

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

AGENDA

I. Call to Order Chairman Nohe

II. Roll Call Ms. Speer, Clerk

III. Minutes of the January 12, 2017 Meeting

Recommended action: Approval [with abstentions from those who were not present]

Presentations

- IV. TransAction Update: Tracking Survey Mr. Keith Jasper, Principal Planner
- V. Multi-Sector Working Group Update

Mr. Srikanth, Director of Transportation, TPB

Action

- VI. Approval of Weightings of Performance Measures for TransAction Update
 Chairman Nohe, Chair, Planning and Programming Committee
 Recommended action: Approval of Weightings
- VII. Authorization for Executive Director to Submit Comments on VTRANS
 Draft Recommendations and Draft Tier 1 Combined Summary

Ms. Backmon, Executive Director

Recommended action: Authorization for Executive Director to Submit Comments

VIII. Approval of CMAQ/RSTP Projects for FY2023

Ms. Backmon, Executive Director

Recommended action: Approval of FY2023 CMAQ/RSTP Projects

IX. Approval of CMAQ Reallocation Request for Prince William County

Ms. Backmon, Executive Director

Recommended action: Approval of Reallocation

X.	Appointment of Technical Advisory Committee Chair and Vice-Chair for		
	CY2017	Chairman Nohe	
XI.	Appointment of Planning Coordination Advisory Committee Chair and Vice- Chair for CY2017 Chairman Nohe		
XII.	Appointment/Reappointment of Two Finance Committee Members for Two Year Terms Chairman Nohe		
XIII.	Appointment/Reappointment of Two Governance and Personnel Committee Members for Two Year Terms Chairman Nohe		
XIV.	Appointment/Reappointment of Two Planning and Pr Members for Two Year Terms	rogramming Committee Chairman Nohe	
	Discussion/Information		
XV.	2017 Legislative Update Ms. Hynes, Chair, C	egislative Update Ms. Hynes, Chair, Governance and Personnel	
XVI.	Planning and Programming Committee Report	Chairman Nohe, Chair	
XVII.	Technical Advisory Committee Report	Mr. Boice, Chair	
XVIII.	Planning Coordination Advisory Committee Report	Mayor Foreman, Chair	
XIX.	Executive Director's Report A. CMAQ/RSTP Reallocation Requests for Fairfax and Prince William Counties and the Town of Vienna		
XX.	Chairman's Comments		
XXI.	Closed Session Adjournment		
	Correspondence		

Correspondence

• Letter to Delegate Albo regarding the Authority's contingent approval of the WMATA Blue Line Traction Power Upgrades Project - Standard Project Agreement.

Next Meeting: March 9, 2017

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





Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, January 12, 2017 7:00pm 3040 Williams Drive, Suite 200 Fairfax, VA 22031

MEETING MINUTES

Annual Organizational Meeting

I. Call to Order Chairman Nohe

• Chairman Nohe called the meeting to order at 7:16pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Mayor Silberberg; Chair Fisette; Mayor Parrish; Mayor Stombres (arrived 7:28pm); Council Member Snyder (arrived 8:05pm); Mayor Rishell; Ms. Hynes; Mr. Kolb.
- Non-Voting Members: Mayor Burk; 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 moved item XIII to this point in the meeting.

XIII. Appointment of Town Representative for Calendar Year 2017

Chairman Nohe

- Chairman Nohe stated that the coalition of town Mayors requested the appointment of Leesburg Mayor Kelly Burk as Town Representative to the Authority for Calendar Year 2017.
- Chair Randall moved the appointment of Kelly Burk as Town Representative to the Authority for Calendar Year 2017; seconded by Chairman Bulova. Motion carried unanimously.

III. Minutes of the December 8, 2016 Meeting

• <u>Chairman Bulova moved approval of the December 8, 2016 minutes; seconded</u> by Mayor Parrish. Motion carried unanimously.

Public Comment

- Rob Whitfield, representing the Fairfax County Taxpayers Alliance, made several comments:
 - ✓ Thanked the Authority for the good work it has done in the past year.
 - ✓ Expressed serious concern for Washington Metropolitan Area Transit Authority (WMATA) and the issues it is facing.
 - ✓ Expressed concerns that the I-66 Outside the Beltway public-private partnership agreement could result in tolls over the next 50 years of approximately \$6 billion.
 - ✓ Noted the \$300 million that NVTA allocated to the I-66/Route 28 Interchange as part of the I-66 Outside the Beltway project is no longer needed and questioned what will be done with those funds.

Presentations

IV. 2016 Annual Report

Ms. Backmon, Executive Director

- Ms. Backmon presented the 2016 Annual Report to the Authority. She noted the major accomplishments of the year:
 - ✓ Unanimous adoption of the FY2017 Program, including 12 multi-modal projects totaling approximately \$466 million.
 - ✓ All NVTA jurisdictions met the requirements to receive their 30% Local Revenue Distribution funds (approximately \$95 million) for local projects.
 - ✓ The Authority commitment of \$1.1 billion to regional and local projects from FY2014-17.
 - ✓ The double centerfold map showing the projects funded in the FY2017 Program with the 70% regional revenues and the projects localities are programming with their 30% revenues.
 - ✓ Major groundbreakings held for Fairfax County's West Ox Bus Garage Expansion and Loudoun County's Belmont Ridge Road Construction projects.
 - ✓ Ribbon Cuttings held for the City of Fairfax's Jermantown Road project and for Loudoun County Transit's bus purchase.
 - ✓ The ongoing TransAction update efforts including extensive public outreach.
- Ms. Backmon introduced the Annual Report to the Authority and reviewed this year's contents.

(Mayor Stombres arrived.)

- Chairman Nohe stated that the double centerfold maps showing Regional and Local Revenue Fund projects are great. He noted that the Authority finally has maps to show the transportation challenges NVTA is solving in our region.
- Ms. Backmon noted that the Annual Report will be distributed and is posted electronically to the NVTA website for easy access.

- Chairman Bulova commended Authority staff for the report, the maps and the photos. She asked if the electronic map on the website would be interactive.
 Ms. Backmon responded that this is a feature staff plans to incorporate into next year's report.
- Ms. Backmon expressed appreciation to Tom Wampler, Fairfax County Department of Transportation, for his production of the maps for the Annual Report.

V. TransAction Update: Public Engagement Summary

Mr. Keith Jasper, Principal Planner

- Ms. Backmon stated that public involvement has been a very important and
 continuous element of the TransAction update. She noted that the consultants
 were charged with bringing new and different public engagement ideas to this
 project to encourage the public input. She reviewed the public engagement
 activities that have taken place to date, adding that valuable input has been
 gained.
- Mr. Jasper introduced Ms. Joyce Tsepas (AECOM) and Ms. Susan Sharp (Sharp & Company) as the project leaders on the TransAction public engagement activities.
- Ms. Sharp presented the TransAction Public Engagement Summary to the Authority. She reviewed the spring and fall public engagement activities and their results. She highlighted:
 - ✓ The spring engagement, which was intended to gain awareness. Activities involved going to places and events such as churches, fairs, malls, etc., to engage citizen participation and garnered over 1400 responses.
 - ✓ The fall engagement, which was intended to gain technical feedback. Activities included: an electronic survey that garnered over 2700 responses; focus groups involving detailed conversations with 40 Northern Virginians; community and stakeholder workshops; and additional pop-in events. Social media promotion was very successful in engaging new participants.
 - ✓ Ms. Sharp noted that regardless of demographics, the priority measures identified by participants were:
 - > Reduce delays during commute hours.
 - Increase travel time reliability throughout the day.
 - > Increase number of travel options.
 - > Increase access to rail.
 - ➤ Increase connections between business and residential centers.
 - ✓ Location-based measures identified:
 - Outside the Beltway Improve roadway safety to reduce vehicular crashes.
 - ➤ Inside the Beltway Reduce crowding on bus and rail.
 - ✓ Lower priority measures identified:
 - Reduce impacts of transportation on the environment.
 - > Reduce transportation costs.

- ➤ Reduce Single Occupancy Vehicles (SOVs) during peak hours.
- ✓ Key ideas learned from participants:
 - They have regional outlooks and want regional solutions.
 - > They want innovative approaches, both big and small, but want to see results.
 - ➤ They want technology solutions, not just transportation solutions.
 - ➤ They want flexibility in work arrangements.
 - > They really care about transportation.
 - They want a regional website with information on all projects.
 - > They feel they are not communicated with enough.
 - > They really appreciated the opportunity to provide input.

Consent Agenda

- VI. Standard Project Agreement for Fairfax County–Regional Funding 059-10751 (Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive)
- VII. Standard Project Agreement for Fairfax County –Regional Funding 059-50771 (Route 286 Fairfax County Parkway Widening: Route 123 to Route 29)
- VIII. Standard Project Agreement for Fairfax County Regional Funding 059-30761 (Route 28 Widening: Prince William County Line to Route 29)
 - IX. IRS Section 125 Premium Only Plan
 - X. Investment Safekeeping and Custody Service Agreement
 - XI. FY2018 Regional Revenue Fund Budget
- XII. FY2018 Local Distribution Fund Budget
 - Chair Randall moved approval of the consent agenda, to include the specific motions in items VI - XII; seconded by Chairman Bulova.
 - Mayor Parrish disclosed that he is a member of the Advisory Board for BB&T, therefore to ensure no conflict of interest with the Investment Safekeeping and Custody Services Agreement, he stated that would support the balance of the consent agenda, but would abstain from item X.
 - Motion carried unanimously, with the exception of an abstention from Mayor Parrish for item X.

Action

- XIV. Standard Project Agreement for WMATA–Regional Funding 996-80821 (Blue Line Traction Power Upgrades) Mr. Longhi, CFO
 - Mr. Longhi briefed the Authority on the Standard Project Agreement (SPA) for WMATA-Regional Funding 996-80821 (Blue Line Traction Power Upgrades). He stated that the SPA was consistent with the Project Description and that, based on the review of the NVTA Council of Counsels, there were no legal issues. However, the NVTA staff sought to address concerns regarding the matching funds required for this project from the State of Maryland and the District of the Columbia. He noted that the WMATA staff has been very cooperative throughout this process. Mr. Longhi stated that as a result of NVTA concerns, WMATA adopted two resolutions:
 - 1. WMATA Resolution 2015-66 noting WMATA's application for NVTA FY2017 funding for the Blue Line Traction Power Upgrades is subject to a future decision by WMATA as to whether the project will receive necessary matching funding in WMATA's FY2017 Annual Work Plan. WMATA additionally acknowledged in this resolution that no NVTA funds will be released to WMATA for the funding of this project unless and until such time as WMATA formally approves the project as part of the WMATA FY2017 Annual Work Plan that includes necessary matching funding for the project.
 - 2. WMATA Resolution 2016-48 noting WMATA's conditional approval of the project, subject to approval of a WMATA FY2017-2022 Capital Improvement Program (CIP) that includes the necessary matching funding. Resolution 2016-48 also modified the FY2017-2022 CIP to accept the NVTA award for Blue Line traction power upgrades and dedicate \$44.7 million of matching funds from the District of Columbia and the State of Maryland in FY2018 and FY2019.
 - Mr. Longhi stated that based on the contingencies within the WMATA resolutions, NVTA staff wanted to ensure the Authority that these contingencies will be fulfilled as the project reimbursement requests are received and evaluated. He added that reimbursement for this project will only occur if the contingencies in these two resolutions are met. These steps were guided by NVTA Resolution 14-08, which requires that when distributing 70% regional revenues to projects being built/managed in concert with extraterritorial funding partners, the extra-territorial funding partners pay or officially commit to pay their share to advance the project.
 - Chairman Nohe asked if this is the first project that NVTA Resolution 14-08 has been relevant to the adoption of an SPA. Ms. Backmon responded that the Authority had previously funded WMATA Orange Line Traction Power Upgrades in FY2014 and FY2015-16. Chairman Nohe added that the FY2014 WMATA Orange Line Traction Power Upgrades SPA was prior to the adoption of the resolution. He stated this is the first time the Authority has discussed this resolution in response to a SPA approval.

- Chairman Nohe directed Ms. Backmon to draft a letter to Delegate Albo to inform him that the NVTA had taken this action based on Resolution 14-08.
- Mayor Rishell asked if safety is a significant part of the WMATA Work Plan
 that includes the Blue Line traction power upgrades. Mr. Longhi responded
 that WMATA is working with the Federal Transit Administration (FTA) to
 incorporate the safety aspects of the traction power upgrades. Ms. Hynes
 stated that the power traction upgrades are required for two reasons:
 - 1. The traction power systems are aging and many are original.
 - 2. The 7000 series can only run as an 8-car train, which needs more power.
- Ms. Hynes concluded that although the project is related to safety and moving the trains efficiently, it is a capacity enhancement as it specifically relates to NVTA funding.
- Mayor Rishell asked if the traction power upgrades are necessary to make it safe to run longer trains to carry more people. Ms. Hynes responded affirmatively.
- Mayor Rishell asked if there is a prioritization process for addressing safety issues in WMATA's Work Plan. Mr. Mark Phillips (WMATA Office of Planning) stated that traction power is a large program which has both state-of-good-repair and capacity upgrade components. He noted this is part of a system wide effort on each service line, intended to replace all existing cables and upgrade where needed to support 8-car operations.
- Mayor Rishell asked if the new Capital Needs Inventory (CNI) will determine the prioritization of the lines, to determine which line needs work first. Mr. Phillips responded that prioritization is determined by the extent of the problem that exists on a line, as well as the resources currently in place. He added that the traction power department has a multiyear plan for the traction power upgrades that spans through 2025. The plan is staggered depending on staff and financial resources.
- Ms. Backmon emphasized that the traction power upgrade project that the Authority is funding is for capacity enhancements.
- Ms. Hynes moved approval of the proposed Standard Project Agreement 996-80821 (WMATA Blue Line Traction Power Upgrades), in accordance with the NVTA's approved FY2017 Project Description Form; and subject to the special provisions noted in the staff report; and authorize the Executive Director to sign on behalf of the Authority; seconded by Chairman Bulova. Motion carried unanimously.

XV. Adoption of FY2018 Operating Budget

Mayor Parrish, Chair, Finance Committee

- Mayor Parrish thanked the Finance Committee for their work to advance the FY2018 Operating Budget to the Authority for approval. He added that the Committee had unanimously recommended the budget and asked NVTA staff to meet with jurisdictional staff to brief them on the budget.
- Mr. Longhi noted that the budget process began in September with a
 discussion of prior year budget guidance and confirmation of guidance for
 FY2018. The Finance Committee received briefing proposals on the budget in
 November and the final draft budget in December. He added that unspent
 funds in the Operating Budget are automatically used to off-set the operating
 costs for the next year, there is no additional reserve.
- Mr. Longhi stated that the Operating Budget is typically paid through the jurisdictions 30% Funds. The Authority is estimated to receive \$327.1 million in revenue, of which the Regional Revenue Fund will receive 70% or \$228.9 million and member jurisdictions will receive approximately \$98.1 million, or 30%. He highlighted details of the Operating Budget:
 - ✓ The base budget is what it will take for the Authority to operate in FY2018 as it did in FY2017. This budget shows both the proposed base budget contributions and the proposed budget contributions by jurisdiction.
 - ✓ Proposed budget additions include:
 - ➤ Communication/Public Outreach proposed resource for either a part-time employee or a contract service, noting in the first year there is only a \$2,000 difference between these approaches. There was consensus and a distinct preference among the Finance Committee members for a direct hire due to the flexibility and continuity it would provide. Under a direct hire approach, \$27,000 of the first year expenses are for fixed costs, and of that \$6000 are one-time start-up costs and will not be necessary in future years. It was noted the budget estimate under a direct hire includes compensation and the above expenses, clarifying the budget request amount is not entirely employee compensation.
 - ➤ Multimodal Transportation Trends in Northern Virginia funds the ability to include a supplement to next year's Annual Report which will serve as a baseline to show year-to-year progress in addressing congestion.
 - ➤ Custody and Safekeeping Services and Portfolio Tracking contract firm for safekeeping services will have responsibilities for approximately \$600 million of Authority investments. Portfolio tracking software is necessary for complex investment tracking and reporting requirements. It was noted that there was a great amount of collaboration from investment staff at Fairfax, Arlington, Prince William and Loudoun Counties to develop these programs.

- ➤ Planning Technology This effort will be the start of a multi-year technology plan which will utilize the significant amount of data developed though the TransAction Update. The Geographic Information System (GIS) component will allow detailed project mapping, to include limited modeling and analysis. NVTA staff has worked with NVRC staff to share costs and capabilities to reduce the program expense.
- ➤ Transportation Planning Intern Program program will provide valuable experience for students, while supporting staff initiatives. Students will have a front row seat, through their support of NVTA committees to watch regional elected leaders work together to achieve transportation solutions through regional consensus.

(Council Member Snyder arrived.)

- Mayor Parrish moved adoption of the proposed FY2018 NVTA Operating Budget; seconded by Mayor Rishell.
- Chairman Bulova expressed her appreciation for the budget presentation and the breakdown by jurisdiction. She added that the 4% increase for employee compensation is a placeholder and will be adjusted to reflect the average jurisdictional staff increases. Mr. Longhi confirmed that the Finance Committee had requested this regional salary analysis prior to the start of the Fiscal Year.
- Ms. Hynes expressed her appreciation for the clear descriptions for the budget changes.
- Appreciation was expressed by several Authority members for the transparency and clarity of the budget presentment.
- Motion carried unanimously.

XVI. **Amendment of Policy 18 – Electronic Participation in Meetings**

Ms. Hynes, Chair, Governance and Personnel Committee

- Ms. Hynes briefed the Authority on the amendment to Policy 18 Electronic Participation in Meetings. She noted that there is an existing Authority policy allowing for electronic participation in Authority meetings, but not for Committee meetings. She reviewed the policy changes, noting that a physical quorum at the meeting location is required for members to be able to participate electronically. Ms. Hynes stated that the policy amendments had been reviewed and approved by the NVTA Council of Counsels.
- Ms. Hynes moved approval of proposed amendments to Policy 18 Electronic Participation in Meetings; seconded by Mayor Parrish. Motion carried unanimously.

 Mayor Parrish stated that the same provision applies to electronic participation in Authority meetings, that there must be a physical quorum present at the meeting location to allow for electronic participation. The NVTA Council of Counsels confirmed this was true.

XVII. Adoption of Policy 19 – Political Activity by Staff Members

Ms. Hynes, Chair, Governance and Personnel Committee

- Ms. Hynes briefed the Authority on Policy 19 Political Activity by Staff
 Members, noting it outlines how staff can express their opinions and engage in
 political activities without interfering with their job or NVTA polices.
- Chairman Nohe added this policy is basically consistent with most jurisdictional policies. Ms. Hynes confirmed this is correct.
- Ms. Hynes moved adoption of Policy 19 Political Activity by Staff Members; seconded by Mayor Parrish.
- Mayor Rishell asked about the redress of grievance if an employee feels a determination is not correct, particularly in regard to the statement that "nothing in this section shall prohibit the NVTA from determining whether any employee's participation in the foregoing interferes with such employee's job performance". She asked if an employee does not agree with this determination, is there a next step, or is the determination binding. Mr. Longhi responded that there is a provision to file a grievance, and noted that there is a step-up discipline procedure in the Employee Handbook. He added that all staff have access to the Executive Director in the event of any grievances. Mayor Rishell suggested the provision to file a grievance in the policy relates specifically to terminated employees, not instances where an employee received a determination they did not agree with. Ms. Backmon responded that based on previous policies and in most instances, Mr. Longhi, as CFO/Human Resource Manager, would make the determinations. If any employee disagreed with the determination, they would be able to appeal to the Executive Director and the potentially the Authority.
- Motion carried unanimously.

XVIII. Adoption of Policy 20 – Responses to Information Requests from Candidates for Political Office Ms. Hynes, Chair, Governance and Personnel Committee

 Ms. Hynes briefed the Authority on Policy 20 – Responses to Information Requests from Candidates for Political Office, noting it provides guidance to staff regarding providing information to candidates requesting information about the Authority during a political campaign. She noted this is additional guidance beyond the requirements of the Freedom of Information Act (FOIA). Ms. Hynes added that many, if not all, jurisdictions have a practice or policy similar to this in place. She noted two key points:

- 1. Staff will not develop new information as a result of any requests.
- 2. If a meeting is scheduled, there is a provision to open that meeting to other candidates interested. Written information will be shared with all other candidates for office.
- Ms. Hynes moved adoption of the proposed Policy 20 Responses to <u>Information Requests from Candidates for Political Office; seconded by</u> Chairman Bulova.
- Chairman Bulova inquired as to whether candidates are required to make their requests in writing to ensure an understanding of discussion topics. Ms. Backmon responded that information requests will be requested in writing to ensure there is no misinterpretation of the request and to provide a record of the request.
- Chairman Bulova asked if any information requested by one candidate will be shared with other candidates running for the same office. Ms. Hynes responded affirmatively, noting the information will be shared, even if other candidates do not request the information. Chairman Bulova inquired as to how difficult this is anticipated to be, based on our small staff, and do we have the capacity to provide this level of information. Ms. Backmon responded that all information inquiries and responses would be posted to the NVTA website. She noted that the policy states assistance will be solicited from the jurisdictions in acquiring information about candidates running for office. She added that this has not yet been a problem and that we have not been inundated with requests for information from candidates running for office. Ms. Backmon stated that these requests are not currently taking away staff from their duties, but the proposed policy seeks to guide staff in being non-partisan and impartial when requests for information are received. Chairman Bulova suggested being cautious regarding implication of staff time to support these inquires. Ms. Hynes responded that the Committee did discuss this issue and determined that the Executive Director should track how much time information requests are taking and if it becomes burdensome, report this to the Chairman or the Authority.
- Chair Randall stated that this policy appears to be a departure from jurisdictional policies regarding these types of requests. She added that when these requests are made in Loudoun County, no new information can be generated, and staff is not tasked with providing this information to other candidates for office. Chairman Nohe stated that many members of the Authority are elected officials, and therefore, sometimes candidates for office. He noted that responses to questions asked by Authority members, in the regular order of doing Authority business, do not get provided to other candidates. However, if candidates who are not Authority members ask questions about the Authority, those answers are shared with all candidates running for that office to ensure that the NVTA cannot be accused of aiding a

- campaign, or being partisan. Chairman Nohe suggested this policy is similar to Prince William and Arlington Counties' policies. He added that if an Authority member asked a question that was political in nature, this policy could apply. Chair Randall suggested that providing the information to all candidates could be interpreted as helping the candidates who did not request the information.
- Ms. Hynes stated that most requests for information will likely be answered by pointing the inquirer to the NVTA website. She noted that, occasionally, there are requests for meetings from candidates who want to understand the complexity of the Authority. These requests for a particular meeting will require the staff to provide a brief written summary of the meeting discussion to share with other candidates. She suggested that this particular situation could present a risk to the NVTA staff of appearing to be partisan. Chairman Nohe added that while congestion relief is an important responsibility of the Authority, transparency is the most important responsibility. He stated that there is very little that can be asked about the Authority that cannot be found on the NVTA website. He complimented NVTA staff on providing a very informative and up-to-date website. He concluded that, at its inception, the Authority determined it would be a highly transparent organization and not providing information is what causes problems.
- Mayor Parrish asked for clarification that, as with FOIA, there is no requirement to develop new information in response to an information request. Ms. Hynes confirmed this.
- Chairman Bulova clarified that most requests can be answered by referring inquirers to the NVTA website. Ms. Backmon affirmed this.
- Chair Fisette questioned the legal definition of a candidate, suggesting that all candidates for office should be treated as candidates, to include Authority members. He further suggested this might need to be clarified in the policy. Mayor Rishell supported the suggestion for clarification. Ms. Hynes agreed.
- Chairman Nohe stated that the purpose of this policy is not to create a burden for NVTA staff, but to give clear guidance in responding to these requests for information. He noted that in all instances, the NVTA needs to comply with FOIA and give the information requested, whether we have this policy or not. This policy is intended to prevent NVTA staff from being asked why this information was not shared. He added that if there are grey areas, NVTA staff has shown great judgement in the past and will in the future. Chairman Nohe stated that if the policy needs to be clarified, we should do so.
- Chairman Bulova suggested that during an election cycle, a statement could be provided on the NVTA website noting that questions received from candidates, and their responses, are posted on the NVTA website. She stated that Fairfax County does budget questions and answers this way.
- Chair Fisette suggested that sending the information to additional candidates is not necessary, posting the information to the NVTA website could be sufficient. He also suggested adding a permanent page on the website for this information.

• Chairman Nohe deferred Policy 20 to the Governance and Personnel Committee to review after the General Assembly Session.

XIX. Appointment/Reappointment of Two Finance Committee Members for Two Year Terms Chairman Nohe

- Chairman Nohe deferred all Committee appointments to the next Authority meeting.
- XX. Appointment/Reappointment of Two Governance and Personnel Committee

 Members for Two Year Terms

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

 Chairman Nohe
 - Chairman Nohe moved item XXII to after Closed Session.

Discussion/Information

XXIII. Governance and Personnel Committee Report

Ms. Hynes, Chair

- 2017 Legislative Update
- Ms. Hynes introduced Ms. Baynard to give a brief legislative update to the Authority.
- Ms. Baynard reviewed the proposed General Assembly bills that directly impact the Authority.
 - ✓ HB 2120/SB 921 proposes increasing the Authority members from 17 to 18, giving an additional voting seat to a town representative. Chairman Nohe explained the challenge of this bill, noting that it is probably unconstitutional. He explained that giving a voting seat to a town member gives the citizens of one town a vote and not the citizens of the other four towns. He stated that additionally, each town is part of a county already represented on the Authority. Therefore, unless the voting weight of the county whose town has a vote on the Authority is lessened, then the citizens of that town have two votes. Chairman Nohe added that the Planning Coordination Advisory Committee (PCAC) was legislatively mandated for the purpose of giving a voice to each town and to create a level of peer review from fellow elected officials.
 - ✓ HB 2121 allows 30% Local Distribution Funds or 70% Regional Revenue Funds to be used for sidewalk projects. Ms. Baynard added that this has received much opposition from members of the General Assembly who created HB 2313 and the Authority. Chairman Nohe stated that sidewalks can be funded now, provided they undergo the project level evaluation and rating process including HB 599, or funded as 30% projects.
 - ✓ HB 2137 development of regional transportation plan:
 - Requires the Authority to update the plan every 5 years.

- ➤ Requires the Authority to explain how the plan achieves congestion reduction objectives.
- Requires the Authority to note any obstacles to achieving congestion reduction objectives, and if there is need for additional cooperation from other regional entities.
- Requires posting to the NVTA website of any reports from localities stating an inconsistency between the localities' transportation plans and the Authority's regional transportation plan.
- Chairman Nohe stated that HB 2137 would be discussed during the NVTA weekly legislative call.
- Ms. Baynard reviewed the proposed General Assembly bills regarding Smart Scale.
 - ✓ HB 1831 requests the Coalfield Expressway and US Route 460 be exempt from Smart Scale analysis. She noted the administration will likely oppose this.
 - ✓ SB 921 adds a new criteria, travel time reliability, to the Smart Scale evaluation process. Ms. Hynes stated that this is being driven by the I-81 corridor where congestion is not the issue, but accidents are the main problem. She added this is a safety issue.
- Chairman Nohe added that there will be more bills attempting to change Smart Scale. Ms. Baynard confirmed this probability.
- Ms. Baynard noted the proposed General Assembly bills that impact WMATA.
 - ✓ HB 2316 Washington Metrorail Safety Commission Interstate Compact.

 Ms. Baynard suggested there is an understanding that this bill needs to be passed relatively intact, hence there are additional bills to change the existing compact.
 - ✓ HB 617 requests the Governor engage in conversations with the District of Columbia and Maryland to fix the current compact.
 - ✓ HB 1847 proposes changes to the existing compact.
- Chair Randall asked how Virginia can amend the contract between Virginia, Maryland and the District of Columbia, without the other jurisdictions passing the same amendments. Ms. Baynard explained that this has happened previously, adding that anything passed by Virginia is attached to the Compact, but is not enforceable unless the other two jurisdictions pass it as well.
- Chair Fisette suggested that any Virginia amendments to the existing Compact would not interfere with the opportunity to reach an agreement with the other jurisdictions regarding a new Safety Compact. Ms. Baynard agreed with this suggestion, adding that the Compact can be amended at any time, but for the amendments to be enforceable, all three jurisdictions would have to approve the same exact amendments.
- Chair Randall stated that the funding sources for WMATA are different between the jurisdictions. Ms. Baynard responded that this is part of the discussion between the regional jurisdictions and the federal government. She noted that if a dedicated revenue source is identified, it might have to be different in each jurisdiction due to jurisdictional differences, and address how the federal government could be included.

- Ms. Hynes suggested there is a concern about Virginia passing amendments to the existing Compact that may impede the negotiations regarding WMATA funding and the new Safety Compact.
- Ms. Baynard stated that there have also been bills proposed to address the gas
 tax floor issue. She noted these do not directly impact the NVTA funding, but
 do effect Hampton Roads Transportation Accountability Commission, the
 Northern Virginia Transportation Commission and the Potomac and
 Rappahannock Transportation Commission. She suggested this issue will not
 likely be resolved this year.
- Ms. Baynard concluded that there will be more bills filed. She added that there may be some statewide tax issues that could bring additional funding to the NVTA, but noted she does not expect them to be adopted.
- Chair Randall asked for an explanation of Delegate LaRock's constitutional amendment. Ms. Baynard responded that Delegate LaRock has proposed that a "lock box" be placed on transportation funding in the Commonwealth to protect it.
- Council Member Snyder stated that there are already many controls and criteria imposed on NVTA funding. He stated that any new proposals regarding the Authority should be very seriously discussed to ensure they do not limit our ability to function and plan.
- Council Member Snyder requested the Authority be as supportive as possible regarding the gas tax floor bills. Chairman Nohe stated that he believes the gas tax floor is the most important issue for transportation in Northern Virginia, but noted that does not translate into optimism. Council Member Snyder stated that the failure by the General Assembly to act on this issue is a tax, because the lost tax revenue has to either be made up from the member locality general fund, or local services have to be cut. He suggested that either way, there is a cost to inaction.

XXIV. Finance Committee Report

Mayor Parrish, Chair

No verbal report.

XXV. Monthly Revenue Report

Mr. Longhi, CFO

• No verbal report.

XXVI. Operating Budget Report

Mr. Longhi, CFO

No verbal report.

• No verbal report.

XXVIII. Chairman's Comments

- Chairman Nohe welcomed Mayor Burk as the Town Representative on the Authority.
- Chairman Nohe stated that this is Mayor Stombres' last meeting and thanked him for his service to the Authority and the City of Fairfax. Mayor Stombres thanked Ms. Sanford, City of Fairfax Transportation Director, for her support during his tenure.
- Chair Randall moved that the Northern Virginia Transportation Authority convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A.1, for the purpose of discussing a personnel matter; seconded by Chairman Bulova. Motion carried unanimously.
- The Authority entered into closed session at 8:52pm.

Closed Session

- The Authority returned to open session at 9:11pm.
- Mayor Parrish moved that the members of the Northern Virginia Transportation Authority certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Authority; seconded by Ms. Hynes. Motion carried unanimously.

XXII. Approval of Executive Director Annual Performance Evaluation

Ms. Hynes, Chair, Governance and Personnel Committee

Ms. Hynes moved that the Northern Virginia Transportation Authority approve
an amendment to the Executive Director's employment agreement, in
accordance with the terms discussed by the Authority in its just concluded
closed session, and authorize the Chairman to execute the contract amendment
reflecting those terms in a form appropriate; seconded by Chairman Bulova.
Motion carried unanimously.

XXIX. Adjournment

• Meeting adjourned at 9:12pm.



Transportation Action Plan for Northern Virginia

NVTA TransAction 2016 Update:

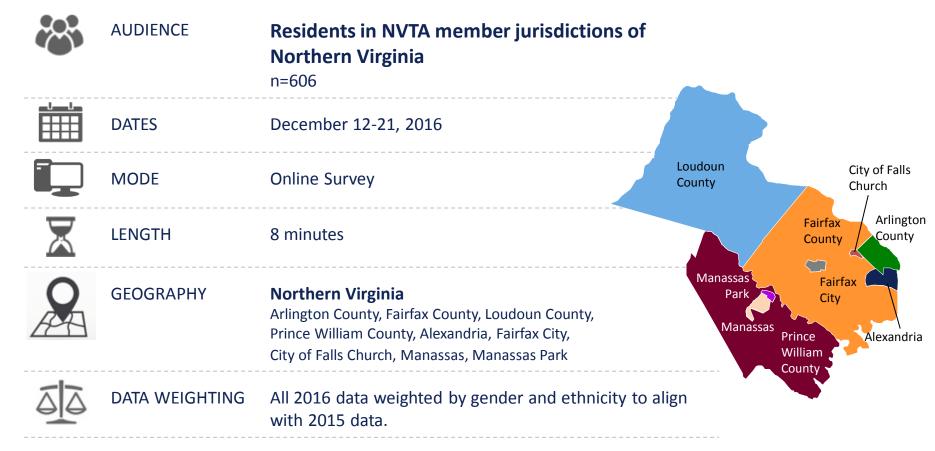
Tracking Changes in Transportation Attitudes and Priorities

February 9, 2017





Methodology





Denotes significant differences between 2015 and 2016







- Northern Virginia residents' interest in and knowledge of transportation issues is on the rise since 2015.
- Quality of life in the context of transportation continues to be moderate, receiving a 6 out of 10 rating.
 - The factor that most impacts quality of life for Northern Virginia residents is "reducing traffic congestion and improving transportation options."
- The primary information sources continues to include TV, print and radio but, social media has increased significantly as a source of information (from 24% up to 31% as a source for recent information.)
- One quarter of residents report having heard something positive about transportation in the Northern Virginia region and one half have heard something negative. These trends are in line with 2015.
- Awareness of NVTA is on par with that of 2015, while awareness of TransAction has nearly doubled in the past year (from 8% to 15% in 2016).





- Northern Virginians who drive to work will tolerate some congestion for their commute, but current congestion is already close to acceptable levels.
- While the impact of traffic flow and congestion on residents' lives has decreased slightly since 2015 (from 59% to 53%), it remains the most impactful factor.
 - It is of particular concern to Prince William residents, those with incomes of \$100K or more, and those who have not lived in the region most of their lives.
- Since 2015 the impact of transportation options and transportation infrastructure has increased up from 13% to 17%, though not significantly.
- Regarding transportation infrastructure, 68% of residents perceive the region is doing a good job, a 25-point uptick from 2015.





- Importance of each regional transportation priority remains on par with 2015, except for new public transportation options where a significant increase in importance is noted.
- Performance on these same priorities has undergone a slight positive shift with a few areas of significant improvement. Those include: predictable trip times, increased routes and locating new growth near transit.
- Among recent transportation projects, building the Silver Line remains most important to residents.
- Among potential projects, upgraded arterial roads and rail lines top the list.
- Ratings of both Northern VA and NVTA's performance with regard to planning and implementing transportation solutions remain unchanged.





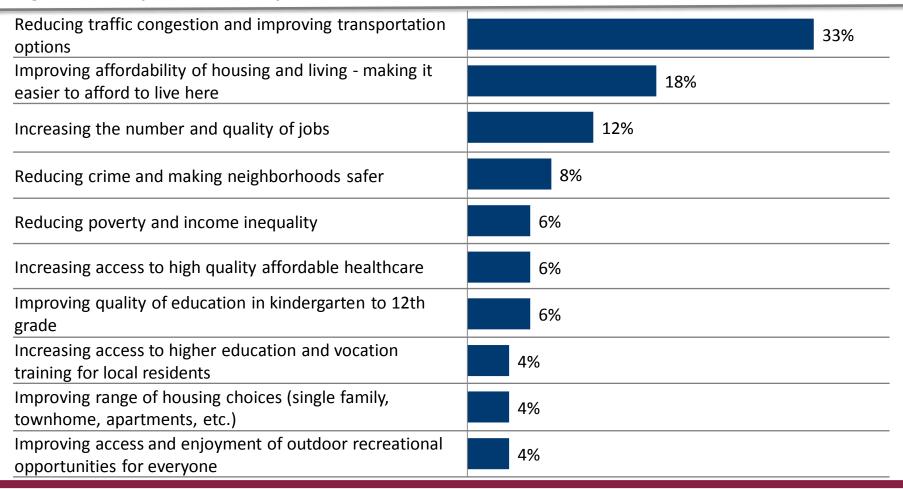
- In terms of communication, a focus on reducing travel time continues to best motivate interest and support among residents.
- When asked to prioritize investment, residents allocate the majority to roads, followed by rail/transit and finally by measures to incentivize less driving at peak times.
- Self-driving cars are viewed as "scary" or "dangerous" with a smaller group of residents also categorizing them as "good."
- Uber and Lyft are the most frequently used alternatives to owning a car. Furthermore, residents expect usage to increase in the next year.
- On average, three quarters of Northern Virginia residents conduct online shopping once a month or more.





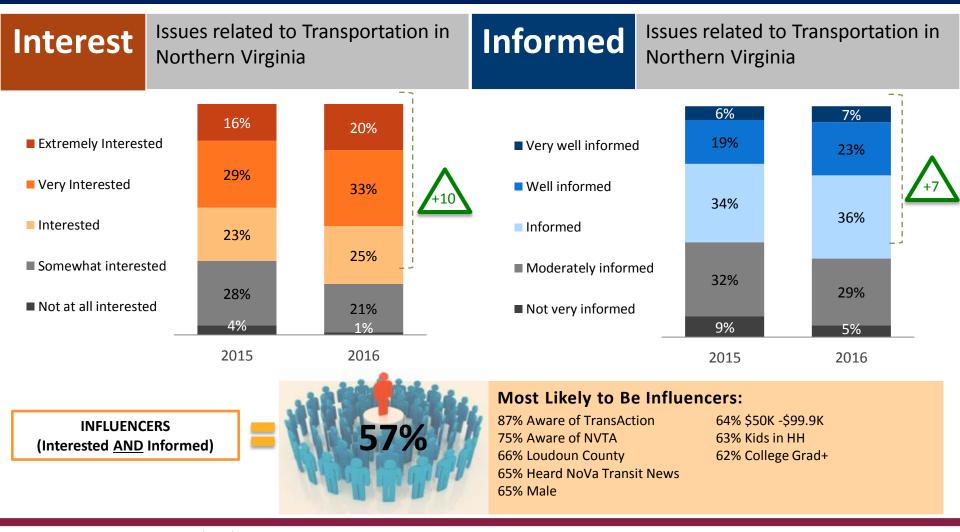
One-third of residents consider "Reducing traffic congestion and improving transportation options" the most impactful factor on their quality of life.

Significant Impact on Quality of Life



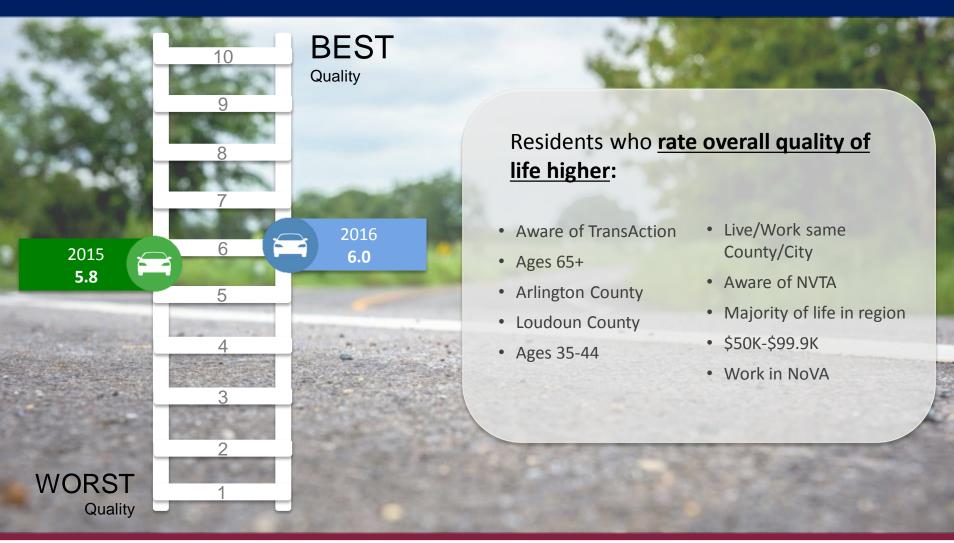


Since 2015, significantly more Northern VA residents are interested in and informed about transportation issues - nearly 6 in 10 are Influencers.





Quality of life with regard to transportation is still seen as mediocre among Northern VA residents.



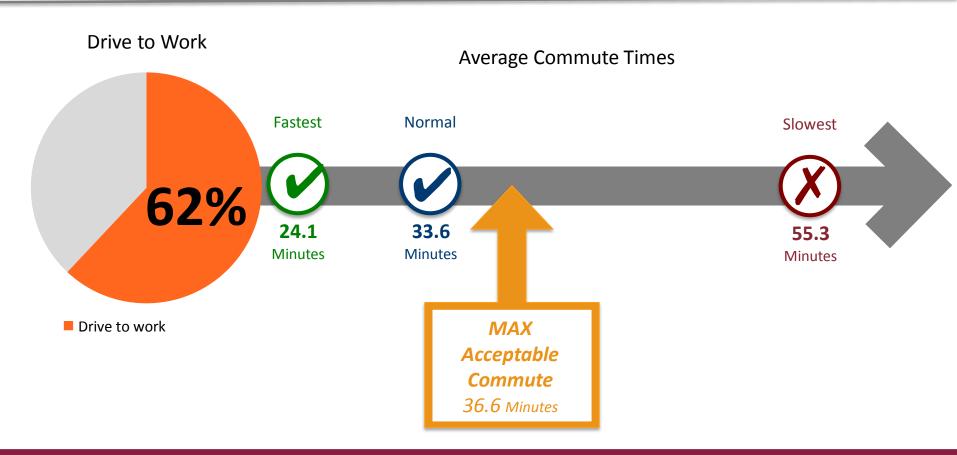
BASE: ALL RESPONDENTS (n=606)





Typically, residents' max acceptable commute only allows for approximately 3 minutes additional flexibility from their average commute time.

Impact of Traffic Congestion Levels on Commute Time





Q580. Do you drive to work?





BASE: DRIVE TO WORK (n=374)

Similar to 2015, a quarter heard something positive largely related to either Metro/WMATA improvements or road projects.

Top-of-Mind for Transportation Issues

Positive

36% Metro/WMATA Mentions

- I know they are connecting the Dulles airport with the metro, they are repairing some of the metro lines, and they are privatizing the metro parking lots.
- Metro is working on issues with its system to make it safer.
- Plans are underway to extend the Metro to Fredericksburg, VA.

27% Road Mentions

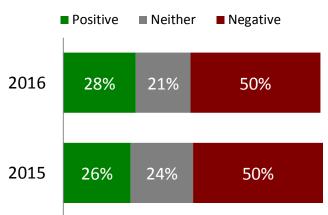
- Infrastructure budget for road improvement has been approved.
- Continued enhancements of route 7 with fly overs for cross roads, making biking trail safer so not to cross over busy roads.
- Much construction of roads around Fort Belvoir.

15% I-66 Mentions

- Interstate 66 will be widened inside the beltway and turned into a toll road.
- The sale of the right to collect tolls on I-66 and the potential road improvements related to it. Biggest plus in the contract is that it was not given to the 495 hot lanes who gouged people for violations which weren't really their fault.

5% Bus Mentions

Is what you heard...



Most Likely to Hear Something *Positive*:

- 55% Aware of TransAction
- 40% Loudoun County
- 39% Kids in HH
- 38% Ages 65+
- 37% Ages 25-34
- 35% Aware of NVTA
- 33% Influencers





Half of residents heard something negative, focused primarily on Metro/WMATA issues.

Top-of-Mind for Transportation Issues

Negative

62% Metro/WMATA Mentions

- Metro is going to be cutting hours for the next two years and a train de-coupled yesterday.
- Problems with Metro and disputes over how to fund it.
- There are a lot of Metro delays and as a result it affects your work schedule.
- Metro is being sued and has been in financial trouble.

22% I-66 Mentions

- Push for toll road on I-66. This is a total disaster, especially if they let single drivers with deep pockets clutter up the road instead of encouraging carpools.
- I-66 toll lanes will impact my commute.

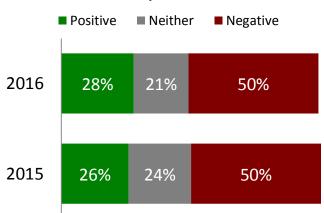
20% Road Mentions

- Need to replace deteriorating bridges and roads. Need for additional capacity to roads to support area growth.
- Terrible road conditions (potholes, etc.), bridges are old and need repairs.

16% Traffic/Congestion Mentions

- Increased traffic congestion around the opening of the MGM casino in Maryland.
- 8% Toll Mentions

Is what you heard...



Most Likely to Hear Something Negative:

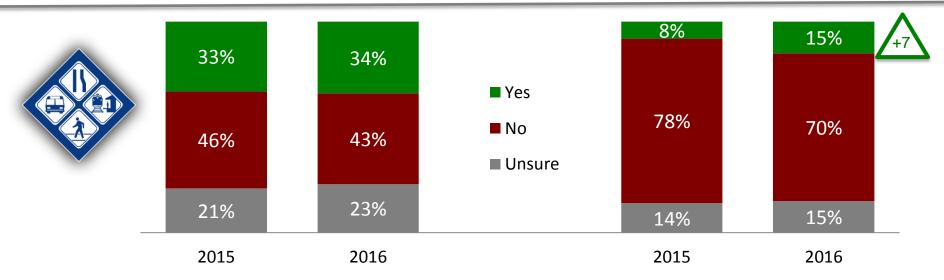
- 73% Work in DC
- 68% Work outside NoVA
- 65% Arlington County
- 62% Live/Work different County/City
- 62% Rent home
- 57% Fairfax County/Falls Church
- 56% No Kids in HH
- 55% Not Aware of TransAction





Awareness of TransAction has nearly doubled since 2015, and is more likely to be recognized by those also aware of NVTA.

Have you ever heard of...



...an organization called the Northern Virginia **Transportation Authority,** also known as NVTA?

Most Likely to Have Heard of NVTA:

- 72% Aware of TransAction
- 56% Loudoun County
- 50% Ages 65+
- 44% Influencer
- 41% Heard NoVA Transit News
- 40% \$100K+
- 40% White
- 40% Married/Live with Partner

...the **TransAction** long range transportation plan?

Most Likely to Have Heard of TransAction:

- 31% Aware of NVTA
- 24% Loudoun County
- 24% Ages 25-34
- 23% Kids in HH
- 22% Influencer

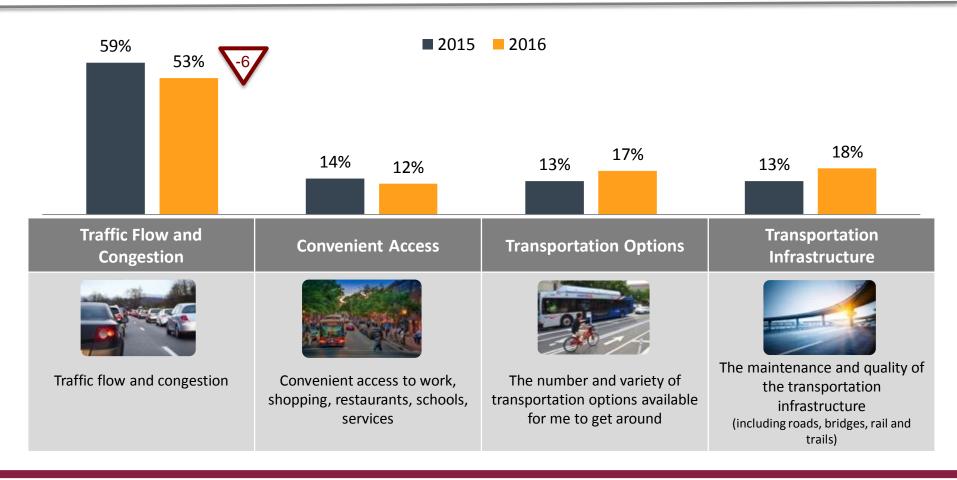
- 20% Live/Work same County/City
- 20% \$50K \$99.9K



Transportation PERSONAL VALUES

Traffic flow and congestion remains the greatest influence on the quality of residents' lives, but has significantly decreased in the past year, while the impact of both transportation options and infrastructure have increased moderately.

Biggest Impact on Your Quality of Life



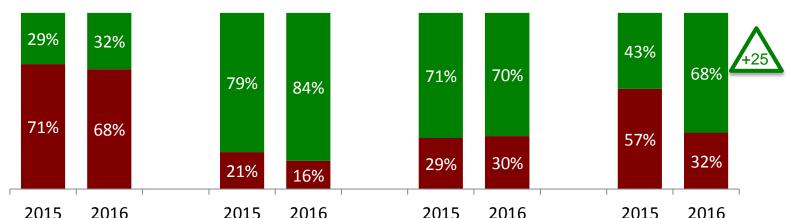


There is a strong positive 25-point shift in the perception that the region is doing a good job when it comes to Transportation Infrastructure.

Region is Doing A...







Traffic Flow and Congestion

Convenient Access

Transportation Options

Transportation Infrastructure









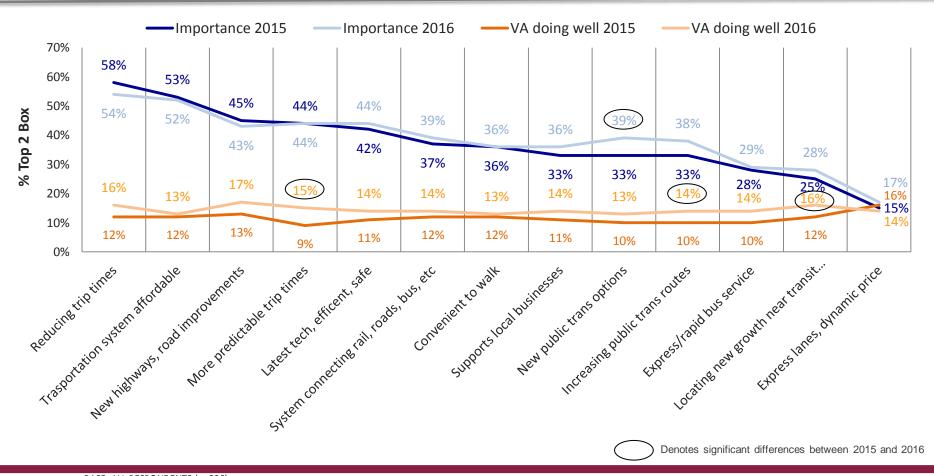
BASE: SELECTED IN Q520 (Q530 n =97; Q540 n=101; Q550 n=71; Q560 n=337)



Transportation REGIONAL VALUES

Regional performance on key metrics has had a marginal positive shift with a few areas of significant improvement, including predictable trip times, increased routes and locating new growth near transit.

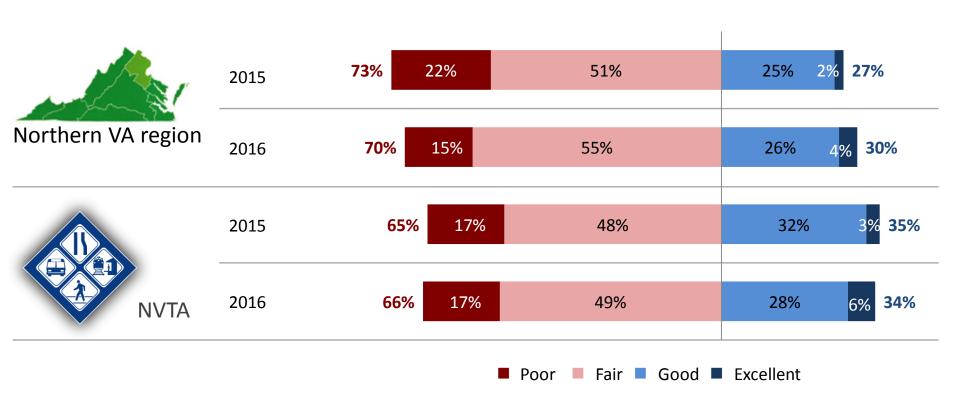
Importance vs. Performance on Regional Transportation Priorities





Ratings of both Northern VA and NVTA's performance with regard to planning and implementing transportation solutions are on par with 2015. About three in ten rate Northern VA good/excellent and about one third rate NVTA good/excellent.

Performance on Planning and Implementing Transportation Solutions

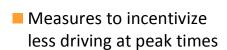




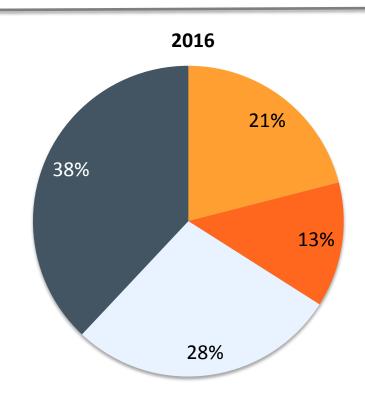
MESSAGING

Residents allocate the majority of investment to roads, followed by rail/transit and measures to incentivize less driving at peak times.

Proportion of Investment in Transportation Improvements



- Bicycle/Pedestrian improvements
- Rail/Transit
- Roads



Fairfax, Loudoun, Alexandria, and Prince William allocate greater portion towards roads while Arlington allocates greater portion towards rail/transit.



The majority of residents view self-driving cars as "scary" or "dangerous" with apprehensions about their safety.

Opinions on Self-Driving Cars

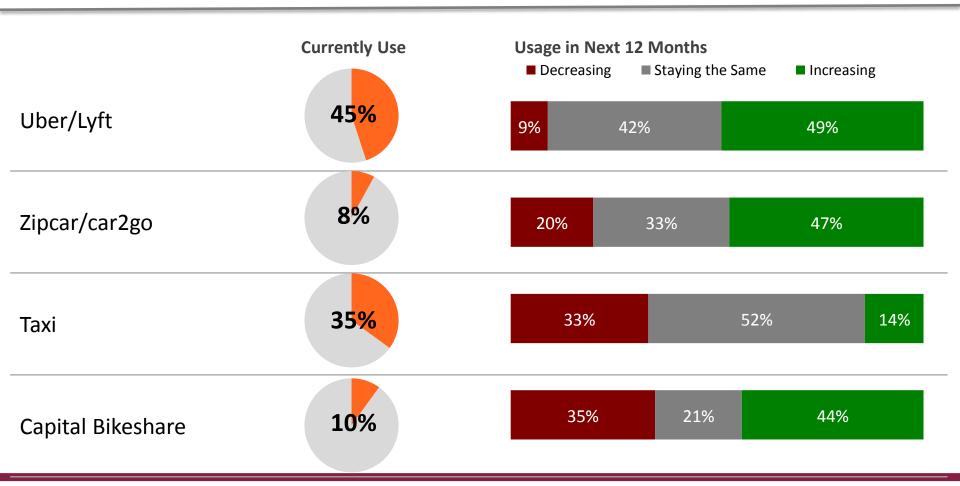






Uber and Lyft are the most used alternatives and are expected by residents to have the largest increase in usage over the next year.

Usage of Car Ownership Alternatives





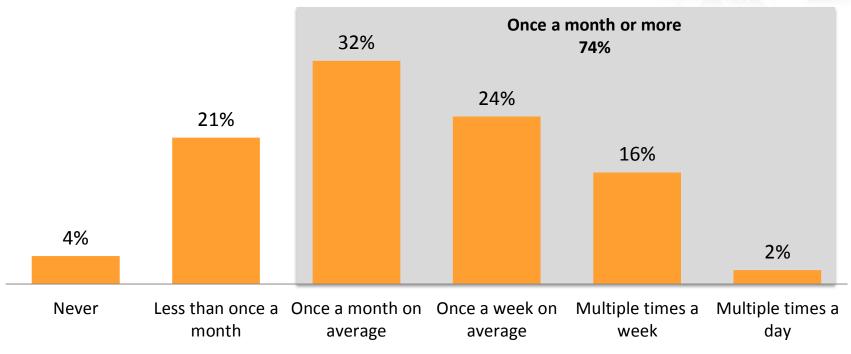
Q740. There are a number of alternatives to owning a car that are being used by people living in the region. Which of the following do you currently BASE: USE SERVICE (Uber/Lyft n=265; Zipcar/car2go n=46; Taxi n=208; Capital Bikeshare n=55)
Q745. Do you anticipate your usage increasing, decreasing or staying the same over the next 12 months for each of the following?



Three quarters of Northern VA residents use online shopping at least once a month on average.

Frequency of Online Shopping









DEMOGRAPHICS



Demographic Profile

Gender	2015	2016
Male	48%	48%
Female	52%	52%
Age		
18-24	7%	11%
25-34	22%	22%
35-44	24%	21%
45-54	20%	21%
55-64	15%	14%
65+	12%	11%
Race/Ethnicity		
White	58%	58%
Black	11%	11%
Hispanic	15%	15%
Asian	14%	14%
American Indian/Alaskan		
native	*	*
Native Hawaiian/Pacific		
Islander	*	*
Multi-race	2%	2%
Other	*	*

Employment	2015	2016
Employed (NET)	73%	72%
Full-time	64%	58%
Part-time	5%	9%
Self-employed	4%	5%
Student	3%	7%
Not Employed (NET)	24%	20%
Not employed/looking	2%	1%
Not employed/not looking	*	1%
Not employed/unable	*	1%
Retired	13%	13%
Stay home spouse/partner	8%	5%
Decline to answer	*	1%
Education		
HS or less	5%	7%
Some college	15%	14%
Associates Degree	6%	6%
Bachelor's Degree	35%	37%
Master's Degree	28%	27%
Professional Degree	7%	5%
Doctorate Degree	4%	4%
Decline to answer	*	*

Income	2015	2016
<\$50K	13%	16%
\$50K but less than \$75K	15%	16%
\$75K but less than \$100K	17%	18%
\$100K but less than \$150K	25%	21%
\$150K but less than \$200K	11%	11%
\$200K or more	11%	10%
Decline to answer	9%	8%
Marital Status		
Married	60%	56%
Single, never married	24%	32%
Divorced/Separated/Widowed	11%	8%
Living with Partner	5%	3%
Decline to answer	*	*
Household		
Avg. Number of Adults	2.1	2.1
Avg. Number of Children <18	0.6	0.6











COG RESOLUTION: GREENHOUSE GAS REDUCTION STRATEGIES (MULTI-SECTOR WORKING GROUP)

Kanti Srikanth
Staff Director – Transportation Planning Board
Director - COG Department of Transportation

Northern Virginia Transportation Authority February 9, 2017



Background

- What
 - COG Board recommending voluntary implementation of a set of strategies to help reduce regional Greenhouse Gas emissions
- Why
 - MWAQC-CEEPC Joint Resolution and TPB Resolution asked COG to establish Greenhouse Gas Multi-Sector Working Group
 - Consensus on technically viable & cost-effective actions to reduce energy use & greenhouse gas (GHG) emissions
 - Move the region towards the regional GHG emission reduction goals from 2008 NCR Climate Change Report and Region Forward
- Regional Goals
 - Short-term Reduce 2012 GHG emissions to 2005 baseline
 - Interim Reduce 20% below 2005 baseline by 2020
 - Long-term Reduce 80% below 2005 baseline by 2050



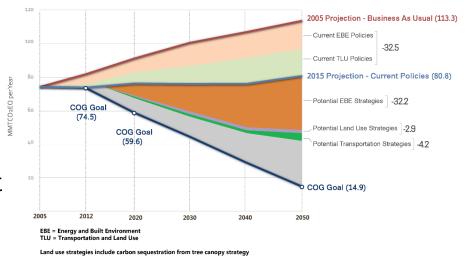
Background

- Multi-Sector Workgroup Composition
 - Chaired by COG Deputy Executive Director
 - Lead staff
 - Transportation, Environment, Community Planning Directors
 - Support by subject matter experts and technical consultants
- Oversight
 - Policy/Advisory Boards COG Board, TPB, MWAQC, CEEPC
- Membership Local, regional, & state professional staff
 - Transportation
 - Land use planning
 - Energy and environmental agencies



Multi-Sector Working Group Initial Findings

- Actions "on-the-books" are moving the region toward the 2050 goal
- Additional menu of strategies can move the region further toward the 2050 goal
- Actions by & among sectors
 - Energy & Built Environment
 - Land Use
 - Transportation
- Additional national, state, local strategies needed to close the gap





Policy Task Force

- Multi-Sector Working Group interim report presented to COG Board
- Policy Task Force Board Resolution
 - Prepare consensus recommendation of strategies
 - Work with officials from the COG Board, MWAQC, TPB & CEEPC (Policy Task Force)
 - Policy Task Force members
 - District of Columbia: Mr. McDuffie, Mr. Mendelson & Ms. Nadeau
 - Maryland: Mr. Berliner, Ms. Gardner, Ms. Mach, Ms. Newton & Mr. Wojahn
 - Virginia: Ms. Bulova, Mr. Fisette, Mr. Nohe, Mr. Snyder & Mr. Way



Local, Regional & State Survey

- COG staff surveyed environmental, planning & transportation staff from local, regional, & state departments
 - Straw recommendations for review
 - Are proposed strategies consistent with local, regional or state policy?
 - Are proposed strategies implementable by the locality/agency and at the level analyzed?
 - What actions could be taken to implement the strategy?
- Conclusions
 - Many strategies are implementable either regionally or locally, but may be at a different level than analyzed.
 - Additional strategies could be implemented at the state or federal level with supporting action at local level
 - Strategies can have multiple benefits such as ozone pollution reduction, reduced congestion, energy resiliency



- Framework for recommendations
 - Region-wide implementation
 - Every member jurisdiction/agency can implement;
 super majority of jurisdictions responded to the survey;
 majority of respondents said they can implement the strategy
 - Local implementation
 - Some jurisdictions/agencies can implement; majority of jurisdictions responded to the survey; majority of implementable jurisdictions/agencies said they can implement the strategy
 - Strategies that must be implemented by federal/state or private entities
 - Local jurisdictions/agencies can take supportive actions



Energy and Built Environment Strategies

Implemented Regionally	Implemented Jurisdictionally	Implemented State/Federally
Reduce emissions from solid waste management (Note that three responding localities said while this was consistent with local policy, they lacked any current implementation plan)	Increase infrastructure systems efficiency & renewable energy use	Reduce emissions from electric generation through supporting state and federal actions
Reduce energy use from new buildings (Note that some localities have limited implementation authority due to state control of building energy codes)	Reduce energy use from existing buildings	Reduce natural gas pipeline emissions
	Increase use of distributed renewable energy resources	
	Reduce emissions from non-road equipment	



Land Use Strategies

Implemented Regionally	Implemented Jurisdictionally	Implemented State/Federally
Increase proportion of new development in activity centers		
Reduce loss of tree cover due to land development		



Transportation Strategies

Implemented Regionally	Implemented Jurisdictionally	Implemented State/Federally
Increase alternate fuel vehicles in public sector fleet	Implement programs/projects to improve traffic operations on local roadways	Implement programs/projects to improve traffic operations on state and federal roadways
	Encourage cash subsidy for public and private sector commuters using alternates modes of travel	Encourage cash subsidy for state or federal employee commuters using alternates modes of travel and offer assistance through a commuter subsidy program
	Increase frequency and/or reduce run-time for local and regional transit services	Increase speed enforcement on Interstates and limited access facilities
	Implement or expand existing transit fare buy-down programs on local and regional transit services	Offer funding assistance to localities operating transit fare buy down programs.
	Promote zero emissions vehicles in private sector fleet	Implement low carbon fuel standards for roadway vehicles (with local support)
I Metropolitan Washington	Install electric power units at truck stops	



COG Board Resolution R68-2016

- Sets out basis for Multi-Sector Working Group & Policy Task Force
- Notes survey findings
 - Voluntary actions can be taken at the local & regional levels
 - Other strategies could be implemented at the state & national levels
- Recognizes progress made to reduce emissions from work at local, regional, state, & federal levels
- Finds recommendations responsive to Resolution establishing the Policy Task Force
- Encourages MWAQC, TPB, and CEEPC to review, consider and take appropriate action to implement strategies as part of local, regional, & statewide planning and programming activities
- Directs COG staff to assist COG members and boards in implementation actions and provide periodic status reports



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777 North Capitol Street NE, Suite 300 Washington, DC 20002



Resolution R68-2016 January 11, 2017

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS 777 NORTH CAPITOL STREET, NE WASHINGTON, DC 20002

RESOLUTION ENDORSING RECOMMENDATIONS OF THE MULTI-SECTOR WORKING GROUP ON GREENHOUSE GAS EMISSION REDUCTION STRATEGIES

WHEREAS, following requests from the Metropolitan Washington Air Quality Committee (Resolution R1-2014) and the Transportation Planning Board (Resolution TPB R10-2015), COG staff convened the Multi Sector Working Group (MSWG) to conduct an extensive examination of potential implementable greenhouse gas (GHG) reduction strategies in the Energy/Environment, Land Use and Transportation sectors; and

WHEREAS, the MSWG undertook a technical examination of potential GHG reduction strategies, including receiving input from the Metropolitan Washington Air Quality Committee, the Transportation Planning Board and the Climate, Energy and Environment Policy Committee; and

WHEREAS, the MSWG found that the region is making progress towards meeting its greenhouse gas emission reduction goals through current actions and identified additional voluntary strategies to further move towards meeting its goals; and

WHEREAS, upon presentation of the potential strategies, the COG Board directed staff to review the strategies with a Policy Task Force of elected officials representing COG's relevant policy committees; and

WHEREAS, at the direction of the MSWG Policy Task Force, COG staff surveyed COG member jurisdictions and state and regional agencies to gauge the feasibility and level of implementation of the analyzed GHG reduction strategies; and

WHEREAS, the survey found there are regionally and locally viable GHG reduction strategies that can be voluntarily implemented, and found there are other strategies that could be implemented within the purview of federal, state or other entities.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

The board recognizes the progress the region has made to reduce emissions through the combined work of local governments, regional entities, state and federal agencies, and private sector businesses and individuals.

The board finds the Multi Sector Working Group's Policy Task Force recommendations fully responsive to COG Board Resolution R59-2015 and endorses the attached set of voluntary greenhouse gas emission reducing strategies in the Energy, Built Environment, Land Use, and Transportation sectors.

The board encourages COG member jurisdictions, the Metropolitan Washington Air Quality Committee, the National Capital Region Transportation Planning Board, and the Climate, Energy and Environment Policy Committee to review, consider, and take appropriate actions to implement the greenhouse gas emission reducing strategies as part of their local, regional and state wide planning and programming activities.

The board offers thanks to the staff at the many local, regional and state environmental, planning and transportation departments for their invaluable assistance to the Multi-Sector Working Group.

The board directs COG staff to provide assistance to COG members, policy and technical boards and committees to support implementation of strategies and to provide periodic status reports to the boards and committees on the extent of implementation.

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on January 11, 2017.

Laura Ambrosio
COG Communications Specialist



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

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

DATE: February 3, 2017

SUBJECT: Approval of Weightings of Performance Measures for TransAction Update

1. Purpose. To seek Northern Virginia Transportation Authority (NVTA) approval of the weightings of the performance measures for the TransAction update. These weightings and performance measures will be used in the evaluation of projects/packages of projects in TransAction.

- **2. Suggested Motion**: I move approval of the weightings of the performance measures for the TransAction Update.
- **3. Background.** The Planning and Programming Committee (PPC) met on Monday, <u>January 30, 2017</u> to review the NVTA staff recommendations for the weightings of performance measures to be used in the evaluation of projects/packages of projects in the TransAction update. The Authority previously approved the performance measures at its December 8, 2016 meeting.

In developing these recommendations, NVTA staff considered the recommendations made during January 2017 by the Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC), and the TransAction Subcommittee comprised of jurisdiction and agency staff.

The measures and their associated weightings will be used to evaluate TransAction project packages over the coming months. Through an iterative and collaborative process, this approach will identify the optimal combination of multi-modal transportation investments for inclusion in TransAction.

4. Discussion. With some exceptions, all three committees were broadly in agreement as to the relative weightings for each of the 15 performance measures. The NVTA staff recommendation to the PPC was based on the mean value of the recommendation from each committee for each measure. Recognizing the importance of communicating weightings to the public and stakeholders, the NVTA staff recommendation took the mean weighting values for each measure and rounded to the nearest multiple of five. This

resulted in five measures with a weighting of ten (out of 100), and ten measures with a weighting of five.

The fifteen approved measures include seven that were previously used by VDOT for the HB 599 (2012) evaluation and rating process. It is noted that combined weighting for these seven measures is 45 (out of 100). This is the same weighting approved by the Authority for use during the project evaluation process for the Authority's FY2017 Program.

The PPC unanimously agreed with the NVTA staff weighting recommendations. The recommended weightings are included as an attachment to this memorandum.

It is important to consider the fifteen measures holistically, rather than focus on individual performance measures. To this end, the attachment clearly shows how some measures support multiple TransAction goals, not just the one to which they have been assigned. For example, two measures – 1.2.2 and 2.3.1 – support all three TransAction goals. Both of these measures are among the five measures with the highest recommended weighting. Eight other measures support two goals.

5. Next steps. The draft TransAction plan will be released during spring 2017, followed by extensive public comment opportunities including a formal Public Hearing and local Town Hall meetings. The TransAction Update is scheduled for adoption in October 2017.

Attachment(s): PPC recommendation for weightings of TransAction measures

60

100

100

100

100

TransAction Goals, Objectives, Measures, and Recommended Weightings

Vision

In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable.

Goals	Objecti	ves	Measures			FY2017 HB599 weightings	TA Sub- Cmtee	TAC	PCAC	Mean	PPC		
Goal 1:			1.1.1	Total Person Hours of Delay (HB599)	0		3	9.1	10	10	9	9.7	10
Enhance quality of life and economic strength of		Reduce congestion and crowding experienced by travelers in the region	1.1.2	Transit Crowding (HB599)	1	2		5.2	5	6	5	5.3	5
Northern Virginia through transportation	1.1		1.1.3	Person Hours of Congested Travel in Automobiles (HB599)	1		3	6.9	5	8	7	6.7	5
			1.1.4	Person Hours of Congested Travel in Transit Vehicles (HB599)	1		3	5.3	5	7	5	5.7	5
	4.0	Improve Travel Time Reliability	1.2.1	Congestion Severity: Maximum Travel Time Ratio	1	2			2	2	9	4.3	5
	1.2		1.2.2	Congestion Duration (HB599)	0	2	3	12.6	8	15	9	10.7	10
	1.3	Increase access to jobs, employees, markets, and destinations	1.3.1	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit	0				5	7	3	5.0	5
	1.3		1.3.2	Access to Jobs within 45 mins by auto or within 60 mins by transit (HB599)	0			4.3	10	5	3	6.0	5
	1.4	Improve connections among and within areas of concentrated growth	1.4.1	Average travel time per motorized trip between Regional Activity Centers	0				5	5	2	4.0	5
	1.4		1.4.2	Walkable/bikeable environment within a Regional Activity Center	0		3		5	5	3	4.3	5
									60	70	55	61.7	60
Goal 2:	2.1	Improve the safety of transportation network	2.1.1	Safety of the transportation system	1	2			5	5	10	6.7	5
transportation network	2.2	Increase integration between modes and systems	2.2.1	First and last mile connections	1	2			13	8	6	9.0	10
and leverage the existing network	2.3	Provide more route and mode options to expand travel choices and improve resiliency of the system	2.3.1	Share of travel by non-SOV modes	1	2	3		15	5	7	9.0	10
	2.4	Sustain and improve operation of the regional system	2.4.1	Person hours of travel caused by 10% increase in PM peak hour demand (HB599)		2		1.6	2	2	2	2.0	5
									35	20	25	26.7	30
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1	Reduce transportation-related emissions	3.1.1	Vehicle miles traveled (VMT) by speed			€		5	10	20	11.7	10

HB599 Measures

Other Measures

Notes

123 indicate primary goal supported by each measure

123 indicate other goals supported by each measure

Measures 1.4.2, 2.1.1, and 2.2.1 are qualitative measures. All others are quantitative measures.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: February 2, 2017

SUBJECT: Authorization for Executive Director to Submit Comments on VTrans Draft

Recommendations and Draft Tier 1 Combined Summary

1. Purpose. To seek authorization for the Executive Director to submit comments on the draft recommendations and draft Tier 1 combined summary for the VTrans Multimodal Transportation Plan (VMTP 2025) update.

- **2. Suggested Motion:** I move 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.
- 3. Background. The Virginia Office of Intermodal Planning and Investment (OIPI) is leading the effort to develop and implement the Statewide Transportation Needs Assessment process as part of the VTrans Multimodal Transportation Plan 2025 (VMTP). The VMTP2025, along with the VTrans Vision Plan, make up the overall statewide Transportation Plan, VTrans2040. One of the key purposes of the Needs Assessment is to serve as a screen for projects applying for consideration under the Smart Scale prioritization process. All projects submitted for the Smart Scale process must pass through an initial screening process. This initial screening process is a critical component because it links the planning and programming processes to ensure the overarching transportation goals of the Commonwealth are advanced. If a project does not meet the capacity and operations needs or the safety needs under the Transportation Needs Assessment of VTrans2040, it cannot move forward in the HB2 process. The Transportation Needs Assessment will assess the State's transportation needs at three scales, and will include a statewide assessment of safety needs:
 - Corridor of Statewide Significance (COSS) Interregional travel market
 - Regional Networks Intraregional travel market
 - Urban Development Areas (UDA) Local activity center market

For projects to advance under the district grant program, they must meet a need on:

- A Corridor of Statewide Significance
- A Regional Network
- An Urban Development Area
- A Statewide Safety Need

For projects to advance under the high priority projects program, they must meet a need on:

- A Corridor of Statewide Significance
- A Regional Network

On Thursday, January 26, 2017, the VTrans consultant team presented VMTP2025 draft recommendations and the draft tier one combined summary, to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). The presentation was followed by an Open House held at the NVTA offices.

The OIPI has requested comments on the drafts by the end of February 2017. NVTA staff in coordination with the RJACC, will develop a set of comments and recommendations to be submitted by the Executive Director, on behalf of the NVTA.

Attachment(s):

- **A.** VMTP2025 Recommendations presentation
- B. VMTP Tier 1 Draft Recommendations for NOVA

















VMTP 2025 Recommendations Regional Meetings January/February, 2017





Today's Agenda

Technical Meeting Presentation (10-15 minutes)

- VTrans2040 Vision, Guiding Principles, and Goals
- 2025 Needs Assessment, Consolidation, and Tiering
- 2025 Recommendations Approach & Next Steps

Stakeholder & Public Open House (1-2 hours)

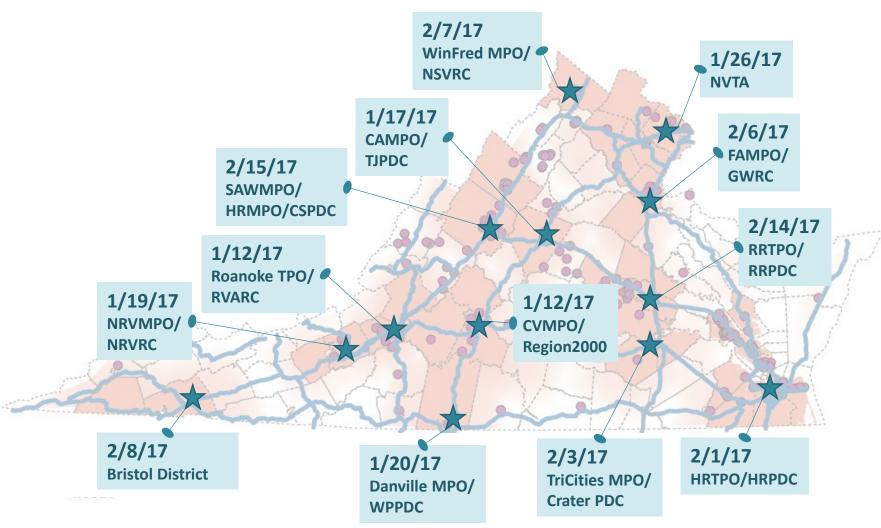
- Review Draft Proposed Tier 1 Recommendations
 - Discussion and Interactive Workshop
 - Questionnaire
 - Next Steps







Regional Meetings









The General Assembly of Virginia directs the Commonwealth Transportation Board with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a **Statewide Transportation Plan – VTrans**.



Vision – Virginia's multimodal transportation plan will be *Good for Business*, *Good for Communities*, and *Good to Go*. Virginians will benefit from a sustainable, reliable, transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.







Guiding Principles Optimize Return on Investment Ensure Transparency & Accountability, and **Promote Performance Management** Ensure Safety, Security, and Resiliency Improve Coordination between **Efficiently Deliver Programs** Transportation and Land Use Consider Operational Improvements and **Ensure Efficient Intermodal Connections Demand Management First** Goals **Economic Competitiveness & Prosperity** Proactive System Management Accessible & Connected Places ☐ Healthy & Sustainable Communities Safety for All Users How Do We Use the Vision, Guiding Principles, Goals, and Objectives? The VTrans2040 Vision framework includes guiding principles, goals, objectives, and a data-driven trends analysis. This framework guides development of four companion efforts:

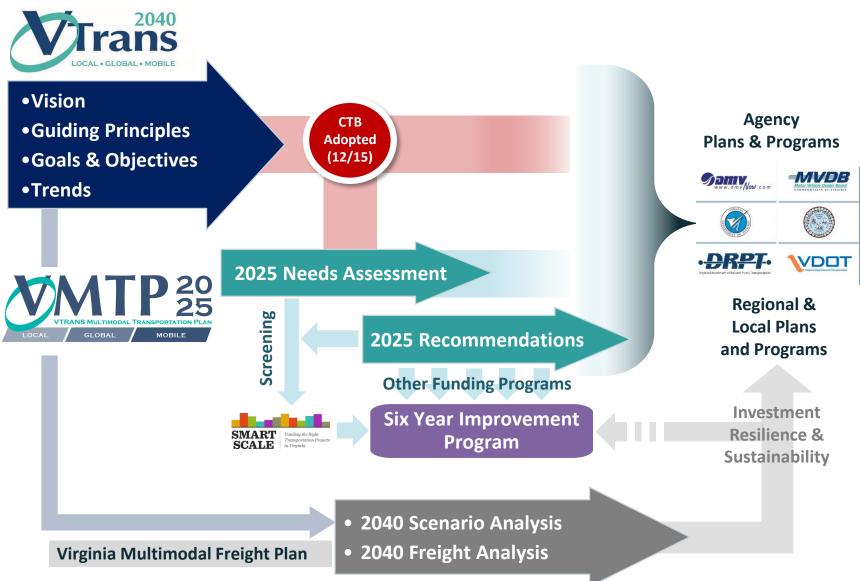


Needs Assessment Recommendations

2040 Scenarios2040 Freight Analysis



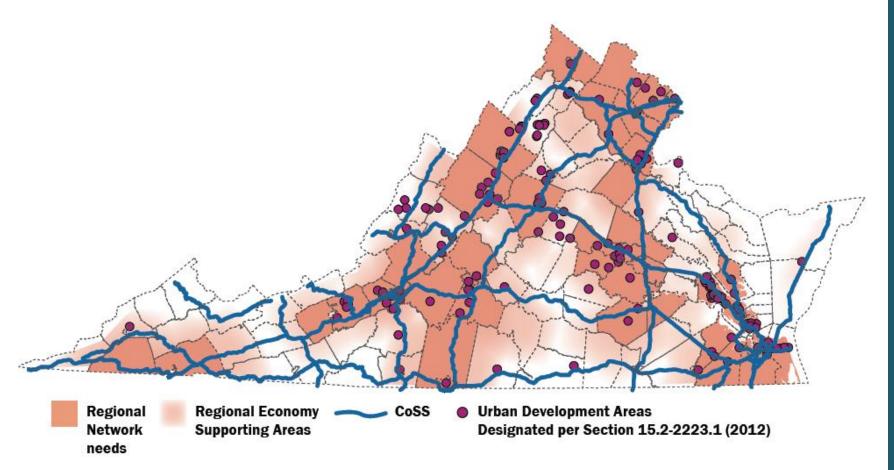
VTrans2040: The Big Picture







2025 Needs Assessment



Needs Across Three Travel Markets & Statewide Safety Needs

- 12 Corridors of Statewide Significance (CoSS)
- 15 Regional Networks
- 214 Urban Development Areas (UDAs)
 (or Code-Referenced Designated Growth Areas, current as of January 2017)

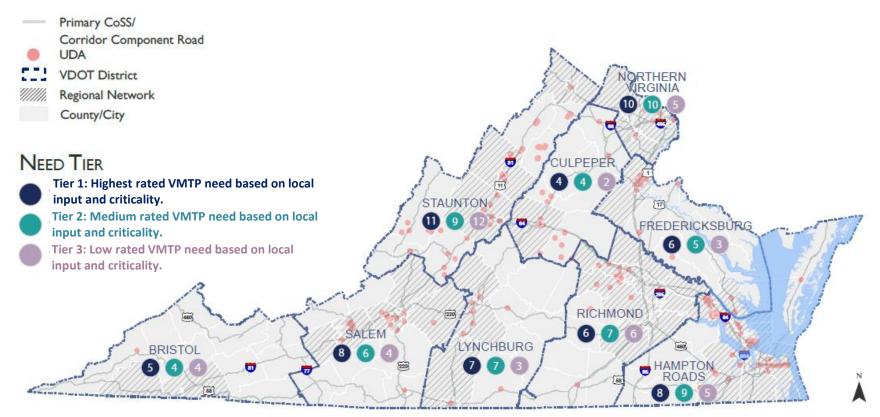






Consolidated & Tiered Needs

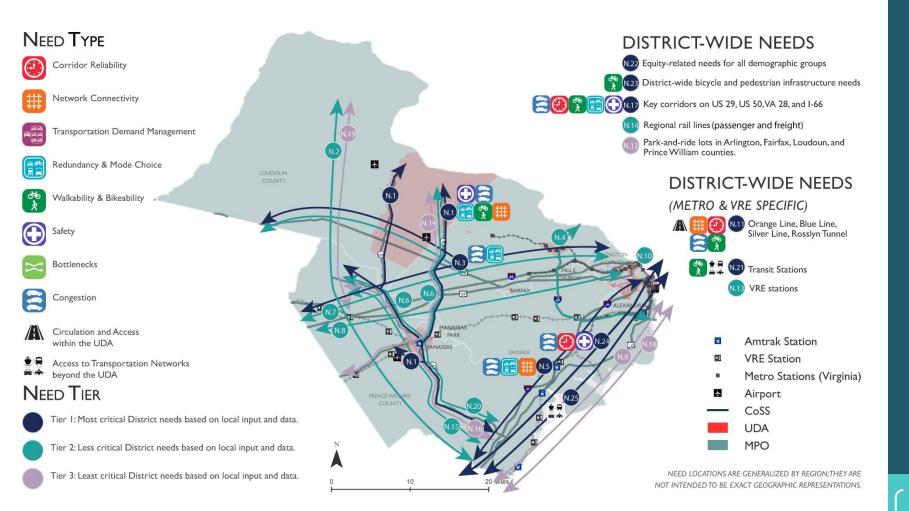
Over 800 needs identified in the needs assessment (adopted by the CTB in December 2015) were consolidated to 170 needs, then grouped into three tiers representing local and regional input on priority and a data driven needs criticality assessment.







Consolidated & Tiered Needs







Consolidated & Tiered Needs

Need ID	Need Description	Need Icons	Final Tiering
N.5	Within the NVTA Region, the I-95, I-395 and US I corridors have passenger and freight congestion, mode choice and connectivity needs.	2# #	- 1
N.II	Within the NVTA Region, the Metro Orange, Blue, and Silver lines and the Rosslyn Tunnel all have congestion, reliability, station accessibility, transit connectivity and bicycle and pedestrian needs as well as severe train throughput and passenger carrying capacity constraints.		I
N.21	Within the NVTA Region, transit stations (rail stations and bus hubs) have multimodal access needs (bicycle access, walking, driving/ carpooling/parking, and/or shuttle services).	***	I
N.17	Within the NVTA Region, the US 29, US 50, VA 28, and I-66 corridors have safety, congestion, reliability, mode choice, bicycle and pedestrian needs.		1
N.I	Within the NVTA Region, the VA 28,VA 234, and VA-659 regional corridors have congestion, mode choice, safety, connectivity and bicycle and pedestrian needs, and constrained access to Dulles Airport.		1
N.3	Within the NVTA Region, the US 29, US 50, and I-66 regional corridor (Prince William, Fairfax, and Arlington) have congestion and mode choice needs.	2	1
N.24	Within the District and cross-District, I-95/I-395 and US I from Stafford County to Washington D.C, has congestion, reliability and safety needs.		1
N.23	Within the NVTA Region, there are bicycle and pedestrian infrastructure needs, missing links in the network, and safety needs for those modes.	#	I
N.25	Within the District and cross-District, the I-95/US 1 corridor between Fredericksburg and Washington, D.C. has multimodal accessibility and transit capacity needs.		I
N.22	Within the NVTA Region, there are equity-related multimodal access needs for all demographic groups.		1
N.2	Within the NVTA Region, the VA 234 and US 15 regional corridors have reliability, safety, mode choice, congestion, and connectivity needs.		2
N.10	Within the NVTA Region, the Long Bridge has bottleneck, mode choice and reliability needs.		2
N.7	Within the NVTA Region, the US 29, US 50 and I-66 have reliability and mode choice needs.		2
N.13	Within the NVTA Region, VRE stations have passenger and parking capacity, transit connectivity, bicycle and pedestrian access needs.	#	2
N.14	Within the District and cross-District, regional rail lines have passenger and freight rail congestion and reliability needs.		2
N.4	Within the NVTA Region, I-495 has congestion needs, particularly adjacent to interchanges and from Tysons Corner to the American Legion Bridge.	8	2
N.8	Within the NVTA Region, the I-66 and US 29 have reliability needs.	②	2
N.15	Within the NVTA Region, the VA 234 corridor has mode choice and network connectivity needs.	***	2
N.20	Within the NVTA Region, the VA 234 and VA 28 corridors have safety, reliability, congestion, and bicycle and pedestrian needs.		2
N.6	Within the NVTA Region, the US 29, VA 7, and I-66 interchanges /intersections with VA 28 and VA 234, have congestion, reliability, safety, mode choice, bicycle and pedestrian access and connectivity needs.		2
N.9	Within the NVTA Region, I-95 and US-1 have reliability needs.		3
N.16	Within the NVTA Region, the VA 234 corridor has network connectivity, mode choice and safety needs.	##	3
N.18	Within the NVTA Region, the I-95 and US I have safety needs for all users.	(3
N.19	Within the NVTA Region, the US 15 and VA 28 have safety, reliability, congestion, and connectivity needs.		3
N. 12	Within the NVTA Region, park-and-ride lots in Arlington, Fairfax, Loudoun and Prince William counties all have capacity, transit connectivity, bicycle and pedestrian access and travel demand management (TDM) related needs.		3





2025 Recommendations

New concept for VTrans

- Highlights critical projects in the next 10 years that address the VTrans vision, goals, and objectives within Virginia's most significant transportation needs
- New Federal planning regulations associated with MAP-21 and FAST Act place more attention on performance based planning and programming

Project-level recommendations

- Represents one source for a potential pipeline of future projects and planning
- Strengthens the connection between VTrans goals and short-term programming
- Facilitate agencies, regions, and localities in developing their own priorities and recommendations







2025 Recommendations

Tier 1 Need

Tier 2 Need

Tier 3 Need

Gap Assessment

Do the Funded & Pipeline Projects Fully Address the Need?

Recommendation Tracking

Fully Funded: 2017-2022 Six Year Improvement Program (SYIP) and other programs

Unfunded Pipeline: Project sources include – SYIP partially funded, MPO LRTPs & PDC plans, Smart Scale unfunded, Transit Development Plans, and other regional

and local studies and plans



Study/Plan Program/Policy Strategies

More Detail

Projects

Study/Plan
Program/Policy
Strategies

Study/Plan Program/Policy

Less Detail

12





Tier 1 Recommendations

- Focus on VTrans2040 Guiding Principles
 - Optimize Return on Investment
 - Consider Operational Strategies and Demand Management First
- Unfunded Pipeline Projects and New Project Ideas that target the need
 - New project ideas include detailed project descriptions and planning-level costs
 - New project ideas may also include recommendations for corridor management, programming strategy, or need for a new study or plan







Today's Objective & Next Steps

Meeting / Open House

- VTrans2040 and VMTP2025 summary
- Review Tier 1 Recommendations
 - Consider the recommendations included (unfunded pipeline and new ideas) and the scope of each recommendation
 - Recommendations are presented in 2 formats:
 - Summary sheet showing all project recommendations
 - A profile for every unfunded project and new project idea

Next Steps

 Review Tier 1 Recommendations and provide feedback during the open house and through an online questionnaire (link provided to attendees after meeting)







Questions / More Information

VTrans2040 Vision:

http://www.vtrans.org/vtrans2040.asp

Includes links to the VTrans2040 Vision and associated trend documents. Also includes a link to the new, interactive VTrans2040 website, http://www.vtrans2040.com, which provides access to VTrans2040 content, including an on-line map of the VMTP Needs Assessment. For a broad overview of VTrans, refer to: http://www.vtrans.org/plans.asp.

VTrans Multimodal Transportation Plan (VMTP) 2025 Needs Assessment http://vtrans.org/vtrans_multimodal_transportation_plan_2025_needs_assessment.asp Includes links to detailed needs assessments finalized in December 2015 for the Corridors of Statewide Significance, Regional Networks, Urban Development Areas, and Statewide Safety Needs.

VTrans Multimodal Transportation Plan (VMTP) Needs Synthesis and Recommendations Development http://www.vtrans.org/vtrans2040.asp

Initial content is available on the VTrans2040 homepage describing the recommendations development process, including webinar presentations from March and June 2016. Refer back to this site, and the vtrans2040.com page for further information on this process through winter and spring 2017.



VII.B

	VMTP Tier 1 DRAFT Recommendations for NoVA	
Need N.11: Within the NVTA Region, the Metro Orange, Blue, and	I Silver lines and the Rosslyn Tunnel all have congestion, re s well as severe train throughput and passenger carrying ca	
	s well as severe train throughput and passenger carrying ca	NEW PROJECT IDEAS
KEY PROJECTS ADDRESSING THIS NEED FUNDED PROJECTS	POTENTIAL GAPS	NOVA07 - Increased Bus Service Frequency along Rosslyn-Ballston Corridor into DC
onstruction of the Metrorail Silver Line Phase II in Dulles Corridor mplement ITS Safety Improvements in I-66 Rosslyn Tunnel	Improvements identified are primarily for the Silver line, not the other 2 Metrorail	NOVADS - Peak Period Bus Transit Service Supplementing Metrorail Blue Line Service between Crystal City and Rosslyn into DC NOVAD4 - WMATA Core Station Improvements (Virginia portion only)
lerndon Metrorall Intermodal Access Improvements and Intersection improvements at Herndon arkway and Van Buren Street Metrorall Blue Line Traction Power Upgrades	lines. Reliability, capacity constraints and throughput are not adequately addressed by the identified projects.	NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities
UNFUNDED PIPELINE PROJECTS OVA31 - All 8 car Metrorall trains on Orange, Blue and Silver Lines		
Need N. 21: Within the NVTA Region, transit stations (rail stations	and bus hubs) have multimodal access needs (bicycle acce	ss, walking, driving/ carpooling/parking, and/ or shuttle services).
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS allston-MU Metrorail Station West Entrance: SmartScale 2015		NOVA27 - Seven Corners TOD Study NOVA25 - Street Grid Study: TODs and activity centers
Ietrorail bus access improvements: I-66 Vienna Metrorail Accessibility and Capacity Improvements, senhower Metrorail Station Bus Loop onstruct Telegraph Road Park and Ride Lot adjacent to I-95 commuter parking lot		NOVA23 - VRE Station Improvements: parking and operational capacity NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities
UNFUNDED PIPELINE PROJECTS OVA53 - East Falls Church Multimodal Safety and Access Project: addition of bus facilities (bays,	Projects enhance roadway connections and transit service, but pedestrian and bicycle access to transit stations need to be addressed. Access to VRE and Amtrak are not addressed by the identified projects.	WINNIN SECTION COLUMN STORY COL
nelters, access lane) and installation of bikeshare stations OVA32 - Implement Tysons Street Grid OVA33 - Prentice Drive Extension to future Loudoun Gateway and Ashburn Metrorall Stations:	addressed by the identified projects.	
martScale Round 2 request OVA34 - Frontier Drive Extension (near Franconia Springfield Metrorail Station): SmartScale Round 2 quest		
Need N.23: Within the NVTA Region, there are b	oicycle and pedestrian infrastructure needs, missing links in	the network, and safety needs for those modes.
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS		NOVA03- WMATA-Identified Pedestrian and Bicycle Project Priorities
Ills Church: Pedestrian Crossings and Downtown Planning Opportunity Area: both SmartScale 2015 iddleburg Downtown Pedestrian Improvements edestrian and Bicycle Facilities on Route 123, Cinder Bed Road, Van Buren Street, McKinley Road,		NOVA13 - Implementation of select/high priority projects from the Northern Virginia Regional Bikeway and Trail Network
umfries Road, Horner Road, Opitz Boulevard, Army Navy Drive, Van Dorn Street, and Route 7 all Connections and Construction: between Potomax Vard and Four Mile Bun Trail, Mt. Vernon Trail, otomac Heritage Trail at Featherstone Wildlife Refuge, Old Cameron Run Trail (last project is	There is a need for a strategic bicycle and pedestrian plan that ties different plans	
martScale 2015) keshare support: Capital Bikeshare Expansion on George Washington Memorial Parkway and keshare Infrastructure in Reston, Falls Church	together.	
edestrian and Bicycle Access for Loudoun County Metrorall Stations UNFUNDED PIPELINE PROJECTS OVA53- East Falls Church Multimodal Safety and Access Project: addition of bus facilities (bays,		
selters, access lane) and installation of bikeshare stations		
Need N.22: Within the NVT/	A Region, there are equity-related multimodal access needs	for all demographic groups.
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
PINDED PROJECTS ONSTRUCT NEW POtomac Yard Metrorail Station on the blue/yellow lines RT Service Restructuring and Expansion between North Glebe Rd to Pentagon: SmarfScale 2015		NOVA22 - Transit Study in Low Income and Minority Areas NOVA17 - Metrobus Priority Corridor: Columbia Pike NOVA18 - Metrobus Priority Corridor: Crystal Ell/Piotomac Yard
Visital City Treastructuring and expensions on every entire the treast of the treastructuring and expensions on the treast of the treastructuring and expensions on the treast of the treastruction of the Metrorali Silver Line Phase II in Dulles Corridor UNFOUNDED PIPELINE PROJECTS UNFOUNDED PIPELINE PROJECTS	Infrastructure at and near transit stations to improve access and complement the	ROVALS - Netrobus Priority Cornion: Lypsan LstyProtomat Tartu NOVALS - Metrobus Priority Cornion: Lypsan LstyProtomat Tartu NOVALS - Metrobus Priority Cornidor: Lette River Turnpike/Duke Street NOVA2D - Metrobus Priority Cornidor: Richmond Highway Express NOVA2I - Metrobus Priority Cornidor: Richmond Highway Express
OVAS3 - East Falls Church Multimodal Safety and Access Project: addition of bus facilities (bays, selters, access lane) and installation of bikeshare stations	additional paratransit vehicle service is desired. Also, multimodal access to other demographics. DRPT noted that paratransit is a small piece of the puzzle to address equity - expanded, more reliable local bus service is the best option.	NOVA28 - Route 7 BRT
OVAS4 - Paratransit Vehicles (Transit Operational Program for WMATA ADA Paratransit Plan) OVA63 - West End Transitway: BRT line from Van Dorn to Pentagon Metrorail Stations		NOVA13 - Implementation of select/high priority projects from the Northern Virginia Regional Bikeway and Trail Network NOVA03 - WMATA-identified Pedestrian and Bicycle Project Priorities
OVA65 - West End Transitway: Southern Towers street network (SmartScale Round 2 request) OVA65 - Duke Street Transitway in Alexandria (between Landmark Mall and Diagonal Rd.)		
Need N.5: Within the NVTA Region, the I-95	, I-395 and US 1 corridors have passenger and freight congr	estion, mode choice and connectivity needs.
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS tlantic Gateway Third Track Improvements	While the recent Fast Lane Grant and the proposed DC2RVA high speed rail addresses	NOVA23 - VRE Station improvements: parking and operational capacity NOVA24 - Commuter Bus Services from Fredericksburg and Stafford County to DC
UNFUNDED PIPELINE PROJECTS OVA29 - Long Bridge Improvements OVA02 - VRE Fredericksburg Enhancements: station improvements including platforms and parking	some of the rail bottlenecks, improvements to rail transit and freight capacity, accessibility and connectivity could use additional attention.	
OVA30 - DC2RVA High Speed Rail: speed/reliability improvements to VRE and Amtrak		A
Need N.24: Within the NVTA Region and cross-Dist	rict, I-95/I-395 and US 1 from Stafford County to Washingto	on D.C, has congestion, reliability and safety needs.
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS daptive Traffic Signal Controls: SmartScale 2015 S 1 widenings: between Marys Way and Featherstone Road and between Possum Point Road and		NOVA01 - Investments in projects, programs and technologies that catalyze a shift to nonpeak period highway travel for freight (Virginia Multimodal Freight Plan, 2013)
rady's Hill Road: both SmartScale 2015. Also widen US 1 in association with interchange project at US1 nd Route 123. Idden Neabsco Mills Road between US 1 and Smoke Court: SmartScale 2015 (not funded)		NOVA23 - VRE Station Improvements: parking and operational capacity NOVA24 - Commuter Bus Services from Fredericksburg and Stafford County to DC
onstruct HOV Ramps for 1-95 at US 1 and Fort Belvoir, 1-95 NB off framp at Exit 156 395 improvements: Widen southbound between Duke Street and Edsall Road, reconstruction of oundary Channel Drive at 1-395, operational improvements and bridge repair on 1-395 at Seminary		TOTAL COMMUNICIDES ATTRESTIGNATION TO CONTROL OF THE STATE OF THE STAT
oad and Shirlington Road, HOT Lanes onstruct I-395 ramps: HOV Ramps for I-395 at Seminary Road, Shirlington Circle, Edsall Road, and Eads		
reet. Metering on i-395 ramp between Edsall and Boundary Channel Dr. i-395 Reversible Lane Ramp Seminary Road Idening of Harry Nice Route 301 bridge		
ansit improvements: construct Crystal City Transitway Northern Extension and Potomac Yard letrorall Station. ystal City Streets: 12th Street Transitway (South Eads-South Clark), Clark/Bell Realignment,	Widening projects, building new ramps and improve traffic control devices can help	
itersection improvements on 23rd Street. UNFUNDED PIPELINE PROJECTS OVA55 - US1 improvements: Widen/Relocate US 1, Dumfries - SMART SCALE Round 2 Request, Route	improve reliability and relief congestion. The corridor can benefit from improved transit service and managing truck movements.	
& 123 Interchange – SMART SCALE Round 2 Request, Widen US 1 between Route 234 and Neabsco aod - SmartScale 2016 request, Widen and Reconstruct US 1 Telegraph Road and VA235 and 235 North dd 235 South, Widen US 1, Occoquan River Bridge to VA 235 North		
OVA56 - Richmond Highway Widening: Mt Vernon Hwy to Napper Rd from 4 to 6 lanes – SMART CALE Round 2 Request		
OWAS7 - Add a hard running shoulder on 195 between Route 17 to Occopuan OWAS8 - 1951/395 (CM Program: Multimodal Traveler Information, Dynamic Ramp Metering, Parallel- terial Operations Improvements, Parking Management, Decision Support System		
OVA59 - Flyover Ramps: I-95 from GP to Express Lanes and I-395 from GP to Express Lanes at Duke St. OVA60 - I-395 improvements: Widen I-395 Express Lanes between Turkeycock Run and Eads Street,		
outhbound widening OVA61-1-395 and Boundary Channel Drive Interchange Improvements OVA62-1-95/Route 286 Northbound Flyover: SmartScale 2015 (not funded)		
OVA63 - West End Transitway: BRT line from Van Dorn to Pentagon Metrorall Stations OVA64 - West End Transitway: Southern Towers street network (SmartScale Round 2 request)		
Need N.25: Within the NVTA Region and cross-District, the I-S	25/US 1 corridor between Fredericksburg and Washington,	D.C. has multimodal accessibility and transit capacity needs.
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS onstruct new Potomac Yard Meteroil Station on the blue/yellow lines letroral Blue Line Traction Power Linerade:		NOVA26 - Additional Park and Ride Spaces along I-95/I-395 corridor NOVA24 - Commuter Bus Services from Fredericksburg and Stafford County to DC NOVA16 - Route 1 BRT Richmond Highway Phase 1
letroral Blue Line Traction Power Upgrades rystal City Transitivay Northern Extension UNFUNDED PIPELINE PROJECTS CMAG. J.Mars End Transitivas Page Line from Van Deze to Bestance Metroral Stations	Accessibility to transit station could use additional attention. Multimodal across district projects and park and ride capacity should be addressed	NOVA16 - Route 1 BRT Richmond Highway Phase 1 NOVA03 - WMATA-Identified Pedestrian and Bicycle Project Priorities
OVA63 - West End Transitway: BRT line from Van Dorn to Pentagon Metrorali Stations OVA64 - West End Transitway: Southern Towers street network (SmartScale Round 2 request) OVA65 - Duke Street Transitway in Alexandria (between Landmark Mall and Diagonal Rd.) NARD - MEE Scaled in the Station of the Station Control of the		
OVA02 - VRE Fredericksburg Enhancements: station improvements including platforms and parking Need N.3: Within the NVTA Region, the US 29, US 1	50, and I-66 regional corridor (Prince William, Fairfax, and A	Arlington) have congestion and mode choice peeds
KEY PROJECTS ADDRESSING THIS NEED FUNDED PROJECTS	POTENTIAL GAPS	NEW PROJECT IDEAS NOVA10 - Conduct Access Management Study on Route 50
ansform 66 Outside the Beltway (SmartScale 2015)		NOVA06 - Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes
DM Strategies Serving I-66 Corridor: SmartScale 2015 Sc capacity increases: Widening and HOV Lanes at Route 15, Widening between Route 267 and scanner St Science St		NOVA07 - Improved Bus Service Frequency along Rosslyn-Ballston Corridor into DC NOVA03 - WMATA-identified Pedestrian and Bicycle Project Priorities
56 Inside Beltway: Transform 66 - Multimodal Improvements, Tolling Systems Integration, econstruction between George Mason Drive and Dulles Access Road 56 Corridor (outside the Beltway) Enhanced Bus Service	The highway projects provide congestion relief. In addition to transit in the express	
ransform 66 Congestion Mittigation Plan pgrade Traveler Information Systems on I-95 and I-66 Corridors tension of Government Center Parkway from FFX County Boundary to Jermantown Rd: SmartScale	lanes outside the beltway, additional transit improvements inside and outside the beltway are needed.	
015 UNFUNDED PIPELINE PROJECTS OVA47 - Express Lanes on 1-66 in Reverse Peak Direction - outside the Beltway		
OVAS9 - 1-66 Integrated Corridor Management Program: Parallel Arterial Operations Improvements OVAS0 - US 29: Arterial Operations Improvements from Prince William/Fauquier CL to DC OVA66 - Seven Corners Ring Road (all phases, Phase1A is SmartScale 2015)		
OVA35 - VRE Manassas Line improvements	S FO MA 28 and L CC consideration	shility mode chaise his also and and and
Need N.17: Within the NVTA Region, the US 29, U	S 50, VA 28, and I-66 corridors have safety, congestion, reli	ability, mode choice, picycle and pedestrian needs.
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS ransform 66 Outside the Beltway [SmartScale 2015], including interchange at VA28 fiden and Add HOV Lanes on I-66 between Route 15 and University Boulevard		NOVA08 - Improved Bus Service Frequency between Northern Virginia Jurisdictions NOVA09 - Park-and-Ride/Slug Line Centers along i-66 Corridor NOVA10 - Access Management Study on Route 50
noulder Improvements at I-66 Exit 538 (Spot 2) riden US 50 between Route 28 and Route 659	Some of the readure wild a large	NOVA06 - Implementation of Fairfax Connector Route 610 and Service Improvements to I-66 Express Routes
UNFOINDED PIPELINE PROJECTS OVA39 - I-66 Express Lane Ramps at Balls Ford Road, Cushing Road, Route 234 Bypass, University pulevard and Flyover ramp from 67 to Express Lanes	Some of the roadway widening and interchange improvement benefits may spill over to transit; however, additional transit improvements are required. Pedestrian and bike improvement projects could use additional attention.	
bulevara and 1-yover ramp from Ur to Express Lanes OVA38 - Widen US 29 from four to isk lanes between Union Mill Road and Buckley's Gate Drive OVA37 - New Interchange on US 50 at Loudoun County Parkway OVA36 - Construct and widen Northstar Bivd Iffaddock Road to Shreveport DrJ - SMART SCALE Round		
OVA36 - Construct and widen Northstar Blvd (Braddock Road to Shreveport Dr) – SMART SCALE Round Request OVA35 - VRE Manassas Line Improvements		
Need N.1: Within the NVTA Region, the VA 28, VA 234, and VA-659 re	gional corridors have congestion, mode choice, safety, con Dulles Airport	nectivity and bicycle and pedestrian needs, and constrained access to
KEY PROJECTS ADDRESSING THIS NEED	POTENTIAL GAPS	NEW PROJECT IDEAS
FUNDED PROJECTS		NEW PROJECT IDEAS NOVA14 - Managed Lanes Study along entirely of Route 28
Dute 28 widenings: Prince William County to Old Centreville Road, Godwin Drive and Manassas City mitts, Vint Hill Road and Fitzwater Drive on County (reconstruction with added capacity) on Improvements on Route 28 in Loudoun County (reconstruction with added capacity)		NOVA15 - Transit Study on Route 28 (south of I-66) NOVA12 - Implementation of New Fairfax Connector Routes Serving Dulles Airport and Vicinity
oute 659 Bridge over Dulles Greenway: interim widening udley Rd Third Lane between Godwin Dr. and Dorsey Circle - SmartScale 2015	Identified projects do not address VA 234 needs. Projects are VA 28 are generally	NOVA13 - Implementation of select/high priority projects from the Northern Virginia Regional Bikeway and Trail Network
ew Interchanges: Route 7 & Route 659 and Route 28 & Innovation Avenue. UNFUNDED PIPELINE PROJECTS OVA45 - Route 28 Widening between Sterling Boulevard and Route 7	capacity improvements, which should address congestion issues, but do not necessarily improve bicycle/pedestrian and safety issues. Projects on VA 659 will have	
OVA1 - Bi-County Parkway between 1-66 and Route 50 OVA1 - Bi-County Parkway between 1-66 and Route 50 OVA3 - Atterial Operations Improvements OVA2 - Wellington Road Widening from 2 to 6 lanes - SmartScale Round 2 request	a positive impact on capacity and safety, but do not address other issues identified in the need. Lack of multimodal projects and network connectivity across all 3 roadways.	
OVA41 - Route 234 Bypass Interchange at Balls Ford Rd and widening - SMART SCALE Round 2 equest OVA40 - Roadway extensions: Northstar Boulevard Extension and widening between Braddock Road		
	i	



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: January 30, 2017

SUBJECT: Approval of the Programming of FY2023 Congestion Mitigation Air Quality

(CMAQ) and Regional Surface Transportation Program (RSTP) Funds

1. Purpose. To seek Northern Virginia Transportation Authority (NVTA) endorsement of the recommended project list for FY2023 CMAQ and RSTP funds. The recommended list will be sent to the Commonwealth Transportation Board (CTB) for action and inclusion in the Six Year Improvement Program.

- **2. Suggested Motion:** I move 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.
- **3. Background.** The NVTA established a deadline of Wednesday, December 14, 2016, as the due date for submissions for the FY2023 CMAQ and RSTP applications. NVTA staff, in coordination with the jurisdiction and agencies who applied during this cycle of funding, developed the attached recommended list of projects and the proposed funding allocations. For FY2023, over 45 CMAQ and RSTP applications were received, totaling \$118,734,663.

The funding available for distribution in FY2023 is estimated to be (subject to change based on final Federal allocations):

CMAQ	\$29,598,216
RSTP	\$52,644,909
Total:	\$82,243,125

VDOT provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For

the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

The Regional Jurisdiction and Agency Coordinating Committee (RJACC) reviewed the projects submitted and recommended for funding at its January 26, 2017 meeting, and supports the NVTA endorsement of the attached list of CMAQ and RSTP projects for submission to the CTB for approval.

Approximately \$2,933,581 represents "off the top" programming allocations for CMAQ and RSTP funds. This amount is inclusive of funding for the following:

- COG/TPB Commuter Connections Operations Center \$293,131
- VDOT/COG Metropolitan Area Transportation Operations Coordination (MATOC) - \$400,000
- VDOT Clean Air Partners \$240,450
- Fairfax County- \$2,000,000 as per July 14, 2016 NVTA action -\$2,000,000 in RSTP funds was transferred from Fairfax County's Route 236 and Beauregard Street Intersection Improvement Project to the City of Falls Church for the City's Bikeshare Program. The Authority approved this transfer request with reimbursement to Fairfax County through the additional/surplus RSTP funding or during the FY2023 RSTP allocation process.

Attachment(s): NVTA's Proposed FY2023 CMAQ and RSTP Program Allocations

FY2023 CMAQ Estimate \$

FY 2023 CMAQ/RSTP Proposed Allocations Winter 2016 Strawman

VIII.ATTACHMENT

29,598,216

	F12023 CMAQ ESTIMATE	29,590,210	3
		FY	2023
CMAQ FUNDS	Overall Ranking	Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL COG/TPB - Commuter Connections Operations Center (UPC 52726)		\$ 933,58° \$293,131	
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC T17894)		\$400,000	
VDOT - Clean Air Partners (UPC 52725)		\$240,450	
		\$	- \$ 28,664,635
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATION	лъ	,	\$ 20,004,035
JURISDICTIONAL ALLOCATIONS*	Overall Ranking	Requested	Proposed
ALEXANDRIA, CITY West End Transitway Operations	1 of 8	\$ 1,650,000 \$1,000,000	
Transportation Demand Management (UPC T18035)	3 of 8	\$400,000	\$400,000
Bicycle Sharing (UPC 100420)	4 of 8	\$250,000	\$250,000
ARLINGTON COUNTY		\$ 7,850,000	
Signal Optimization (UPC 70625) Commuter Services Program (ACCS),(UPC T100)	1 of 4 2 of 4	\$600,000 \$7,000,000	
Capital Bikeshare (UPC 106495)	3 of 4	\$250,000	
DUMFRIES, TOWN		\$	- \$ -
FAIRFAX, CITY		\$	- \$ -
FAIRFAX COUNTY		\$ 5,044,635	\$5,044,635
Richmond Highway Bus Rapid Transit (UPC 106921) (See RSTP) PM2.5	1 of 7	\$4,394,635	
Countywide Transit Stores (UPC T207)	6 of 7	\$650,000	\$650,000
FALLS CHURCH, CITY		\$	- s -
, .		·	
HERNDON, TOWN Herndon Metrorail Intermodal Access Improvements (UPC 106986, 104328)	3 of 3	\$ 300,000 \$300,000	
Trontagn metroral metroral record improvements (et et record, to tozo)	0 0.0	φοσοίοσο	φοσ,σσσ
LEESBURG, TOWN		\$	- \$ -
LOUDOUN COUNTY		\$ 4,000,000	\$4,000,000
Bike/Ped for Silver Line Metrorail (UPC T17499) (See RSTP)	1 of 2	\$3,960,000	
Lowes Island Park & Ride Lot Lease (UPC 79679)	2 of 2	\$40,000	\$40,000
MANASSAS, CITY		\$	- \$ -
MANASSAS PARK, CITY		\$	- \$ -
PRINCE WILLIAM COUNTY	0.75	\$ 5,285,000	
Prince William Parkway Sidewalk Hoadly Road Asphalt Trail	3 of 5 4 of 5	\$ 1,100,000 \$ 2,485,000	\$1,100,000 \$1,800,000
Catharpin Road Asphalt Trail & John Marshall Sidewalk	5 of 5	\$ 1,700,000	\$0
PURCELLVILLE, TOWN		\$	- \$ -
VIENNA, TOWN		\$	- \$
	Total Jurisdictiona	1 \$ 24,129,635	\$ 20,144,635
AGENCY ALLOCATIONS		Requested	Drangood
		Nequested	Proposed
PRTC (Prince William, Manassas, Manassas Park)		\$ 2,000,000	
PRTC Commuter Assistance Program (UPCT1833)	1 of 2	\$350,000	
Commuter Bus Replacements (3 new 45 ft. Buses), (UPC T158)	2 of 2	\$1,650,000	\$1,370,000
VDOT		\$ 2,890,000	
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)	1 of 5	\$2,000,000	\$2,000,000
Multi-modal Travel Information Displays Upgrade and Expansion	2 of 5	\$890,000	\$400,000
WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 11,100,000	0 \$ 3,500,000
Virginia Metrobus Replacement (UPC 12878); PM 2.5	1 of 1	\$11,100,000	
VRE Backlick Road Station Platform Extention	1 of E	\$ 2,300,000 \$500,000	
Burke Center Station 2nd Platform Burke Center Station 2nd Platform	1 of 5 2 of 5	\$450,000	
Manassas Park Station 2nd Platform	3 of 5	\$450,000	\$400,000
Rolling Road Station 2nd Platform	4 of 5	\$450,000	
Backlick Road Station 2nd Platform	5 of 5	\$450,000	1
	Total Agency	/ \$ 18,290,000	\$ 8,520,000
	TOTAL CMAQ	\$ 43,353,216	\$ 29,598,216

 CMAQ PM 2.5 Set Aside Requirement (25%)
 7,399,554

 Total CMAQ PM 2.5 Allocation
 7,894,635

 CMAQ PM 2.5 Allocation as a Percentage of Total CMAQ
 27%

FY 2023 CMAQ/RSTP Proposed Allocations Winter 2016 Strawman

Winter 2016 Strawman	W0000 DOTD F-1'1	* 50.044.000	İ
	Y2023 RSTP Estimate	\$ 52,644,909	
		FY 2	2023
RSTP FUNDS	Overall Ranking	Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ -	\$ -
\$2,000,000 is allocated to Fairfax County off-the-top as per 7/14/2016 NVTA resolution. This is included in the			
aollocation below.			
RSTP BALANCE REMAING FOR JURISDICTIONAL ALLOCATION	\$		\$ 52,644,909
HUDIODIOTIONAL ALL COATIONO*			
JURISDICTIONAL ALLOCATIONS*		Requested	Proposed
ALEXANDRIA, CITY		\$ 2,650,000	
Bus Shelters (UPC 106962)	2 of 8	\$400,000	\$400,000
ITS Integration (UPC 106562)	5 of 8	\$400,000	\$400,000
DASH Technology	6 of 8	\$600,000	\$600,000
Pedestrian & Safety Mobility Enhancements	7 of 8	\$1,000,000	\$1,000,000
Parking Technologies (UPC 102943)	8 of 8	\$250,000	\$250,000
ARLINGTON COUNTY		\$ 600,000	\$
Transportation System Management and Communications Plant Upgrade (UPC 101689, 87493)	4 of 4	\$600,000	\$0
DUMFRIES, TOWN		\$ -	\$
FAIRFAX. CITY		\$ 1,000,000	\$ 755,462
Citywide Multimodal Transportation Improvements	1 of 1	\$1,000,000	\$755,462
Onlywide Multimodal Transportation improvements	1 01 1	\$1,000,000	ψ100,402
FAIRFAX COUNTY		\$ 51,605,365	\$ 30,405,365
Richmond Highway Bus Rapid Transit (UPC 106921) (See CMAQ)	1 of 7	\$5,605,365	\$5,605,365
Richmond Highway Widening (UPC 107187)	2 of 7	\$9,000,000	\$9,000,000
Tysons Corner Roadway Improvements (UPC 100478)	3 of 7	\$9,000,000	\$7,500,000
Reston Roadway Improvements (UPC 106939)	4 of 7	\$9,000,000	\$5,000,000
Fairfax County Parkway Improvements	5 of 7	\$10,000,000	\$2,500,000
Seven Corners Interchange Improvements (UPC T17486)	7 of 7	\$9,000,000	\$800,000
FALLS CHURCH, CITY		\$ 600,000	\$ 408,000
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements (UPC 100411)	1 of 1	\$600,000	\$408,000
HERNDON, TOWN		\$ 1,200,000	
East Elden Street Widening and Improvements (UPC 50100)	1 of 3	\$700,000	\$650,000
Spring Street Widening (UPC 105521)	2 of 3	\$500,000	\$100,000
LEESBURG, TOWN	4 : (4	\$ 1,700,000	
Route 15 Bypass @ Edwards Ferry Rd Interchange (UPC 89890)	1 of 1	\$1,700,000	\$1,650,000
LOUDOUN COUNTY		\$ 5,800,000	\$ 5,800,000
Bike/Ped for Silver Line Metrorail (UPC T17499) (See CMAQ)	1 of 2	\$5,800,000	\$5,800,000
biken ed tot divet Line Metrofair (of 0 117433) (dee diving)	1012	\$3,000,000	ψ5,000,000
MANASSAS, CITY		\$ 750,000	\$ 750,000
Manassas signal replacements, span wires to mast arms Godwin Drive and Milic Street	1 of 1	\$750,000	\$750,000
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 9,476,082	
Route 15 Improvement w/ Railroad Overpass (UPC 1803)	1 of 5	\$4,738,041	\$4,738,041
Route 234/Balls Ford Road Interchange (UPC 105420)	2 of 5	\$4,738,041	\$4,738,041
DUDOSTI VILLE TOMBI			•
PURCELLVILLE, TOWN		-	\$ -
VIENNA, TOWN		\$ -	\$ -
		-	-
	Total Jurisdictional	\$ 75,381,447	\$ 52,644,909
	TOTAL RSTP	\$ 75,381,447	\$ 52,644,909



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: February 3, 2017

SUBJECT: Approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ)

funds for Prince William County

1. Purpose. To seek Northern Virginia Transportation Authority (NVTA) approval of Congestion Mitigation and Air Quality (CMAQ) Reallocation Request for Prince William County.

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

On January 24, 2017, Prince William County requested the following reallocations:

\$49,829 from Route 641 – Provide Handicap Access (UPC 71723), \$15,695 from Route 234 Shared Use Path on County Club Road (UPC 90197), and \$100,059 from Gideon Drive Sidewalk Project (UPC 102931) to Powell's Creek (UPC 105243) which is currently not funded under CMAQ. The purpose of this transfer is to cover the deficit for the Powell's Creek project. The Powell's Creek project will connect a missing sidewalk section with approximately 400 feet of new sidewalk and a 50 foot pedestrian bridge over Powell's Creek, on Route 1. This project will help resolve a major pedestrian safety challenge where residents currently have to enter the highway in order to cross the bridge.

At its meeting on January 26, 2017, the RJACC recommended approval of the reallocation request for Prince William County.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo

Request Letter from Prince William County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 9, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Prince William 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 CMAQ project, the Authority needs to approve the transfer request before any funds can be reallocated.

On January 24, 2017, Prince William County requested the following reallocations:

• \$49,829 from Route 641 – Provide Handicap Access (UPC 71723), \$15,695 from Route 234 Shared Use Path on County Club Road (UPC 90197), and \$100,059 from Gideon Drive Sidewalk Project (UPC 102931) to Powell's Creek (UPC 105243) which is currently not funded under CMAQ. The purpose of this transfer is to cover the deficit for the Powell's Creek project. The Powell's Creek project will connect a missing sidewalk section with approximately 400 feet of new sidewalk and a 50 foot pedestrian bridge over Powell's Creek, on Route 1. This project will help resolve a major pedestrian safety challenge where residents currently have to enter the highway in order to cross the bridge.

On February 9, 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 Ricardo Canizales, Director of Transportation, Prince William County



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201 (703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF TRANSPORTATION

Ricardo Canizales Director

January 24, 2017

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

Dear Chairman Dominguez:

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

The request is to transfer One Hundred Sixty-Five Thousand and Five Hundred and Seventy-Four (\$165,574) in residual CMAQ FY 2011 and FY 2014 funds. The CMAQ donor projects include the following:

- Route 641 Provide Handicap Access (UPC 71723) (\$49,829)
- Route 234 Shared Use Path on County Club Road (UPC 90197) (\$15,695)
- Gideon Drive Sidewalk Project (UPC 102931) (\$100,059)

The purpose of the transfer is to cover the deficit for the Powell's Creek project (UPC 105243). The project is to connect a missing sidewalk section with approximately 400' of new sidewalk and a 50' pedestrian bridge over Powell's Creek, on Route 1. This project will help resolve a major pedestrian safety challenge where residents currently have to enter the highway in order to cross the bridge.

The donor projects are completed so the transfer of these residual CMAQ funds would allow the County to advance the Powell's Creek Pedestrian Footbridge. The impetus for the request is to cover all phases of the project including design, construction, necessary utility relocation and contingency funding. Since the project is currently not funded through CMAQ funds, RJACC approval is to be followed for consideration of the full Northern Virginia Transportation Authority Board.

Noelle Dominguez January 24, 2017 Page 2

If you have any questions or comments on this request, please contact me at (703) 792-5985.

Ricardo Canizales

Sincerely

Director of Transportation

ATTACHMENTS:

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

cc: Woodbridge District Supervisor

County Executive

Elizabeth Scullin, Transportation Planning and Programming Division Chief Claudia Llana, Prince William Preliminary Engineering Manager, VDOT Jan Vaughn, Programming Manager, VDOT

CMAQ/RSTP Transfer Request Form

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1/24/2017

Date:

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ Funds Currently Allocated to Donor Project (Prior to this Transfer): \$171,594*

Funds Verified (VDOT) Authority Approval (NVTA) JACC Approval (NVTA) If Yes, Year Approved Previously Approved by NVTA z adjacent to the Powells Creek Constsruction of Foot Bridge Bridge on Jeferson Davis Highway Project Description To (Recipient): 105243 OPC Transfer Amount \$165,574.00 \$100,059.00 \$49,820.00 \$15,695.00 If No, Year Reguested Transfer from Previous Fiscal Years Type of Funds CMAQ CMAQ CMAQ Shared Use Path at County Club Gideon Drive Sidewalk Route 641 - Provide Handicap Project Description Access, Route 234 From (Donar): 102931 71723 90197 UPC

TOTAL OF TRANSFER - \$165,574

Total Transfer

Attach Signed Request of Transfer Letter

^{*}Last project UPC 102931 does not use all CMAQ funds in project, which is complete and overfunded compared to Award estimate, but still has pending invoices

Transp	ortation E	missions Estin	nation Mode	els (TEEM)	Report - M	odule 2, Daily	Commuting	
Sponsoring Jurisdic	ction or Agency	y: Prince William (Co.	Projec	t. Powell's Creek	Pedistrian Bridge		Ver. 2016-04
Fiscal Year of C	CMAQ Funding	g: <u>2017</u>		Prepared by	y: JD	2		
I. Project Assumptions (I	nput):							
Number of SOV Vehicles		r day:		20				
o. Average no. of non-comm				40				
c. Avg. 1-way commute Vel				0		aved by eliminating the	2 SOV třip)	
d. Avg. 1-way non-commut			:	15	Regional Average:	10 miles		
e. Average travel speed of V				45 320	- CP : 11 220 /			
f. Number of days in a year g. Total capital cost (in curr		eaucea		\$1,784,066	(Typically 320 days)		
h. Life span of the project /		are).		30	-			
 Average annual maintena 				\$0		The purpose of th	e project is to con	ect a missing side
Average annual revenue				\$0	7	parposs s. s.	projection to accomp	O Trans
k. Anticipated total resale/sa				\$0				
L Anticipated project / prog	gram completio	n date (2017 - 2030)):	2019				
m, Year in which VT / VMT				2041	Default: 2041	**		
n. Facility Type:				Both		perations on Arterial and	d Freeways: e.g. Park	-and-ride lot)
Emissions factors corresponding to			thted speeds represen	nts 40% freeways & 6	50% arterial mix.			
II. Primary Calculations (Vehicle and C	ost):	200			2000	2000	i i
			2017	2020	2025	2030	2040	l :
Emissions reductions in the			No	Yes	Yes	Yes	Yes 840	
a. Total number of cold star		-	0	840 840	840 840	840 840	840	
 b. Total number of hot soak c. Total miles of travel elim 		a uay	0	12,000	12,000	12,000	12,000	
d. Annualized total cost (\$ / year)		\$0	\$59,469	\$59,469	\$59,469	\$59,469	l i	
e. Net daily project/program			\$0	\$186	\$186	\$186	\$186	
III. Emissions Reductions	Calculations:				NO. In Course / F)	DM2.5 In C	roma / Day
YEAR 2017	Arterial	VOC In Grams / D Freeway	ay Weighted	Arterial	NOx In Grams / D Freeway	Weighted	Direct	rams / Day ~ NOx
Cold Start Emissions	0.00	0,00	0.00	0.00	0.00	0.00	Direct	0.00
Hot Soak Emissions	0.00	0.00	0.00	^	^	^	^	Δ.
Running Emissions	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Trip Cycle	0,00	0.00	0.00	0.00	0.00	0,00	0.00	0.00
YEAR 2020		VOC In Grams / D			NOx In Grams / D			rams / Day ~
	Arterial	Freeway	Weighted	Arterial	Freeway	Weighted	Direct	NOx
Cold Start Emissions	0.00	0.00	0.00	0.00	0.00	0.00	^	165.91
Hot Soak Emissions	0.00	0.00	0.00	0.00	0.00	0.00	135.60	1,512.75
Running Emissions	0.00	0.00	0.00	0.00	0.00	0.00	135,60	1,678.66
Total Trip Cycle	0.00	0.00	0.00	0.00	0.00	0.00	133,00	1,078.00
YEAR 2025		VOC In Grams / D	av	1	NOx In Grams / D)av	PM2.5 In G	rams / Day ~
ILMA ZUZU	Arterial	Freeway	Weighted	Arterial	Freeway	Weighted	Direct	NOx
Cold Start Emissions	0.00	0.00	0.00	0.00	0.00	0.00	*	137.33
Hot Soak Emissions	0.00	0.00	0.00	^	^	^	^ _	^
Running Emissions	0.00	0.00	0.00	0.00	0.00	0.00	135,60	1,385.75
Total Trip Cycle	0.00	0.00	0.00	0.00	0,00	0.00	135.60	1,523.08
YEAR 2030		VOC In Grams / D	•		NOx In Grams / D			rams / Day ~
0.110	Arterial	Freeway	Weighted	Arterial	Freeway	Weighted	Direct	NOx
Cold Start Emissions	0.00	0.00	0.00	0.00	0.00	0.00	~	114.25
Hot Soak Emissions	0.00 0.00	0.00 0.00	0.00	0.00	0,00	0.00	135.60	1.235.75
Running Emissions Total Trip Cycle	0.00	0.00	0.00	0.00	0,00	0.00	135.60	1,350.00
rotal trip cycle	U-UU	0,00	0.00	0.00	0,00	0.00	155100	1,550,00



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

FROM: Mary Hynes, Chair, Governance and Personnel Committee

DATE: February 6, 2017

SUBJECT: 2017 Legislative Update

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of 2017 legislative items of interest to the Authority.

- **2. Background:** The Virginia General Assembly has reached mid-session. Two important deadlines must be met on February 7:
 - Both the House of Delegates and State Senate have to finish work on any bills that originated in that body.
 - Detailed House and Senate budget amendments to the Governor's introduced budget will be released.
- **3. Update:** The priority bills for the Authority have been successfully resolved. For those bills moving forward we will be working to prevent any changes opposed to the Authority's position. The highlights are:
 - Both bills to add a voting town member to the Authority were defeated.
 - HB 2120 (Keam) and SB 929 (Petersen) were defeated in committee. Thanks to Chairman Marty Nohe for testifying before General Assembly committees and Delegates Tim Hugo, Randy Minchew, Jim LeMunyon, Greg Habeeb and Senator Janet Howell for asking questions or making statements that expressed the Authority's concerns about the bills and making motions to kill the bills.
 - HB 2137 (LeMunyon) was reported from committee with NVTA agreement after two amendments by Delegate LeMunyon.
 - o Bill now requires only two actions: (1) NVTA must comment on any obstacles to implementing the long range transportation plan and (2) must post any notification from local governments identifying changes in their comprehensive plans that would negatively impact the long range transportation plan.
 - The effective date of the bill is now July 1, 2018, allowing NVTA to complete this round of long range transportation planning before adding any new mandates.

- Metro Safety Commission (MSC) bills are moving forward.
 - O HB 2136 (LeMunyon) was reported from the House Transportation Committee in much better shape than introduced. The Minchew/LeMunyon enactment clause calls for the Secretary of Transportation, in coordination with the Northern Virginia Transportation Commission, to engage Maryland, the District and the federal government in revising the Metro Compact of 1966. It expresses concern about a number of issues related to Metro's compact, governance, labor relations and operations, but now the language is in a posture where it does not delay creating the MSC or federal funding for transit systems across Virginia.
 - Meanwhile the Senate Transportation Committee quickly, and simply, adopted
 SB 1251 (Barker) with little discussion and no additions.
- Fixing the "gas tax floor" matter for the Northern Virginia Transportation Commission has had mixed success.
 - o The House Finance Committee did not move any bills forward.
 - The Senate Finance Committee has reported SB 1456 (Wagner), and Senator Petersen's bill SB 1092 was combined with this bill. The bill has passed the Senate on a 26-12 vote.
- **4. Next steps.** Ms. Baynard will report on these bills and any budget amendments released on February 7, 2017 that impact the Authority, at the February 9, 2017 meeting.

Attachment(s): 2017 Bill Tracking as of February 6, 2017



<u>Virginia General Assembly – 2017 – Bill Tracking for the Northern Virginia Transportation Authority (NVTA)</u>

NVTA Related Bills	Smart Scale	WMATA	NVTC	I-66 Related	General Transportation	Other/FOIA
HB1529 HB1681	HB1831	НЈ617 НВ1847	HB2130		НJ693 НВ1715	HB1539 HB1540
HB1809	SB921	HB2136	SB1092		HB1881	HB2377
HB2058			SB1456		HB2318	
HB2120		SB1251			HB2619	SB972
HB2121						
HB2137					SB1209	
SB962						
SB929						
SB1018						
SB1308						



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NVTA RELATED BILLS

Bill and Patron	Summary	Status/Last Action	NVTA Position
HB1529 – Ward pdf	Temporary exemption periods from retail sales and use taxes for qualifying items; sunset dates. 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.	01/26/17 House: VOTE: BLOCK VOTE PASSAGE (99- Y 0-N)	monitor
		01/27/17 Senate: Constitutional reading dispensed	
	http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=HB1529	01/27/17 Senate: Referred to Committee on Finance	
HB1681 - Bloxom	Transient occupancy tax; state parks. Permits localities to impose transient occupancy taxes on transient room rentals and travel campgrounds in state parks.	01/26/17 House: VOTE: PASSAGE (58-Y 41-N)	monitor
		01/27/17 Senate: Constitutional reading dispensed	
	https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1681	01/27/17 Senate: Referred to Committee on Finance	
HB1890 – Hugo pdf	Collection of sales and use tax. 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	02/01/17 House: Passed by for the day	monitor
	such items for contractors. Generally, tangible personal property incorporated into real property is deemed to have been purchased for consumption by the contractor.	02/02/17 House: Read second time and engrossed	
	https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=hb1890	02/03/17 House: VOTE: BLOCK VOTE PASSAGE (95-Y 0-N)	
HB2058 – Watts pdf	Sales and use tax; nexus for out-of-state businesses. Provides that storage of inventory in the	02/02/17 House: Read third time and passed House (73-Y	monitor
	Commonwealth is sufficient nexus to require out-of-state businesses to collect sales and use tax on sales to customers in the Commonwealth.	21-N)	
	http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2058	02/03/17 Senate: Referred to Committee on Finance	

HB2120 – Keam pdf	Northern Virginia Transportation Authority (NVTA); membership composition. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2120	Left in bosom of Transportation Committee – the bill has died	oppose
HB2121 – Keam pdf	Use of certain revenues by the Northern Virginia Transportation Authority. 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.	1 01/10/17 House: Referred to Committee on Transportation 01/17/17 House: Assigned Transportation sub: Subcommittee #3 1/26/17 – Laid on Table via	oppose
	https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2121	voice vote	
HB2137 – LeMunyon pdf	Northern Virginia Transportation Authority; regional transportation plan. Requires the Northern Virginia Transportation Authority (the 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. In the procedures for such consideration for revision, the Authority is required to certify that the plan would reduce congestion in Planning District 8 to the greatest extent practicable or, if unable to so certify, specify the reasons and any need for cooperation by other regional entities. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2137	House: Reported out of Full Committee 19-0 with amendments: Not effective till July 1, 2018 2/3 – (H) Read first time	Oppose/supported with delayed enactment clause amendment
SB962 - Hanger pdf	Sales and use tax; nexus for out-of-state businesses. 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. http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=SB962	01/25/17 Senate: Reported from Finance (16-Y 0-N) 02/02/17 House: Referred to Committee on Finance	monitor
SB929 - Petersen pdf	Northern Virginia Transportation Authority (NVTA); membership composition. 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. http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=SB929	2/2/17 Senate Rules Committee: vote to Pass By Indefinitely 11-4	oppose

SB1018 – Barker pdf	Temporary exemption periods from retail sales and use taxes for qualifying items; sunset dates. 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. http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=SB1018	01/04/17 Senate: Referred to Committee on Finance 02/01/17 Senate: Reported from Finance (16-Y 0-N) 02/03/17 Senate: Passed	monitor
		Senate (40-Y 0-N)	
SB1308 – McDougle pdf	Collection of sales and use tax. 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.	1/30/17 Passed Senate 40-0 2/2/17 Referred to House Committee on Finance	monitor
	http://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=sb1308		

SMART SCALE

Bill	Summary	Status/Last Action	NVTA Position
SB921 – Edwards pdf	Commonwealth Transportation Board; statewide prioritization process. Requires travel time reliability to be one of the factors used by the Commonwealth Transportation Board in its statewide prioritization process.	01/25/17 Senate: Stricken at request of Patron in Transportation (12-Y 0-N)	opposed
	https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB921		
HB1831 – Kilgore pdf	Prioritization of statewide transportation projects; exceptions. 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.	01/13/17 House: Assigned Transportation sub: Subcommittee #3	oppose
		01/19/17 House: Subcommittee recommends laying on the table by voice	
	http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1831	vote	

WMATA

Bill	Summary	Status/Last Action	NVTA Position
HJ617 – LeMunyon pdf	Washington Metropolitan Area Transit Authority Compact of 1966 gubernatorial review. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HJ617	02/02/17 House: Agreed to by House BLOCK VOTE (91-Y 1- N) 02/03/17 - Senate: Referred to Committee on Rules	support
HB1847 – Minchew pdf	Washington Metropolitan Area Transit Authority Compact of 1966. 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. http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1847	1/26/17 – Bill stricken at request of patron	monitor
HB2316 – LeMunyon pdf	Washington Metrorail Safety Commission Interstate Compact. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2136	02/02/17 Reported from Transportation Committee with substitute 18-0 2/3 – (H) read first time	support

SB1251- Barker	Washington Metrorail Safety Commission Interstate Compact. Authorizes Virginia to become a	02/01/17 Senate: Reported
pdf	signatory to the Washington Metrorail Safety Commission Interstate Compact. The compact	from Transportation with
	establishes a state safety oversight authority for the Washington Metropolitan Area Transit Authority	substitute (13-Y 0-N)
	(WMATA) Rail System, pursuant to the mandate of federal law, to review, approve, oversee, and	
	enforce the safety of the WMATA Rail System.	02/03/17 Senate:
		Constitutional reading
		dispensed (39-Y 0-N)
	https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=sb1251	

NVTC

Bill	Summary	Status/Last Action	NVTA Position
HB2130 – Levine pdf	Motor vehicle fuels sales tax in certain transportation districts. 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-pergallon 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. http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2130	01/11/17 House: Referred to Committee on Finance 01/17/17 House: Assigned Finance sub: Subcommittee #2 01/25/17 House: Subcommittee recommends laying on the table by voice vote	Support
SB1092 - Petersen	Motor vehicle fuels sales tax in certain transportation districts; price floor. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=SB1092	01/06/17 Senate: Referred to Committee on Finance Incorporated into SB 1456 (Wagner)	support
SB1251 – Barker pdf	Washington Metrorail Safety Commission Interstate Compact. 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.	02/01/17 Senate: Reported from Transportation with substitute (13-Y 0-N) 02/03/17 Senate: Constitutional reading dispensed (39-Y 0-N)	
SB1456 –Wagner pdf	Motor vehicle fuels sales tax in certain transportation districts; price floor. 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 sales price less than the statewide average sales price on February 20, 2013, which is the date used as a floor on the statewide motor vehicle fuels sales tax. https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=sb1456%5D	02/03/17 Senate: Read third time and passed Senate (26-Y 12-N)	Support

GENERAL TRANSPORTATION RELATED BILLS

Bill	Summary	Status/Last Action	NVTA Position
HJ693 – LaRock pdf	Constitutional amendment (first resolution); Transportation Funds. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HJ693	01/10/17 House: Referred to Committee on Privileges and Elections 01/12/17 House: Assigned P & E sub: Constitutional 01/30/17 House: Subcommittee recommends reporting (7-Y 0-N) 02/03/17 House: Reported from Privileges and Elections (21-Y 0-N)	monitor
HB1715 – Minchew pdf	Virginia Highway Corporation Act of 1988. 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. http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1715	01/07/17 House: Referred to Committee on Commerce and Labor 01/12/17 House: Assigned C & L sub: Subcommittee #2	monitor
HB1881 – John Bell pdf	Toll rate approval by the State Corporation Commission under the Virginia Highway Corporation Act of 1988. 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.	01/10/17 House: Referred to Committee on Commerce and Labor 01/17/17 House: Assigned C & L sub: Subcommittee #2	monitor
	http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1881		

HB2138 – LeMunyon pdf	State and local transportation planning. Provides that in its adoption of any comprehensive plan in Planning District 8 (Northern Virginia) or review of a proposed rezoning in Planning District 8 (Northern Virginia), the Department of Transportation shall consider the transportation impact of the proposed plan or rezoning on any transportation facility for which a reduction in the level of service is anticipated as a result of the proposed plan or rezoning. The bill requires that if the proposed comprehensive plan or rezoning is within Planning District 8 (Northern Virginia), the locality shall propose one or more transportation projects in its local transportation plan, or within the regional transportation plan, to ensure no reduction of service to any transportation facility affected by the plan or rezoning. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB2138	01/20/17 House: Assigned Transportation sub: Subcommittee #3 02/02/17 Reported with a substitute 2/3 (H) read first time	monitor	
SB1209 – Wexton pdf	Virginia Highway Corporation Act of 1988. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB1209	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)	monitor	

OTHER/FOIA

Bill	Summary	Status/Last Action	NVTA Position
HB1539 – LeMunyon pdf	Virginia Freedom of Information Act (FOIA); public access to records of public bodies. 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 of Information 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 Certain state and local officials. The bill contains numerous technical a	12/27/16 House: Referred to Committee on General Laws 01/11/17 House: Assigned GL sub: Subcommittee #2 01/26/17 House: Subcommittee recommends reporting with amendments (7-Y 0-N) 02/02/17 House: Reported from General Laws with substitute (20-Y 0-N) 02/04/17 House: Read first time	Monitor
HB1540 – LeMunyon pdf	Virginia Freedom of Information Act (FOIA); public access to meetings of public bodies. 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 recommendation of the Freedom of Information Advisory Council pursuant to the HJR 96 FOIA study (2014-2016). http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+HB1540	01/26/17 House: Subcommittee recommends reporting (7-Y 0-N) 02/02/17 House: Reported from General Laws (20-Y 0-N) 02/04/17 House: Read first time	monitor

SB972 – DeSteph	Requests for information by members of the General Assembly; responses not subject to redaction. 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. http://lis.virginia.gov/cgi-bin/legp604.exe?171+sum+SB972	01/03/17 Senate: Referred to Committee on Rules 2/2/17 Senate: Committee Passed By Indefinitely 11-3	monitor
HB2377 – Freitas pdf	Sales and use tax exemption; certain textbooks and other educational materials. 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. https://lis.virginia.gov/cgi-bin/legp604.exe?ses=171&typ=bil&val=HB2377	1/26/17 – Block Vote Passage (house) 99-0 1/27/17 Referred to Senate Finance Committee 02/02/17 Senate: Passed by indefinitely in Rules with letter (11-Y 3-N)	monitor

Bill #	Notes:

Bill #	Notes

Bill #	Notes:



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Members, Northern Virginia Transportation Authority

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

DATE: January 30, 2017

SUBJECT: Report from the Planning and Programming Committee

1. Purpose. To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).

2. Background. The PPC met on Monday, <u>January 30, 2017</u>. The meeting was well attended with four of the five members present. The Committee received a presentation on the results of the TransAction Tracking Survey, conducted in December 2016. This presentation provided insights regarding the transportation perceptions of Northern Virginians, including trends since the corresponding Benchmark Survey that was conducted in October 2015.

The Committee also discussed the weightings for the previously approved performance measures to be used in the evaluation of projects/packages of projects in TransAction.

The following provides a summary of the discussion at the January 30, 2017 meeting.

3. Weightings for TransAction Measures. Members discussed the NVTA staff recommendations for weightings of the performance measures to be used in the evaluation of projects/packages of projects in the TransAction update. NVTA staff recommendations took into account recommendations made in January by the Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC), and the TransAction Subcommittee comprising jurisdiction and agency staff.

The NVTA staff recommendations were based on the mean value of the three committees' recommendations for each measure. Mean values were then rounded to the nearest multiple of 5. For the 15 TransAction measures, five measures had a weighting of 10 and ten measures had a weighting of 5.

While the rounding process meant that some measures were adjusted by a greater amount than would normally be the case when rounding to the nearest integer, Committee members agreed that this approach facilitates transparency and future messaging with citizens and stakeholders. It was generally considered that the overall evaluation of project packages would be insensitive to the use of these slightly larger rounding adjustments.

The Committee's recommendations on weightings of TransAction performance measures will be presented for action at the Authority's meeting on February 9th.

- **4. Visualization of TransAction Weightings.** As part of its recommendation, the Committee requested that NVTA staff prepare a visualization showing how many of the measures support multiple goals. This visualization was provided electronically to PPC members on February 2, 2017.
- **5. Next steps.** The PPC will continue to be engaged in the process to update TransAction, and the development of the Authority's FY2018-23 Six Year Program.

The next meeting of the PPC is scheduled for 10am on March 1, 2017 at the NVTA offices.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

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

DATE: January 30, 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 January 18, 2017. The Committee was briefed on the Authority's agenda for the January 12, 2017, Authority meeting and the approval of performance measures at the December 8, 2016 meeting.

The Committee unanimously nominated Mr. Randy Boice as Chairman and Mr. Doug Fahl as <u>Vice Chairman</u> of the TAC for CY2017. The Committee also approved a meeting calendar for CY2017, with the committee expected to meet on third Wednesdays of each month, with no meeting in August.

The Committee's recommendation on the weightings of the performance measures are:

- Measures/Weightings Goal 1 (Enhance quality of life and economic strength of Northern Virginia through transportation)
 - o 1.1.1 Total person hours of delay (HB 599) 10%
 - 1.1.2 Transit crowding (HB 599) 6%
 - 1.13 Person hours of congested travel in automobiles (HB 599) 8%
 - 1.1.4 Person hours of congested travel in transit vehicles (HB 599) 7%
 - 1.2.1 Congestion severity: Maximum travel time ratio 2%
 - 1.2.2 Congestion duration (HB 599) 15%
 - 1.3.1 Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit – 7%
 - 1.3.2 Access to jobs within 45 mins by auto or within 60 mins by transit (HB 599)
 -5%
 - 1.4.1 Average travel time per motorized trip between Regional Activity Centers –
 5%
 - 1.4.2 Walkable/bikeable environment within a Regional Activity Center 5%

- Measures/Weightings Goal 2 (Enable optimal use of the transportation network and leverage the existing network)
 - 2.1.1 Safety of the transportation system 5%
 - 2.2.1 First and last mile connections -8%
 - 2.3.1 Share of travel by non-SOV modes 5%
 - 2.4.1 Person hours of travel caused by 10% increase in PM peak hour demand
 (HB 599) 2%
- Measures/Weightings Goal 3 (Reduce negative impacts of transportation on communities and the environment)
 - o 3.1.1 Vehicle miles traveled (VMT) by speed 10%

The Committee received an introduction to the need and concepts for the development of Six Year Program framework, which the Committee will discuss at the next meeting.

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. The next meeting of the Technical Advisory Committee is scheduled for February 15, 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: Mayor Foreman, Chair, Planning Coordination Advisory Committee

DATE: January 30, 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 met on <u>January 26, 2017</u> and was well attended with nine members present. In the absence of myself or an appointed Vice Chair, Supervisor Buona served as Chairman for the meeting.

The Committee continued its discussion on the weighting of performance measures to be used in the evaluation of projects/packages of projects in TransAction. This was the second meeting at which the Committee had had an opportunity to discuss this topic, following the PCAC meeting in November 2016. Consistent with the NVTA Bylaws, the Committee was able to consider, and make, a formal recommendation on the TransAction measures.

The following provides a summary of the discussion at the January 26, 2017 meeting.

3. **Candidate TransAction Weightings.** Recognizing that the Authority would not approve TransAction measures until after the Committee's meeting in November 2016, it was considered premature to make a recommendation at that time for weightings of individual measures. However, members did recommend weightings of the previously approved TransAction goals, with the intention of using these as the starting point for their discussion in January 2017. The Committee's recommended weightings were: Goal 1 – 55%;

Goal 2 – 25%; Goal 3 – 20%

After a robust discussion, the Committee's unanimous recommendation on the weightings of the performance measures was:

- Measures/Weightings Goal 1 (Enhance quality of life and economic strength of Northern Virginia through transportation)
 - o 1.1.1 Total person hours of delay (HB 599) 9%
 - o 1.1.2 Transit crowding (HB 599) 5%
 - 1.1.3 Person hours of congested travel in automobiles (HB 599) 7%

- 1.1.4 Person hours of congested travel in transit vehicles (HB 599) 5%
- 1.2.1 Congestion severity: Maximum travel time ratio 9%
- 1.2.2 Congestion duration (HB 599) 9%
- 1.3.1 Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit – 3%
- 1.3.2 Access to jobs within 45 mins by auto or within 60 mins by transit (HB 599)
 3%
- 1.4.1 Average travel time per motorized trip between Regional Activity Centers –
 2%
- 1.4.2 Walkable/bikeable environment within a Regional Activity Center 3%
- Measures/Weightings Goal 2 (Enable optimal use of the transportation network and leverage the existing network)
 - 2.1.1 Safety of the transportation system 10%
 - o 2.2.1 First and last mile connections 6%
 - 2.3.1 Share of travel by non-SOV modes 7%
 - 2.4.1 Person hours of travel caused by 10% increase in PM peak hour demand
 (HB 599) 2%
- Measures/Weightings Goal 3 (Reduce negative impacts of transportation on communities and the environment)
 - 3.1.1 Vehicle miles traveled (VMT) by speed 20%
- **4. Chair/Vice Chair.** The Committee briefly discussed recommendations for Chair and Vice Chair for CY2017. A number of members expressed interest in being considered for these positions. Further discussion was deferred until the February meeting.
- **5. 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, February 22, 2017, at 6:30pm at the NVTA offices. The Committee agreed to continue to meet on the fourth Wednesday of each month, excluding August. Based on NVTA staff advice, I envision the November and December 2017 meetings will be held, but will need to be rescheduled or combined. This decision will be made later in the year.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: February 1, 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. TransAction Tracking Survey Media Event. The NVTA is hosting a media availability event on Thursday, February 9th at 10:30am to present the results of the "Tracking Survey" which is the follow-up to the Benchmark Survey conducted with the launch of the TransAction update. The event will be held at the Route 7/Dulles Toll Road construction site which is where we launched the TransAction update in November 2015.
- **3. SMART SCALE Staff Recommended Funding Scenario.** On Tuesday, January 17, 2017, Deputy Secretary Donohue released the staff recommended SMART SCALE funding scenario to the Commonwealth Transportation Board (CTB) (see attachment B). The staff recommendations total **\$970,650,212**. The recommended funding amount for Northern Virginia is as follows:
 - District Grant Program funds 12 of 97 projects (statewide) totaling \$79,666,955
 - High Priority Program funds 0 of 10 (statewide) projects
 - Smart Scale funds -9 of 30 (statewide) projects totaling

\$287,625,801

\$367,292,756

It is anticipated that the CTB will take action on the staff recommendation at their June 2017 meeting.

4. Draft Transportation Planning Board (TPB) Resolution to Guide Phase II Work of the Long Range Planning/Unfunded Projects Task Force: At the January 18, 2017 TPB meeting, TPB Chair, Bridget Newton from Maryland, led a discussion regarding potential goals and anticipated outcomes of Phase II work of the Long Range Planning/Unfunded Projects Task Force. Chair Newton distributed, for discussion, a draft resolution (attachment C) outlining

a proposed direction for the Task Force's Phase II efforts. TPB members were encouraged to provide comments on the draft, as there may be a revised resolution on the TPB agenda in February for action or for further discussion.

5. NVTA Finances

- Regional Revenues are currently 2.83% above budget through January 2017.
 January completes 58% of the fiscal year. Through this same period, 49% of the Operating Budget has been utilized.
- The Finance Committee will receive detailed revenue and budget reports at their February 16, 2017 meeting.
- Project reimbursement percentages have been added to the NVTA FY2014-17
 Program Project Status report included as Attachment D. The far right column in the report, titled 'Percentage Reimbursed as of January 31, 2017' notes the amount of approved project funds reimbursed to the Jurisdiction/Agency on each project.

6. NVTA Standing Committee Meetings

- **Finance Committee:** The NVTA Finance Committee will meet on Thursday, February 16, 2017 at 1:00pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Wednesday, March 1, 2017 at 10:00am.
- **Governance and Personnel Committee:** The Governance and Personnel Committee's next meeting TBD.

7. NVTA Statutory Committee Meetings:

- Planning Coordination Advisory Committee: The PCAC will meet on Wednesday, February 22, 2017 at 6:30pm.
- **Technical Advisory Committee:** The TAC meeting schedule for Wednesday, February 15, 2017 at 7:00pm.

Attachments:

- **A.** CMAQ/RSTP Reallocation Requests for Fairfax and Prince William Counties and the Town of Vienna
- **B.** Final SMART SCALE Staff Recommended Funding Scenario
- **C.** Draft TPB Long Range Planning/Unfunded Projects Task Force Resolution
- **D.** NVTA FY2014-17 Program Project Status



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members

Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: February 3, 2017

SUBJECT: Approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ)

and Regional Surface Transportation Program (RSTP) funds for the Town of

Vienna, Prince William County and Fairfax County

1. Purpose. To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of CMAQ and RSTP Reallocation Requests for the Town of Vienna, Prince William County and Fairfax County.

2. Background: On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On January 11, 2017, the Town of Vienna requested the following reallocation:

 \$40,000 in CMAQ funds from Traffic Signal Reconstruction – Nutley at Courthouse Road (UPC 103858) to Sidewalks to Metrorail – Courthouse Road (UPC 104325)

On January 24, 2017, Prince William County requested the following reallocation:

 \$650,000 in RSTP funds from the Purcell Road Widening and Safety Improvement Project (UPC 90499) to Pedestrian Safety Improvements at the Blackburn Road/Rippon Boulevard Intersection (UPC 107405)

On January 26, 2017, Fairfax County requested the following reallocation:

• \$97,710 in CMAQ funds from the closeout of Bus Shelter Project (UPC 89133) to Route 50 – Pedestrian Improvements (UPC 58601).

The RJACC approved these requests on January 26, 2017.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo

Request Letters from the Town of Vienna, Prince William County, and Fairfax County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

February 9, 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 the Town of Vienna, Prince William County and Fairfax County

Dear Ms. Cuervo:

On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On January 11, 2017, the Town of Vienna requested the following reallocation:

 \$40,000 in CMAQ funds from Traffic Signal Reconstruction – Nutley at Courthouse Road (UPC 103858) to Sidewalks to Metrorail – Courthouse Road (UPC 104325)

On January 24, 2017, Prince William County requested the following reallocation:

 \$650,000 in RSTP funds from the Purcell Road Widening and Safety Improvement Project (UPC 90499) to Pedestrian Safety Improvements at the Blackburn Road/Rippon Boulevard Intersection (UPC 107405)

On January 26, 2017, Fairfax County requested the following reallocation:

• \$97,710 in CMAQ funds from the closeout of Bus Shelter Project (UPC 89133) to Route 50 – Pedestrian Improvements (UPC 58601).

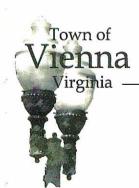
NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on January 26, 2017, and the NVTA was informed on February 9, 2017. The NVTA has not objected to these reallocations.

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 NVTA RJACC Vice-Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Michael Gallagher, PE, Public Works Director, Town of Vienna
Ricardo Canizales, Director of Transportation, Prince William County
Tom Biesiadny, Director of Transportation, Fairfax County



Michael J. Gallagher, P.E. Director

January 11, 2017

Pierre Holloman, Principal Planner T&ES, City of Alexandria 421 King Street, Suite 401 Alexandria, Virginia 22314-3121

RE: Reallocation of CMAQ funds, UPC 103858 to UPC 104325

Dear Mr. Holloman,

The Town of Vienna requests NVTA JACC concurrence to move \$40,000 from UPC 103858 Traffic Signal Reconstruction – Nutley at Courthouse Road to UPC 104325 Sidewalks to Metrorail – Courthouse Road. These two projects are coordinated and adjacent to one another and were bid together under one construction contract. Field approved amendments and change orders require funds from one project to be transferred to the other to match the CMAQ funds for each UPC.

My contact information is 703-255-6389 or email at mgallagher@viennava.gov.

Sincerely,

Michael Gallagher, PE Public Works Director

Enclosure: CMAQ RSTO Transfer Request form

cc: Jerome Derosa, TOV

Marion Serfass, TOV

Rhoderick Undan, VDOT

Anne Fortune, VDOT

Nassre Obeed, VDOT

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

1/11/2017
Name of Jurisdiction/Agency Requesting: Town of Vienna

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

\$226,500

Completed (VDOT)

Funds Verified (VDOT)

Authority Approval (NVTA)

JACC Approval (NVTA)

2012

If Yes, Year Approved Previously Approved by NVTA Sidewalks ot Metrorail -Courthouse Road Project Description 104325 UPC Transfer Amount \$40,000.00 To (Recipient): If No, Year Requested Transfer from Previous Fiscal Years Type of Funds CMAQ Traffic Signal
Reconstruction - Nutley at
Courthouse Road Project Description From (Donor): 103858 UPC

Attach Signed Request of Transfer Letter

TOTAL OF TRANSFER

\$25,000.00



COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201 (703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF TRANSPORTATION

Ricardo Canizales Director

January 24, 2017

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

Dear Chairman Dominguez:

Prince William County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to the following transfer of surplus Regional Surface Transportation Program (RSTP) funds.

The request is to transfer Six Hundred and Fifty Thousand dollars (\$650,000) RSTP surplus from the Purcell Road widening and safety improvements project (UPC 90499) to help fund pedestrian safety improvements at the Blackburn Road/Rippon Boulevard intersection (UPC 107405). These improvements include a signal and an auxiliary road, pedestrian signal, pedestrian island/ sidewalks/ ramps and milling/overlay.

The receiving project already has RSTP funds; therefore, only NVTA/RJACC approval is needed. If you have any questions or comments on this request, please contact me at (703) 792-5985.

Sincerely

Ricardo Canizales

Director of Transportation

Noelle Dominguez January 24, 2017 Page 2

ce: Coles District Supervisor
Woodbridge District Supervisor
County Executive
Elizabeth Scullin, Transportation Planning Manager
Claudia Llana, Prince William Preliminary Engineering Manager, VDOT
Jan Vaughn, Programming Manager, VDOT

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

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Date:

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$650,000

	Completed (VDOT)					
	Eurds Verified (VDOT)					
	Authority Approval (NVTA)					
	JACC Approval (NYTA)	105				
	If Yes, Year Approved					
	Previously Approved by NVTA	Z				
	Project Description	Blackburn Road/Rippon Boulevard Intersection Safety Improvments				
	<u>UPC</u>	107405				
To (Recipient):	Transfer Amount	\$650,000.00				
	if No, Year Requested					
	Transfer from Previous Fiscal Years	>				
	Type of Funds	RSTP				
From (Donor):	<u>Project.</u> Description	Purcell Road				
From (C	UPC	90499				

- J

TOTAL OF TRANSFER - \$650,000

Attach Signed Request of Transfer Letter



County of Fairfax, Virginia

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

January 26, 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 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 to transfer CMAQ funds in the amount of \$91,710 from the closeout of Bus Shelter Project (UPC 89133) to an existing project, Route 50 – Pedestrian Improvements (UPC 58601).

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

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): Fairfax County Name of Jurisdiction/Agency Requesting: 1/26/2017 Date:

To (Recipient):

From (Donor):

\$91,710

Completed (VDOT)

Funds Verified (VDOT)

Authority Approval (NVTA)

> JACC Approval (NVTA)

> If Yes, Year Approved

Previously Approved by NVTA

UPC

z

Project Description

58601

\$91,710.00

 UPC
 Project Description
 Type of Floral Years
 Transfer from Floral Years
 Requested
 Transfer Amount

 89133
 Bus Shelter Project
 CMAQ
 N
 2009

\$91,710.00

Attach Signed Request of Transfer Letter

TOTAL OF TRANSFER

Final SMART SCALE Staff Recommended Funding Scenario 1-17-2017



			tep 1 Step 2		p 2	Ste	p 3	TOTAL	
	DGP funds	Amount	# of projects						
Bristol	20,740,250	\$18,014,000	8	\$0	0	\$0	0	\$18,014,000	8
Culpeper	19,859,926	\$14,150,000	3	\$0	0	\$36,670,560	6	\$50,820,560	9
Fburg	26,409,640	\$22,399,155	5	\$1,481,550	1	\$22,047,320	1	\$45,928,025	7
HR	78,057,773	\$72,486,799	21	\$334,058	1	\$150,000,000	2	\$222,820,857	24
Lynch	22,658,778	\$11,954,052	5	\$1,083,900	1	\$11,546,300	1	\$24,584,252	7
NOVA	79,995,642	\$79,666,955	12	\$0	0	\$287,625,801	9	\$367,292,756	21
Rich	55,749,467	\$51,792,806	18	\$10,654,000	1	\$77,109,960	5	\$139,556,766	24
Salem	31,577,312	\$30,046,604	14	\$2,318,000	2	\$38,041,060	5	\$70,405,664	21
Staunton	23,853,908	\$17,144,447	11	\$7,275,295	4	\$6,807,590	1	\$31,227,332	16
TOTAL		\$317,654,818	97	\$23,146,803	10	\$629,848,591	30	\$970,650,212	137
Unallocated		\$41,247,877		\$635,623,871		\$5,775,280			

Draft Funding Scenario

Step 1	Fund top scoring projects within each district eligible for DGP funds using HPP funds until remaining funds are insufficient to fund the next highest scoring project.
Step 2	Fund top scoring projects within each district that would have otherwise been funded with available DGP funds, but were not because they are only eligible for HPP
	funds, using HPP funds, as long as their SMART SCALE cost does not exceed the total amount of DGP funds available to be programmed based on their rank.
Step 3	Fund projects with a benefit relative to SMART SCALE score greater than an established threshold based on the highest project benefit using HPP funds until funds
	are insufficient to fund the next unfunded project with the highest project benefit.

Note: Rows shaded with Red have a companion project that was funded through one of the steps above.

01/17/2017



January 18, 2017 Long-Range Plan Task Force Briefing

Staff

Recommendation: Proposal for discussion

Issues: None

Background: The Board's Unfunded Capital Needs

Workgroup was renamed the Long Range Plan Task Force last year as the first step towards undertaking scenario analyses that would evaluate alternative inputs to a more realistic and transparent long term

regional transportation plan. This initiative builds on the just concluded

Phase I work of the Task Force

documenting the collective unfunded transportation capital needs of this region.

The Board anticipates adopting a resolution defining the mission and specific tasks for the second phase to be

completed this year.

Chairman Newton will lead a discussion of potential goals and anticipated outcome of Phase II work of the Task Force.

Understanding that the responsibilities of the TPB are "to coordinate future plans, provide data and analysis to decision makers and coordinate regional programs to advance safety, land use coordination and more", the question becomes what

can this body do to inform decision making on the selection and funding of projects, programs and policies that advance our regional network of transportation options and performance, and encourage regional cooperation and planning.

Chairman Newton agrees with the sentiments expressed by many Board members that the TPB is ideally positioned to propose alternative option for our long range transportation plan, and that there needs to be a regional vision put forward by the Board in order for there to be any change in programming or spending.

Attached is a draft of a resolution, proposed by the Chairman for discussion purposes, that would charge the Board's Task Force to conduct a fair and balanced evaluation of creative and "outside the box" project, program and policy combination alternatives for such a plan.

National Capital Region Transportation Planning Board

Proposed Draft Resolution Establishing the Mission and Tasks for Phase II of the Long Range Plan Task Force

WHEREAS, the National Capital Regional Transportation Planning Board (TPB), as the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally Constrained Long Range Plan (CLRP) as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

WHEREAS, the Board has noted that the combination of project and policy inputs to the CLRP provide less than satisfactory performance in important areas of congestion with the peak hour congested lane miles increasing by approximately 65% and vehicle hours of delay by approximately 74% by year 2040 relative to current conditions; and

WHEREAS, the TPB recognizes that spending more than \$100 billion with increased congestion under the "all build" scenario is unacceptable to the region's elected leaders, taxpayers, and stakeholders; and

WHEREAS, the TPB believes that the residents of the region deserve a transportation system that performs significantly better in terms of congestion and mobility, and also that such improvement is critical to realize the economic growth anticipated and desired; and

WHEREAS, the TPB understands that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principals by advancing a more effective set of projects and policy inputs to the region's long range transportation plans"; and

WHEREAS, the TPB believes the region needs to a develop a Long Range Transportation Plan that goes beyond the project and policy inputs reflected in its CLRP and includes a combination of creative, innovative programs, projects and policies that would enhance the region's transportation system capacity and provide cost-effective congestion reduction and improved mobility for all.

NOW THEREFORE BE IT RESOLVED THAT THE TPB:

- 1. Formally convenes Phase II of the Long Range Plan Task Force, with membership open to all its member jurisdictions and agencies plus a representative of the TPB's Citizen's Advisory Committee.
- 2. Charges the Task Force and staff to utilize the Phase I Report as a resource and benchmark in the development of an alternative plan that analyzes creative and innovative combinations of projects, programs and policies that will (a) result in a reduction of peak hour congestion, notwithstanding projected future regional growth, by at least 25% over the 25-year investment horizon, and (b) establishes measurable metrics for other congestion, mobility and access goals.
- 3. Charges the Task Force and staff with acquiring any necessary or desirable transportation modeling and/or consultants to assist in the development of a fully integrated regional transportation model that allows for testing of alternative program, policy and project combinations, and includes an analysis of prospective changes in commuter behavior and land use patterns as a result of such investments and initiatives.

Charges the Task Force with returning to the Board for review and approval (a) an outreach and engagement plan that utilizes an outside facilitator to lead 3 forums enabling broader participation among all stakeholders and (b) periodic interim results of the scenario analysis as well as a final report. Directs staff to bring back to the Board for approval a schedule and any changes to the adopted budget as may be needed to complete the above work activities.





NVTA FY2014-17 Program Project Status

Jurisdiction/	Project Description	NVTA Funds	Phase(s)	Status	Completion	Completion	Percentage
Agency			Funded		(Project)	(NVTA funded Phases)	Reimbursed as of 11/31/17
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I- 395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	underway; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	2022	0%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release April 2017, with construction expected to be under way in mid-2017. Contract amendment for administration contract approved by the County Board in July 2016. Construction Management contract was approved by the County Board in November 2016.	Summer 2019	Summer 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2015. 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. Segment A East is subject to negotiations with Arlington National Cemetery.	projected	Western Half – Spring 2020; Eastern Half – projected Summer 2020	0%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping was mostly completed in December 2016 at the same time as an adjacent County project. Lighting and signage needs to be completed.		February 2017 for "significant completion." Punch list items to be completed in Spring. Close- out in late spring 2017.	42.4%
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from Spring 2017.	Start of construction in winter 2019	Spring 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	PE began in January 2016. Communication upgrade underway. Consultant ConOps (Concept of Operations) completed. Initial survey has completed for Glebe/Chain Bridge intersection.	construction in June 2017	Start of construction in June 2017	1.3%
Arlington County	NEW! Lee highway Corridor ITS Enhancements – 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 11/31/17
Arlington County	NEW! Crystal City Streets: 12 th 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 and engineering work to begin in Fall 2017.	June 2020	June 2020	0%
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and- ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Construction	Pier erection, precast, and masonry work is currently underway for station entrances. The County has prepared 100% construction documents for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	87.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-andride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pier erection, precast, and masonry work is currently underway for station entrances. The County has prepared 100% construction documents for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	0%
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The concrete slab placement and steel erection for the maintenance building are complete. Work at the administration building expansion is ongoing. The conference room conversion for the new office space is near completion. Work in the generator area is ongoing.	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 11/31/17
Fairfax County	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Project PIM anticipated in 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. Archeological survey commenced. 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.		February 2018	26.5%
	NEW! VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW		2020	June 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Fairfax County	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey in progress. VDOT is expected to award the contract and start the project soon.	2022	2018	0%
Fairfax County	NEW! Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – 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		2021	June 2020	0%
Fairfax County	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Design is 20% completed. Staff met with elected officials to discuss the typical section. Public Information Meeting (PIM) was held on June 22, 2016. Meetings with individual HOAs 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 11/31/17
Fairfax County	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Preliminary Field Inspection is scheduled for February 8, 2017. Final draft IMR has been submitted and will be sent to Central Office for final approval in February 2017. Public Information Meeting is scheduled in March 2017. Public Hearing is anticipated to be held in fall 2017, with design approval anticipated in spring 2018.		Fall 2018	0%
Fairfax County	NEW! Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – 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		2022	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Fairfax County/ Virginia Department of Transportation UPC 82135	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	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 shareduse 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 Route-7 bridges over DATR on December 22, 2016.	Spring 2018	Spring 2017	66.7%
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	the Board of Supervisors	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 11/31/17
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. A ground breaking ceremony was held on September 27, 2016 for this project. VDOT held a "Pardon Our Dust" meeting on October 27, 2016 to inform the public about the construction schedule. 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 11/31/17
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln - The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	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. DTCI 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%
Loudoun County	Acquisition of Four Buses – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	4 Gillig Transit Buses have been delivered and reimbursements made.	Complete	Complete	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Loudoun County	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a fourlane 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 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 will be presented to the Board of Supervisors on February 23, 2017.		Fall 2018	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi- use trail on the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. NEPA Report approved by VDOT/FHWA in October 2016. Final Geotechnical and Traffic Reports submitted to VDOT in December 2016. Minor comments received.	Construction advertisement Winter 2017.	Design October 2017.	52.2%
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - 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 initiated. Right of Way Plans for Total Acquisitions were submitted to VDOT in January 2017. Design public hearing held in November 2016. Duct bank construction and utility relocations to occur in 2018.		April 2021	0%
	NEW! Route 1 Widening from Featherstone Road to Marys Way (continuation) - 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 multiuse trail on the west side.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Phases)	Percentage Reimbursed as of 11/31/17
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are complete. Utility relocation to be completed by January 2017. Project bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project. Price proposals are under review.	August 2019	August 2019	0%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Construction to start in spring 2018. Project 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.	September 2020	September 2020	0%
	NEW! Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - 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	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	were conducted in September, October and	Location study (phase 1 of the overall study) to be completed early by 2017	Location study (phase 1 of the overall study) to be completed by early 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	(RODs) were issued on Oct	Expected to open by year-end 2020.	2017	44.8%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Conceptual design of the station began in fall 2015. The design-build RFP was issued on November 28, 2016. Contract award expected Summer 2017.	2020	2017	0%
	NEW! Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$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 expected Summer 2017.	2020	2020	0%
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition	First bus shelter installed. Contractor to start work on 2 nd shelter site and complete by end of January	·	September 2018	1.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	A contract was awarded to Kettelson & Associates for the engineering and design of the project. Design is ongoing.	Summer 2018	Summer 2018	0%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	A contract was awarded to Kettelson & Associates for the engineering and design of the project. Design is ongoing.	Summer 2018	Summer 2018	0%
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	FONSI is expected in spring 2017. RFP for project design (bridging documents) was advertised in September. 2016.	2021	2019	0%
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016.	2018	2018	47.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place "Northfax" – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016.	2018	2018	0%
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is under construction.	April 2017	April 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering Construction Inspection Services	Construction of 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	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	100% design completed. Finalizing utility undergrounding plans. Right of way negotiations for utility undergrounding almost complete. Anticipated to begin utility undergrounding in Spring 2017. Coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in area is ongoing. This has delayed the completion.	Fall 2018	Fall 2018	18.3%
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design Construction		Fall 2017	Fall 2017	65%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 75%. Seeking Public Hearing approval from the State.	October 2019	October 2019	0%
Town of Dumfries UPC 90339	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The full six lane design concept will be developed to 30% level by Spring 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	FY2018	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	new sidewalk connectivity and improvements. ROW acquisition is being completed to accommodate retaining/sound wall that allows for an ADA 5'	Highway capacity improvements completed November 2014. Sidewalk improvements expected in mid-2017.	Early 2017	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Procurement approved and awarded in February 2015. Project is in design.		2018	0%
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Engineering underway at	2018, prior to the opening of Dulles Metrorail Phase	2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Town of Herndon	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities		Project advertisement 2021	December 2018	0%
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	<u> </u>	Design approval expected in spring 2018.	Design approval expected in spring 2018.	25%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	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	19.2%
	NEW! Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - 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		2020	2020	0%
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to study transit options on Route 7.	\$838,000 (FY2014)	Planning for Phase 2 of Study	Commission approved the recommendations at the July 7, 2016 meeting. Final report is being reviewed.	Expected completion February 2017.	February 2017	94.6%
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended through December 2016. Start of construction expected in Summer 2017.	Spring 2019	Spring 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	ROW acquisition, storm water installation, bioretention 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.	Summer 2017	Summer 2017	81.8%
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.		Summer 2017	Summer 2017	64.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Completed 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.	Summer 2017	Summer 2017	61.2%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Project cost increase has required a search for new sources of funds for construction. Design on hold until construction funding identified. Once funding identified, new schedule will be developed.	Fall 2017	Fall 2017	0%
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	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	36.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	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 no earlier than spring 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX.	Summer 2019	Summer 2019	0%
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. The City Council endorsed VRE's recommended site on November 15, 2016. The Alternatives Analysis task will be completed in 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	0%
	NEW! Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental		Construction completion in July 2020	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	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 no earlier than spring 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX.	Summer 2019	Summer 2019	0%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	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 no earlier than spring 2018. Field Work for survey and Environmental Assessment accomplished over last couple of months with flagging support from CSX.	Summer 2019	Summer 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/31/17
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT began in July 2016 and construction planned to begin in January 2017. All work to be done by CSXT forces.	Summer 2017	Summer 2017	0%
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. NTP awarded in December 2016.	Fall 2017	Fall 2017	0%
Washington Metropolitan Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Contract NTP issued on 10/26/2016. Site Surveys have been conducted for the NVTA locations and currently the Contract is undergoing Submittal Approval Phase.	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 11/31/17
Washington Metropolitan Transit Authority	NEW! Blue Line 8-Car Traction Upgrades – 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.	` '	Engineering, Construction, Contract Admin.		March 2019	March 2019	0%

Correspondence Section



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

January 23, 2017

The Honorable David B. Albo 6367 Rolling Mill Place, Suite 102 Springfield, VA 22152

Dear Delegate Albo:

On January 12, 2017 the Northern Virginia Transportation Authority took action to approve the Standard Project Agreements for the final group of transportation projects approved as part of the Authority's FY2017 Program. Typically this is a rather routine final stage for project sponsors to move forward with implementing the projects funded through HB 2313 70% revenues.

However, the eight-car traction power upgrades on the Washington Metropolitan Area Transit Authority's (WMATA) Blue Line project was pulled from the routine process to receive very specific attention in order to make sure it could move ahead, with clarity and transparency. As you know this type of project requires multi-state funding and crosses multiple jurisdictional boundaries. We remember your early concerns about projects of this nature and your desire to protect the Authority's interests.

In response to those concerns, on January 23, 2014, the Authority passed Resolution 14-8 titled: Northern Virginia Transportation Authority (NVTA) Policy for the Use of 70% Funds under 2013 Va. Acts Ch. 766 Regarding Funding of Projects Undertaken by NVTA or on its Behalf with the District of Columbia, Virginia, any other State or a Political Subdivision thereof, or The United States of America.

I am pleased to share with you that the policy has not sat idle. The Authority and WMATA have made considerable efforts to coordinate the multiple funding and multijurisdictional commitments needed to implement and ensure completion of these traction power upgrades, while protecting the NVTA 70% funds committed to the project. Actions include: two WMATA Board Resolutions, multiple documented WMATA funding transfers, tracking provisions in the WMATA multi-year Capital Improvement Plan (CIP) for matching funds from the District of Columbia and the State of Maryland as well as tracking in WMATA's multi-year Work Plan.

These efforts with WMATA have resulted in a clear understanding between all parties. The understanding is that since the Authority remits 70% funds on a reimbursement basis, all the above must be and stay in place until project completion in order for WMATA to receive and retain the \$17.4 million the Authority has committed to this project.

I wanted you to know, in a concrete example, the seriousness with which Authority takes the stewardship of HB 2313 funds and the associated benefits in transparency and clarity to all parties. Thank you for all your efforts in supporting the Northern Virginia Transportation Authority.

Best regards,

Martin E. Nohe Chairman

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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 14-08

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY ("NVTA") POLICY FOR USE OF 70% FUNDS UNDER 2013 VA. ACTS CH. 766 REGARDING FUNDING OF PROJECTS UNDERTAKEN BY NVTA OR ON ITS BEHALF WITH THE DISTRICT OF COLUMBIA, VIRGINIA, ANY OTHER STATE OR A POLITICAL SUBDIVISION THEREOF, OR THE UNITED STATES OF AMERICA

WHEREAS, in its 2013 session, the Virginia General Assembly enacted 2013 Va. Acts Chapter 766 ("Chapter 766"); and therein authorized NVTA's funding of regional transportation projects with certain taxes and fees imposed in accordance with Chapter 766; and

WHEREAS, in accordance with the requirements set forth in Chapter 766, NVTA must use and apply all funds generated by the taxes and fees imposed by Chapter 766 in accordance with all the requirements and restrictions set forth in Chapter 766 and the NVTA Act; and

WHEREAS, in accordance with Chapter 766, NVTA is the sole determinant of the funding for regional projects with the revenues set forth by Va. Code Ann. Section 15.2-4838.1(C) (1) ("the 70% Funds"); and

WHEREAS, NVTA recognizes that certain projects within NVTA otherwise eligible and approved for funding under Chapter 766 may be part of a larger project, projects, or system undertaken by NVTA or one or more of its member localities in conjunction with other state, local, or federal governmental entities. These entities include but are not limited to the District of Columbia, Washington Metropolitan Area Transit Authority, and Virginia Railway Express ("extra-territorial funding partners"); and

WHEREAS, in order to ensure compliance with Va. Code Ann. Section 15.2-4838.1, which states, in part, "A. All moneys received by the Authority and the proceeds of bonds issued pursuant to § 15.2-4839 shall be used by the Authority solely for transportation purposes benefiting those counties and cities that are embraced by the Authority", and all other applicable requirements of Chapter 766 and the NVTA Act, when distributing the 70% Funds to projects which are built or managed in concert with extra-territorial funding partners, prior to any NVTA funds being released for any such project or system, the NVTA must first ensure that, all NVTA's extra-territorial funding partners pay or officially commit to pay their appropriate, respective proportionate share or shares of the larger project or system costs commensurate with the benefits to each on a basis agreed upon between the member localities. Furthermore, the NVTA funds must be in addition to the funds that the NVTA member locality is to receive from, or credited with by, the extra-territorial funding partner for the larger project or system;

NOW, THEREFORE BE IT RESOLVED THAT the NVTA adopts the following policy with regard to all projects funded from the 70% Funds that are built or managed in concert with extra-territorial funding partners:

- 1. Prior to any NVTA funds being released for any such project or system, the NVTA must first ensure that all NVTA's extra-territorial funding partners pay or officially commit to pay their appropriate, respective proportionate share or shares of the larger project or system costs commensurate with the benefits to each on a basis agreed upon between the member localities;
- 2. The NVTA must ensure that the funds being released for any such project or system are in addition to the funds that the NVTA member locality is to receive from, or be credited with by, the extra-territorial funding partner for the project or system;
- 3. There shall be no funding made available by NVTA until such time as all extraterritorial funding partners for such project or system pay or officially commit to funding their appropriate, respective proportionate shares of such larger project or system commensurate with the benefits to each on a basis agreed upon with NVTA; and
- 4. NVTA's Standard Project Administration Agreement for the funding of all projects with 70% Funds shall include conditions consistent with and in furtherance of this policy.

Adopted by the Northern Virginia Transportation Authority on this 23rd day of January 2014.

BY: _____Chairman

ATTEST:

Clerk