipated in early 2017.	2018	Summer 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Fairfax County	<b>Frontier Drive Extension -</b> 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. Design and Preliminary Engineering related efforts are underway. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and is anticipated to be sent to VDOT Central Office for final approval in March 2017.  Public Hearing is anticipated to be held in fall 2017 with design approval anticipated in spring 2018.	2022-2023	Fall 2018	0%
Fairfax County	<b>Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive –</b> Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public information meeting held on 6/16/16. Public hearing held on 11/15/16. Board endorsement of Design. Public Hearing Plans anticipated in May 2017.	2025	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Fairfax County/ Virginia Department of Transportation UPC 82135	<b>Route 7 Bridge over Dulles Toll Road</b> - 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	ROW Acquisitions and Utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Construction of three underpasses and two overpasses along shared-use paths is underway. Final design for the roadway is underway; Lighting plans along the roadway under review by MWAA, Fairfax County and VDOT. Westbound roadway traffic switched on new bridge in between two existing RT 7 bridges over DATR on December 22, 2016. Old eastbound bridge removed. Drainage and cut/fill in NW quadrant installed. Pier modifications and substructure repairs on RT 7 piers underway.	Spring 2018	Spring 2017	83.3%
Loudoun County	<b>Leesburg Park and Ride</b> – 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Loudoun County	<b>Belmont Ridge Road (North)</b> – 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. Right-of-Way (ROW) acquisition, clearing and grubbing, erosion and sediment control measures installation, and earthwork activities are underway. Installation of signage and temporary concrete barrier commenced.	December 2018	December 2018 (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Loudoun County	<b>Belmont Ridge Road - Truro Parish Road to Croson Ln</b> – 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	100% design plans were submitted to Building & Development and VDOT on November 30, 2016. Coordination of utility relocation designs with Dominion Virginia Power, Verizon, and adjacent property owners continues. DTCL and its consultant, Dewberry, are also working to finalize the dedication and easement plats. Completion of the design phase is delayed from Fall 2016 to Spring 2017 due to Dominion Virginia Power and Verizon relocation coordination.	February 2018	February 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Loudoun County	<b>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd</b> – 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	A portion of the 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; this agreement was approved by the Board of Supervisors on February 23, 2017.	Fall 2018	Fall 2018	0.4%
Prince William County	<b>Route 1 Widening from Featherstone Road to Marys Way</b> – 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	Right of Way plans for total acquisitions approved by VDOT on 23 Feb 2017. Right of Way plans for partial acquisitions under VDOT review.	Construction advertisement Winter 2017.	Design October 2017.	52.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - 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	Construction to begin in January 2018. There are approximately 73 parcels impacted with 12 properties with possible major impacts. Appraisals for total tasks under review. Appraisals for partial takes ongoing. Design public hearing held in November 2016. Duct bank construction and utility relocations to occur in 2018.	April 2021	April 2021	0%
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway and add a five foot wide sidewalk on the east side of the highway and a ten foot wide multi-use trail on the west side.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	<b>Route 28 Widening from Linton Hall Road to Fitzwater Drive</b> -- 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 the end of March 2017. Project was bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project. However, bids exceeded funds available. Project to be rebid as a standalone project in April 2017.	August 2019	August 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Prince William County	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road</b> - 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	Construction to start in spring 2018. Project was bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project. Price proposals are under review. However, bids exceeded funds available. Project to be rebid as a standalone project in April 2017.	September 2020	September 2020	0%
	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation)</b> - 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.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	September 2020	September 2020	0%
City of Manassas/Prince William County	<b>Route 28 (Manassas Bypass) Study – Godwin Drive Extended</b> - 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. Steering committee meeting scheduled for early April. Traffic analysis and travel demand modeling are underway. Initial Alternatives and Screening Criteria have been established.	Location study (phase 1 of the overall study) to be completed by September 2017	Location study (phase 1 of the overall study) to be completed by September 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
City of Alexandria	<b>Potomac Yard Metrorail Station EIS</b> – 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 (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017.	Expected to open by year-end 2020.	2017	44.8%
	<b>Potomac Yard Metrorail Station (continuation)</b> - 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. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017.	2020	2017	0%
	<b>Potomac Yard Metrorail Station (continuation)</b> - 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.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017.	2020	2020	0%
City of Alexandria	<b>Shelters and Real Time Transit Information for DASH/WMATA</b> – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition	Bus shelters have been installed at Site 1 and Site 2 and are open to the public. Contractor to start work on 3 <sup>rd</sup> bus shelter which is expected to be completed in early April 2017.	September 2018	September 2018	1.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
City of Alexandria	<b>Traffic Signal Upgrades/Transit Signal Priority</b> – 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	Kittelson & Associates is preparing design plans for Route 1 TSP project.	Summer 2018	Summer 2018	0%
City of Alexandria	<b>Duke Street Transit Signal Priority</b> - 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	Kittelson & Associates is preparing design plans for Route 1 TSP project.	Summer 2018	Summer 2018	0%
City of Alexandria	<b>West End Transitway (WET)</b> - 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%
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place</b> – 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax”</b> – 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%
City of Fairfax	<b>Kamp Washington Intersection Improvements</b> – 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
City of Falls Church	<b>Bus Stops Changes</b> – 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 six shelters complete. Easement acquisition is on-going with construction of four to six shelters in spring 2017.	Summer 2017	Summer 2017	98.1%
City of Falls Church	<b>Pedestrian Access to Transit</b> – 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 complete. Anticipated to begin utility undergrounding in Spring 2017 – starting work on bid package. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area.	Fall 2018	Fall 2018	18.3%
City of Falls Church	<b>Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station</b> – 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.	\$130,227.61 (FY2014)	Design Construction	90% design completed. Final plans completed. Starting work on bid package. Utility pole relocation underway with Dominion Virginia Power, may cause delay to project.	Winter 2017	Winter 2017	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
City of Manassas	<b>Route 28 Widening South to City Limits</b> – 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%
Town of Dumfries UPC 90339	<b>Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</b> - 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Sterling Road)</b> – 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	<b>Intersection Improvements (Herndon Parkway/Van Buren Street)</b> – 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%
Town of Herndon	<b>Access Improvements (Silver Line Phase II – Herndon Metrorail Station)</b> – 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Town of Herndon	<b>East Elden Street Improvement &amp; Widening</b> - 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 and Public Hearing milestone completed. 40-45% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans.	Project advertisement 2021	December 2018	0%
Town of Leesburg UPC 89890	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)</b> - 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. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The project will advance the preferred alternative.	Design approval expected in spring 2018.	Design approval expected in spring 2018.	50%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Town of Leesburg UPC 106573	<b>Route 7 East Market Street and Battlefield Parkway Interchange</b> - 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	Traffic analysis including development of the existing conditions VISSIM model, additional travel time runs and queuing observations, and responding to IJR framework document comments are underway. The IJR framework document has been resubmitted for review and approval. Continuing to develop alternative interchange configurations. A public meeting is anticipated in Spring 2017.	2020	2018	23.1%
	<b>Route 7 East Market Street and Battlefield Parkway Interchange (continuation)</b> - 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.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	2020	2020	0%
Northern Virginia Transportation Commission	<b>Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria)</b> – 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 submitted.	Final report submitted in February 2017.	Final report submitted in February 2017	94.6%
Potomac and Rappahannock Transportation Commission	<b>Western Maintenance Facility</b> – 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Department of Transportation	<b>Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1</b> – 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, bio-retention pond and swale, clearing, and grubbing are complete. Completed shoulder between RT 606 and Innovation Ave. Installed three high mast lights at Sterling Blvd. interchange. Completed surface asphalt from Waxpool Road to Dulles Toll Road; Installed guardrail and permanent pavement markings from Waxpool Road to Innovation Avenue. Installed ROW fence between Sterling Blvd. and Route 606.	Summer 2017	Summer 2017	93.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Department of Transportation	<b>Route 28 Widening Dulles Toll Road to Route 50/Area 2 –</b> 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. Placed intermediate and surface asphalt in median between Dulles Toll Road and McLearn Road. Light poles are being installed. Roadway work going on. Completed three high mast light foundations; mass excavation on Southbound 28 between Air and Space Parkway and Route 50; shoulder foundation for Overhead Sign #2. Started undercut and fine grading on Southbound 28 between Air and Space Parkway and Route 50.	Summer 2017	Summer 2017	75.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Department of Transportation	<b>Route 28 Widening McLearen Road to Dulles Toll Road/Area 3</b> – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Completed surface asphalt from Frying Pan Road to Dulles Toll Road. Performed cut to fill operations at Frying Pan Road interchange. Placed base and intermediate asphalt between McLearen Road and Frying Pan Road. Placed shoulder stone between McLearen Road and Frying Pan Road. Installed Overhead Signs #5 and #10. Placed and graded roadway subbase and shoulder stone at Frying Pan Road Interchange. Installed two high mast lights at Frying Pan Road interchange. Performed undercut and fine grading on northbound 28 north of the McLearen Road interchange.	Summer 2017	Summer 2017	86.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Railway Express	<b>Alexandria Station Tunnel</b> – 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. Notified of successful Smart Scale grant application. Will know in May 2017 for use in construction. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Schedule will be revised when notification of Smart Scale Award is official.	Fall 2020	Fall 2020	0%
Virginia Railway Express	<b>Gainesville to Haymarket Extension</b> – 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	Phase I, planning and alternatives analyses, complete. Awaiting recommendation of alternative(s) to advance to Phase II, NEPA, and PE, from VRE Operations Board (expected March 2017).	Fall 2017	Fall 2017	38.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Railway Express	<b>Lorton Station Second Platform</b> – 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	NTP for PE as part of Penta Platform Effort 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 in summer 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX. Geotechnical work is underway while conceptual design alternatives are being developed and analyzed.	Summer 2020	Summer 2020	0%
Virginia Railway Express	<b>Manassas Park Station Parking Expansion</b> - 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 February 2017, and start PE/NEPA soon. VRE Board awarded Optional Task A for PE and NEPA on January 27, 2017.	Fall 2017	Fall 2017	26.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
	<b>Manassas Park Station Parking Expansion (continuation)</b> - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%
Virginia Railway Express	<b>Franconia-Springfield Platform Expansion</b> - 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	NTP for PE as part of Penta Platform Effort 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 in summer 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX. Geotechnical work is underway while conceptual design alternatives are being developed and analyzed.	Summer 2020	Summer 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Railway Express	<b>Rippon Station Expansion and Second Platform</b> - 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	NTP for PE as part of Penta Platform Effort 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 in summer 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX. Geotechnical work is underway while conceptual design alternatives are being developed and analyzed.	Summer 2020	Summer 2020	0%
Virginia Railway Express	<b>Slaters Lane Crossover</b> - 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 recent information indicates that project is on hold pending CSX reorganization. Construction schedule pending final design. All work to be done by CSXT forces.	Summer 2017	Summer 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Virginia Railway Express	<b>Crystal City Platform Extension Study</b> - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. NTP awarded in December 2016.	Fall 2017	Fall 2017	0%
Washington Metropolitan Transit Authority	<b>8-Car Traction Upgrades</b> – 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 10/26/2016. Site Surveys have been conducted for the NVTA locations, Shop drawings have been approved and the manufacturing phase is underway. Installation is scheduled to commence mid-June 2017.	Projected Contract Close- out March 2018	March 2018	2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/10/17
Washington Metropolitan Transit Authority	<b>Blue Line 8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.		March 2019	March 2019	0%

# **Correspondence Section**



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

March 6, 2017

Mr. Nick Donohue  
Director, Office of Intermodal Planning and Investment  
600 East Main Street, Suite 2120  
Richmond, VA 23219

Reference: Northern Virginia Transportation Authority Comments on the Draft VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations and the Draft Tier 1 Combined Needs Summary

Dear Director Donohue:

The Northern Virginia Transportation Authority (NVTA) appreciates the opportunity to review and provide comments on the Draft VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations and the Draft Tier 1 Combined Needs Summary. The following bullets denote general comments that the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and NVTA staff have regarding the draft VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations and the draft Tier 1 Combined Needs Summary:

- Overall, the NVTA understands the complexity of this endeavor and the need to identify performance targets, priorities and projects that can help advance the VTrans2040 Vision. As more attention is being placed on performance based planning and programming, there is a strong need to highlight critical projects which will be implemented over the next ten years that address the VTrans vision, goals and objectives. The NVTA supports the inclusion of pipeline projects which have been previously approved by and which have received funding through the NVTA.
- The process of formulating pipeline projects, strategies, concepts and studies which meet the VMTP 2025 needs has included some complicated aspects which at times were not well communicated to stakeholders. Although one regional forum on the VMTP 2025 Consolidated Needs/Recommendation was held in Northern Virginia and hosted by the NVTA in May 2016, it was not clear how the overall goals, intent and resulting outcomes from this forum would lead to the development of draft recommendations for Northern Virginia without any additional follow-up and feedback from others who were unable to attend such forum.
- Regarding the process of selecting pipeline projects, strategies, concepts and studies, has such been fully documented and articulated within a specific document or on the Vtrans website?

- Consolidated Needs are classified into three tiers; however, it is not completely clear what differentiates the tiers outside of the “High, Medium, and Low” rating, and notes that each tier is based on local input and data. Both local input and the type of data utilized for each tier should be explained and made transparent.
- The NVTA is currently in the process of developing its long-range transportation plan, TransAction, which will include projects that reduce congestion, help in obtaining a sustainable multimodal transportation system, improve the quality of life, and support economic development in Northern Virginia. As TransAction is expected to be adopted by the NVTA in the fall of 2017, will the final VMTP 2025 be updated to include potential pipeline projects from TransAction?
- As Northern Virginia’s population and employment continue to grow and as congestion continues to increase, there is a strong need to capture reverse commuting options, other non-traditional travel patterns and behaviors, and adapted freight patterns in the region. Northern Virginia is a complex environment that is no longer dominated by a traditional commute into the District of Columbia.
- In general, new project ideas within Northern Virginia should include more projects, strategies, concepts and studies for: improved travel reliability; ITS and ICM improvements; freight; and a regional connected high capacity transit network that links to regional activity centers.
- Will there be coordination with localities and regional agencies on identified new project ideas, recommendations and strategies that target a specific Consolidated Need? Such will be necessary to move projects forward.
- The maps which depict Consolidated and Tiered Needs are difficult to understand (legend, arrows, colors, etc.). Consider revising to communicate this information better to the public.
- NOVA03, “WMATA-Identified Pedestrian and Bicycle Project Priorities,” should be expanded to include bike and pedestrian access studies to transit stations that localities have conducted.
- NOVA13 should reference bike plans which have been adopted by localities.
- NOVA 47 notes, “Express Lanes on I-66 in Reverse Peak Direction,” as a pipeline project. Is this particular project different from the noted “Funded Projects” I-66 projects?
- What are the next steps and will the Draft VMTP recommendations and Draft Tier 1 Consolidated Needs Summary be revised based on the comments received?

Thank you, again, for the opportunity to provide feedback on the Draft VTrans Multimodal Transportation Plan 2025 (VMTP 2025) Recommendations and the Draft Tier 1 Combined Needs Summary.

If you have any questions or need additional information, please contact me at (703) 642-4650.

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: Northern Virginia Transportation Authority Members