

# Northern Virginia Transportation Authority

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## **AGENDA**

**Thursday, June 20, 2013**

**5:30 p.m.-Open House and Public Hearing/7:30 p.m.-NVTa Meeting**

**City of Fairfax City Hall**

10455 Armstrong Street

Fairfax, Virginia 22031

### **Open House and Public Hearing Agenda**

5:30 p.m. -- Open House

6:30 p.m. -- Presentation

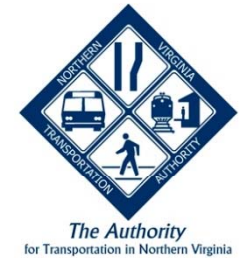
7:00 p.m. -- Public Hearing

7:30 p.m. -- NVTa Meeting

### **NVTa Meeting**

1. Call to Order.....Chairman Nohe
2. Roll Call
3. Approval of the Minutes of the May 23, 2013 Meeting
4. Discussion/Action Items
  - A. HB 2313 - Working Group Reports
    - i. Project Implementation
    - ii. Organizational
    - iii. Public Outreach
    - iv. Financial
    - v. Legal
  - B. Approval of I-66 TIER 1 EIS Comment Letter
5. Information Items
  - A. CMAQ/RSTP reallocation Requests
    - i. City of Fairfax
    - ii. City of Falls Church
6. Other Business

## **7. Adjournment**



# **Kick Starting Transportation Improvements and Implementing HB2313 in Northern Virginia**

Jurisdictional Open House Presentation  
June 20, 2013

Hon. Marty Nohe, Chairman  
Northern Virginia Transportation Authority

# What is the NVTa?



The Northern Virginia Transportation Authority (NVTa) was created in 2002 (SB 576) to provide Northern Virginia communities with a regional organization responsible for:

- 1) developing a long range transportation plan,
- 2) supporting initiatives and TDM programs aimed at improving air quality and relieving congestion, and
- 3) advocating for transportation needs before state and federal governments.

NVTa has remained active in Northern Virginia transportation matters by:

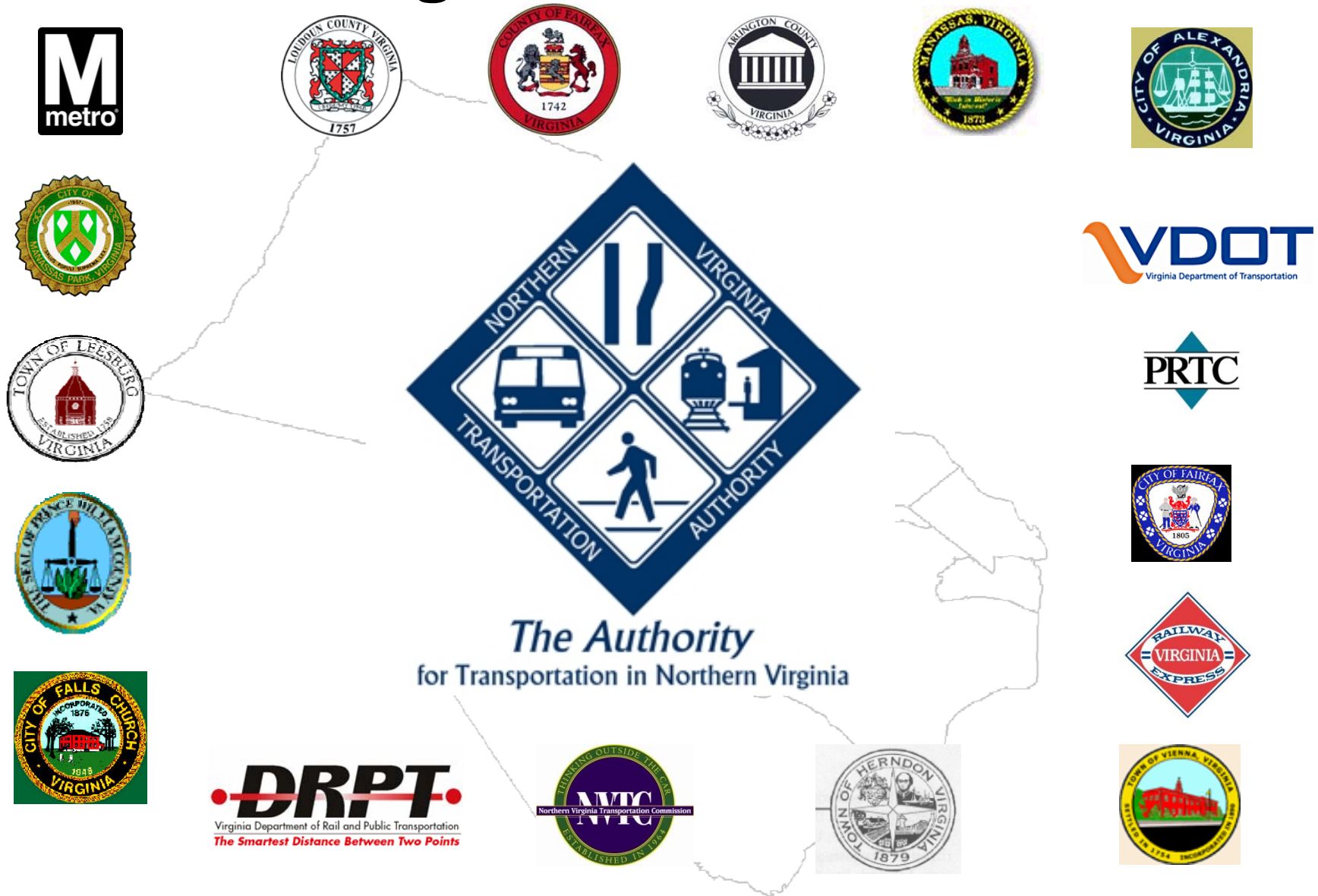
- completing its regional long range plan,
- advocating for additional transportation funding,
- supporting efforts to improve pedestrian safety,
- encouraging growth near transit, and
- providing jurisdictions with a streamlined process for allocating federal transportation funds to the region.



# NVTA Background

- The counties of Arlington, Fairfax, Loudoun, and Prince William.
- The cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.
- Membership
  - One elected official from each of those jurisdictions
  - Two members of the House of Delegates
  - One State Senator
  - Two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board
  - One non-voting member rotated among several towns in Planning District 8
  - The Commonwealth Transportation Commissioner's designee (ex-officio)
  - The Director of the Department of Rail and Public Transportation (DRPT) (ex-officio)

# Working With Our Partners



# NVTA Decisions

- A quorum requires a majority of the Authority, including at least a majority of the representatives of the counties and cities embraced by the Authority.
- NVTA typically reaches decisions via consensus.
- Decisions of the Authority shall require the affirmative vote of:
  - Two-thirds of the members of the Authority present and voting; and
  - Two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least
  - Two-thirds of the population embraced by the Authority.
  - Any project approval must receive an affirmative vote in which the project is located

# Summary of HB 2313



In April 2013, the General Assembly approved a new transportation funding bill with all the taxes and fees imposed by the General Assembly.

- Statewide Component
  - Eliminates the 17.5 cents per gallon gas tax.
  - Imposes a 3.5% wholesale gas tax and a 6% wholesale diesel tax.
  - Increases automobile sales tax from 3% to 4.15%, over three years.
  - Increases state sales tax from 5% to 5.3%.
  - Transfers an additional .175% (from .5% to .675%) of the state's portion of existing sales tax from the General Fund to transportation, phased in over five years.
  - Increases the fee for alternative fuel vehicles to \$64, including electric and hybrid vehicles, but excluding natural gas-powered vehicles.



# Summary of HB 2313

## Statewide Component (continued)

- Dedicates potential federal revenues that would become available if Congress enacts the Marketplace Equity Act, which grants states legal authority to collect out-of-state sales taxes. If Congress does not pass the Act by January 1, 2015, the wholesale gas tax (not diesel) would increase to 5.1%.
- Prohibits tolling on I-95 south of Fredericksburg without prior General Assembly approval.
- Allocates \$300 million from the state maintenance funding, or other available revenue sources, to Dulles Rail Phase II over three years.



# Summary of HB 2313

## Northern Virginia Regional Component

- Imposes a .7% sales tax, to a total of 6% for Northern Virginia.
- Imposes a 2% Transient Occupancy Tax (hotel tax).
- Imposing a regional congestion fee (grantors tax) of \$0.15 per \$100 valuation.
- 70% will be provided to NVTa for:
  - regional projects included TransAction 2040 or future updates that have also been evaluated by VDOT for reducing congestion, or
  - mass transit capital projects that increase capacity.
  - The VDOT evaluation is not required for funds received in FY 2014.
- 30% of funds will be distributed to localities to spend on urban or secondary road construction, capital improvements that reduce congestion, projects included in TransAction 2040 or its future updates, or for public transportation purposes.

# Summary of HB 2313



## Northern Virginia Regional Component (Continued)

- Localities must enact a Commercial and Industrial Property (C&I) at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation. Localities that do not or do so at a lower rate will have these revenues reduced by a corresponding amount.
- Requires NVRTA and its member jurisdictions to work with the towns when implementing these provisions to ensure that towns receive their respective share of transportation project revenues.
- Repeals the local option to enact a 1% income tax by referendum.
- Estimate annual revenues = ~\$300 million.
- FY 2014 Revenues = ~\$275 million.
  - \$190 million (regional)
  - \$ 85 million (local)



# Summary of HB 2313

## Northern Virginia Regional Component (Continued)

- Includes language stating that the regional funds will expire if the General Assembly appropriates or transfers any of the additional revenues for any non-transportation-related purpose. Localities that use the funds for non-transportation purposes would not receive any of the regional transportation funding in the following year.
- Requires localities receiving these funds to maintain the current level of local transportation funding in the future. If a locality does not contribute this minimum level of local funding, they would not receive any of the regional transportation funding in the following year.
- Existing Code requires that the locality generally benefit from the revenues raised in the locality.

# Implementation of HB 2313



- NVTA has established five working groups (Financial, Legal, Project Implementation, Public Outreach and Organizational) to assist it in implementing HB 3202.
- Working groups are composed of NVTA members, local government representatives and transportation and planning agency representatives.
- Working groups are evaluating various tasks that will be needed for NVTA to become fully functional again.
- NVTA will hold a public meeting and hearing on projects on June 20 at Fairfax City Hall. A second public hearing will be held in July.
- NVTA will also consider other decisions about bonding, a bond validation suit, staffing, revenue distribution, project selection beyond FY 2014 during the next several months.
- Project implementation will largely be undertaken by NVTA's member jurisdictions and agencies.

# Qualifying for Local Portion

- Localities must enact a Commercial and Industrial (C&I) Property Tax at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation.
- Options:
  - Implement C&I Tax at \$.125 per \$100 valuation
  - Set aside an equivalent amount of money for other local source(s)
  - Implement C&I Tax at a lower amount and supplement with other local revenues
  - Implement C&I Tax at a lower amount and don't supplement
  - Do not implement the C&I Tax or set aside other revenues
- Place revenues in a separate fund for these revenues.
- If total amount set aside is not = to 100% of C&I Tax (at \$.125) share of 30% funding must be adjusted proportionally.
- Revenues not claimed will be redistributed with regional funds.

# Initial Project Selection

NVTA has also began discussing the implementation of projects with FY 2014 funding.

- NVTA forwarded 49 projects to the Project Implementation and Legal Working Groups to evaluate and ensure compliance with HB 2313 requirements.
- The working groups evaluated the submissions and provided two draft project lists at the May NVTA meeting.
  - FY 2014 Proposed Project List
  - Projects for consideration of future Six-Year Program
- The NVTA is seeking public comment on both lists and is having an Open House/Public Hearing on the projects on June 20.
- Other local meetings will also be held throughout the region.
- NVTA may amend the lists and will have another public hearing at the end of July.

# Initial Project Selection

## Selection Criteria – First Tier

- Congestion reduction
- Contained in regional transportation plan (TransAction 2040)
- Mass transit project that increases capacity
- Within locality embraced by Authority or in adjacent locality to extent that it is an insubstantial part of the project and necessary for the viability of the project



# Initial Project Selection

## Selection Criteria – Second Tier

- Improve auto and pedestrian safety
- Project readiness
  - In CLRP/TIP or air quality neutral
  - Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes
  - Resources available to move project forward
  - Funding will expedite completion
  - Begin or complete next phase
- Balance transit, highways, and multimodal projects
- Short-term priorities; partially funded from other sources

# Initial Project Selection

## Selection Criteria – Third Tier

- Provide the greatest congestion reduction relative to cost
- Locality's long-term benefits approximately equal to revenues raised
- Towns over 3,500 must receive respective shares

# Initial FY 14 Project Suggestions

- \$500+ million in requests for \$190 million in FY 14 funding
- Total of 32 projects (12 roadway + 20 transit/multimodal)
- Roadway Projects (12 projects)
  - Route 28 Hot Spot Improvements – Loudoun Segment
  - Columbia Pike Multimodal Improvement Project
  - Chain Bridge Road Widening/Improvements (Route 29/50 to Eaton Place)
  - Boundary Channel Drive Interchange
  - Route 28 (Linton Hall Road to Fitzwater Drive) - 2 to 4 lanes
  - Herndon Parkway Intersection Improvements at Van Buren Street
  - Herndon Parkway Intersection Improvements at Sterling Road
  - Route 1 (Feathersone Road to Mary's Way) – 4 to 6 lanes
  - Belmont Ridge Road (Portsmouth Blvd. to Hay Road)
  - Route 15/Edwards Ferry Interchange
  - Route 28 (SB Sterling Boulevard to Dulles Toll Road) – 6 to 8 lanes
  - Route 28 (NB McLearen Road to Dulles Toll Road) – 6 to 8 lanes

# Initial FY 14 Project Suggestions



- Transit/Multimodal Projects (20 projects)
  - Shelters and Real-Time Information for DASH/WMATA
  - DASH Bus Expansion - 5 new buses
  - Blue/Silver Line Mitigation (ART fleet expansion) – 4 new buses
  - Loudoun Transit Buses – 2 new buses
  - Traction Power Upgrades on the Orange Line in Virginia Associated with the Eight Car Train Project
  - Leesburg Park and Ride Land Acquisition
  - Crystal City Multimodal Center
  - Herndon Metrorail Intermodal Access Improvements
  - VRE Gainesville-Haymarket Extension Project Development
  - VRE Lorton Station Second Platform
  - Ten New Buses on Virginia Metrobus Routes
  - Pedestrian Bridge on Van Buren Street
  - Alexandria Traffic Signal Upgrades/Transit Signal Priority

# Initial FY 14 Project Suggestions



- Transit Projects (Continued)
  - Bus Shelters and Wayfinding Information on Regional Bus Routes
  - Pedestrian Access to Transit to future Intermodal Plaza (S. Washington St. and Hillwood Avenue)
  - Innovation Center Metrorail Station
  - VRE Alexandria Station tunnel and platform improvements
  - Potomac Yard Environmental Impact Statement
  - Phase II of the AA for the Route 7 High Capacity Transit Project
  - PRTC's new Gainesville Service – 1 Commuter Bus

# Initial Project Selection for Six-Year Plan



- Projects not identified for Initial FY 2014 Project List are included on list for consideration for future Six-Year Program
- Total of 16 projects (7 roadway, 9 transit/multimodal)
- Roadway Projects (7 projects)
  - East Elden St. Widening and Improvements (Fairfax County Pkwy to Monroe St.)
  - Route 28 Widening (Old Centreville Road in PWC to Route 29 in Centreville)
  - Braddock Road HOV Widening (Burke Lake Road to I-495) – 4 to 6 lanes
  - Route 28 Widening (Prince William Co. Line to Route 29) - 4 to 6 lanes
  - Franconia/S. Van Dorn Interchange
  - Route 29 Widening (Fairfax City to Legato Road) – 4 to 6 lanes
  - Belmont Ridge Road Segment 1A (Gloucester Parkway and Portsmouth Blvd.)

# Initial Project Selection for Six-Year Plan



- Transit/Multimodal Projects (9 projects)
  - Fairfax Connector West Ox Phase II Garage
  - Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - 10 Buses
  - Innovation Center Metrorail Station Parking
  - Herndon Monroe Metrorail Station Parking Garage
  - VRE Rolling Stock Purchase (9 additional coaches)
  - VRE Rippon Station Second Platform
  - Pedestrian Signal Improvements (Intersection E. Columbia St. and N. Washington St.)
  - VRE Crystal City Platform Expansion
  - Upgrade of Interlocking and Platform/girder Repairs at National Airport Metrorail Station

# Project Selection Beyond FY 14

- VDOT Project Prioritization based on congestion relief and emergency evacuation.
- NVTa to consider ways to develop a Six-Year Program.
- NVTa to consider an initial bond issuance.
- Significant coordination with state agencies and local governments will be required to ensure that projects are funded from the optimal source.
- Many projects may be funded from multiple sources.
- Joint public hearings with the Commonwealth Transportation Board have been suggested.



# Next Steps

- Consider all comments from public hearing, community meetings and from website
- Refine proposed list and make available for public review
- Hold public hearing at the end of July to hear comments on refined list and take action

# **SUMMARY MINUTES**

## **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**May 23, 2013**

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

### **NVTA Members Present:**

### **Voting Members:**

Martin Nohe, Chairman	Prince William County
William Euille, Vice Chairman	City of Alexandria
Board Member Chris Zimmerman	Arlington County
Chairman Sharon Bulova	Fairfax County
Chairman Scott York	Loudoun County
Council Member Rishell	City of Manassas Park
Mayor Parrish	City of Manassas
Council Member Snyder	City of Falls Church**
Senator Ebbin	Virginia General Assembly*
Delegate Rust	Virginia General Assembly
Delegate May	Virginia General Assembly
Ms. Bushue	Governor's Appointee

\*Arriving at 5:45 p.m.

\*\*Arriving at 6:02 p.m.

### **Non-voting Members:**

Helen Cuervo	VDOT
Joe Swartz	DRPT

### **Staff:**

Pam Martin	Clerk
Various jurisdictional staffs	

### **Item I: Call to Order**

Chairman Nohe called the meeting to order at 5:40 p.m.

**Item II: Roll Call**

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

**Item III: Approval of the Minutes of April 25,, 2013**

The minutes for the April 25, 2013, meeting were approved.

**Item IV: Approval of Fairfax County Reallocation Request**

At the April 25, 2013 meeting, the Authority deferred the request from Fairfax County Department of Transportation to transfer RSTP funds in balance of \$500,000 on the Rt. 29 and Gallows Intersection Improvements (UPC 11395) for spot improvements to mitigate the impacts of BRAC 133 in Fairfax County that are part of the Mason District Task Force recommendations. At the April 25, 2013 meeting, Mayor Euille asked that staff of both Fairfax County and City of Alexandria review the study prior to implementation. Both the County of Fairfax and the City of Alexandria are in agreement on the study implementation. Chairman Bulova moved and Mayor Parrish seconded and the request was unanimously approved.

**Item V: Approval of NVT A Six Year Program (FY 14-19) Testimony**

Ms. Backmon informed the Authority of the four public hearings to solicit public comment about the working draft FY 2014-19 Six Year Improvement Program conducted by the Secretary of Transportation and the Commonwealth Transportation Board. Included in the packet, was draft comments to be given by Chairman Nohe for NVT A at the May 29, 2013, meeting being held at the VDOT Northern Virginia District Office. Chairman Bulova moved the motion, seconded by Chairman York seconded, and the testimony was unanimously approved.

**Item VI: Discussion/Action Items:****A. HB 2313 Update: Working Group Updates**

**Project Implementation** – Mr. Zimmerman (Chair) of the Project Implementation group gave a brief update of the meetings for this group. The PIWG preliminary report was included in the packet to the Authority. After discussions were held, it was determined that a Public Outreach meeting be held on June 20, 2013. The public was to be reminded that monies collected starting in July would not be received by the Authority until September. Mr. Zimmerman suggested the list of projects needs more information for the public at the June 20, 2013, meeting. He also recommended that no action be taken at the June 20, 2013 meeting and that a July public hearing also be scheduled. This was made into a motion, seconded by Senator Ebbin, and unanimously approved.

**Organizational** – Chairman York (Chair) briefed the Authority on their May 16, 2013 meeting. Several key issues were brought before NVTa regarding meeting space availability. The OWG has requested that Mark Gibb, NVRC, give a proposal for larger meeting space/office space, subject to all requirement procurement practices. They also recommended for interim and/or permanent central staffing (Executive Director). A determination for managing funds is being considered by the Financial and Legal Working Groups. A new draft meeting schedule was recommended: May 23, June 20, July 25, September 26, October 24, December 12 with a meeting time of 5:30 p.m. at NVRC, for all but the June 20, 2013 meeting.

Chairman Bulova moved to approve the recommended schedule, Chairman York seconded, and it was approved unanimously.

**Public Outreach** – Chairman Nohe introduced Kala Quintana (Interim PIO for the Authority) to give an update. Some of recommendations from POWG included: Open House to be held on June 20, 2013 at City of Fairfax; updates on website; develop frequently asked questions (FAQ) fact sheet; create media release for public hearings. The Authority was also reminded to give Ms. Quintana and Ms. Backmon all notices and public events where NVTa may be discussed, to be posted on the website. This needs to post in a timely manner to ensure compliance with FOIA requirements.

**Financial** - Ms. Backmon gave a brief description of the Working Group's May meetings. It is estimated that approximately \$190 million will be received by NVTa in FY 2014. A discussion was held regarding the implementation of the C&I tax for transportation or equivalent; benefits of a bond validation and ways to resolve legal challenges quickly; FY 2014 budget; distribution of 70% funding retained by NVTa. Mayor Euille informed the Authority that the next meeting of FWG is scheduled for May 30, 2013.

**Legal** – Mr. Snyder (Chair) introduced the Council of Counsels: Steve MacIsaac (Arlington), Ellen Posner (Fairfax County) and Angela Horan (Prince William County). Mr. Snyder made a motion to retain the current Council of Counsels until a change or request for expansion is made. This motion was unanimously accepted. Mr. Snyder also invited other Counsel to join the Legal Working Group. Mr. Snyder discussed that the bond validation issue was being discussed. He also emphasized that a decision needs to be reached quickly. Chairman Bulova agreed with Mr. Snyder and also indicated that a bond validation would give the Authority an assurance without threat of legal problems.

Chairman Bulova motion to direct staff to explore what would be need for a bond validation and give a proposal for the issuance of a bond validation at the next meeting. This motion passed unanimously. Mr. Snyder indicated that adequate staff would need to be hired for NVTa. Chairman York also agreed including that the right framework and governance is a key component. Chairman Nohe noted a concern regarding monies used for the management of NVTa and the liability of insurance.

## **B. Member Alternates to the Authority**

Chairman Nohe requested that all members of the Authority appoint an alternate. He indicated that the information be given to Ms. Backmon including pertinent contact numbers by the next meeting.

**Item VII:** Adjournment

The NVTa meeting was adjourned at 7:07 p.m.

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

**MEMORANDUM**

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

**FROM:** Christopher Zimmerman, Chairman  
Gary Garczynski, Vice-chairman  
Project Implementation Working Group

**SUBJECT:** Preliminary Report of the Project Implementation Working Group:  
FY 2014 project selection process

**DATE:** June 14, 2013

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Pursuant to its charge to consider how projects might be implemented and to recommend actions that the NVTa can take to successfully undertake transportation projects, the Working Group has prepared the attached Project Selection Process (Attachment A) which describes the methodology used to evaluate the initial set of projects for consideration by the NVTa for Fiscal Year (FY) 2014 funding. Also attached are detailed project description forms (Attachment B) for each of the projects considered by the Working Group. Attachments D and E are the initial FY 2014 project list and list of projects for consideration for the future Six-Year Program, as recommended by the Working Group. The Working Group will spend the remainder of June and July on both the immediate work related to the FY 2014 project list as well as its longer-term mission to establish processes and recommendations for the development of a Six-Year Program.

**Recommendations of Working Group:**

The Working Group recommends that NVTa take the following actions on June 20, 2013:

1. Authorize a Public Comment period for the FY 2014 Initial Project List that runs from June 6, 2013 (date initial project list was advertised) to June 27, 2013 (seven days following the date of the first public hearing).
2. Pending approval by the NVTa on the date of the July public hearing, authorize a Public Comment period for the FY 2014 Project List that runs from July 10, 2014 (date of second advertisement) to the end of the July 24, 2013 NVTa public hearing.

3. Direct the Project Implementation Working Group to prepare a FY 2014 Project List and Project Implementation Report for the July 24, 2013 NVTa public hearing and meeting. In doing so, the Working Group shall take into consideration public comment received during the Public Comment period.
4. Authorize the Project Implementation Working Group to accept requests by the project owners to amend the project list between June 21, 2013 and July 10, 2013 (the date of advertisement for the July 24, 2013 public hearing).
5. Direct the Jurisdiction and Agency Coordinating Committee (JACC) to release the NVTa FY 2014 Project List developed by the Project Implementation Working Group, for public comment on July 10, 2013.

### **Background and Discussion:**

Since the May 23, 2013, NVTa meeting, the Project Implementation Working Group held two meetings -- on June 5, 2013 and June 14, 2013. A synopsis of the discussion points, grouped by topic is below:

At its June 5, 2013 meeting, the Working Group reviewed and by consensus, approved changes to the initial project list as requested by the City of Alexandria, City of Falls Church, Arlington County, and the Town of Herndon (Attachment C). The Working Group's revised FY 14 Proposed Project List recommends a total of 32 projects; 12 roadway (58%) and 20 mass transit / multimodal (42%) (Attachment D). The total funding requested is \$186,993,000. Projects not selected for the FY 14 Proposed Project List include a total of 16 projects; 7 roadway and 9 mass transit / multimodal (Attachment E). The total funding requested for this set of projects is \$173,100,000. This list of projects will be considered as part of the forthcoming NVTa Six-Year Program. Both lists were advertised on June 6, 2013 for the scheduled June 20, 2013 NVTa public hearing.

The Working Group reviewed the draft Project Selection Process document (Attachment A) which describes the methodology used to evaluate the initial set of projects for consideration by the NVTa for FY funding as well as the project detail information form (Attachment B). Following the June 5<sup>th</sup> meeting, staff coordinators gathered additional project information from the applicants needed to complete the project detail information forms.

The Working Group discussed additional project implementation information needed for the July 24, 2013 report as well as how best to handle public comment received on the initial FY 2014 project list. The Group agreed to group comments by topic and post responses, as appropriate, on the Authority web-site. The Group also discussed the Public Comment Period. It was suggested that the public comment period close some time after the June 20, 2013 public hearing.

The Group then turned its focus to its longer-term mission to establish processes and recommendations for the Six-Year Program, which included a review of the 2007 approved Call for Projects documentation, schedule (Attachment F) and project selection criteria.

On June 14, 2013, the Working Group recommended to approve, by consensus, the draft Project Selection Process report (Attachment A) and project detail information forms (Attachment B).

The Group recommended that the Public Comment Period run from June 6, 2013, to June 27, 2013. The Group recommended that the Public Comment Period for the July 24, 2013 public hearing would be from July 10, 2013, to July 24, 2013.

The Working Group will spend the remainder of June and July on both the immediate work related to the FY 2014 project list as well as its longer-term mission to establish processes and recommendations for the development of a Six-Year Program.

**Additional thoughts for NVT A Consideration:**

- While the consensus project list presented here now comes to \$186,993,000, NVT A may ultimately choose to move forward with an FY 14 project list totaling somewhat less.
- Although the Working Group staff coordinators conducted a cursory review of the draft Commonwealth Transportation Board (CTB) Six Year Improvement Plan (SYIP) released on May 15, 2013, it is suggested that applicants of NVT A FY 2014 project funding requests conduct an independent review of draft to ensure that there isn't overlap between funding proposed in the CTB SYIP and funding requested through the Authority.
- Although other working groups are discussing whether the Authority should pursue a bond issuance in FY 2014, the Project Implementation Working Group is making no recommendation at this time.

**Next Steps:**

The Working Group plans to meet next on June 28th, and prepare a FY 2014 project list for consideration at the July 24, 2013 NVT A public hearing and meeting as well as to begin work to develop recommendations for the initial Six-Year Program if directed by the Authority to do so.



## **Northern Virginia Transportation Authority FY 2014 Project Selection Process**

The Jurisdiction and Agency Coordinating Committee (JACC) was tasked with preparing an initial list of projects for funding received in Fiscal Year 2014 to begin discussions by the Northern Virginia Transportation Authority (NVTA). The Authority forwarded this list of projects to the Project Implementation and Legal Working Groups to evaluate and ensure compliance with House Bill 2313 requirements.

The Project Implementation Working Group evaluated a total of 48 transportation projects. Using the following project selection process, the Working Group selected an initial list of 32 projects for consideration of FY 2014 regional funding. The remaining projects were placed on a list of projects to be considered for the future Six-Year Plan. The following information describes the project selection process developed and supported by the Project Implementation Working Group.

The Code of Virginia has multiple provisions designed to guide how the NVTA selects projects. NVTA is required by § 15.2-4838.01.C.1 to use the 70% funds on:

- a. transportation projects in the regional plan (TransAction 2040) that have been rated by the Commonwealth based on a project's ability to reduce congestion facilitate emergency evacuation (the Commonwealth rating is not required for funds received in FY2014); and
- b. mass transit capital projects that increase capacity.

The same Code section requires NVTA to give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project, and must document this information for each project.

The prioritization based on congestion reduction relative to cost is statutorily distinct from the regional transportation policies and priorities NVTA sets as part of long range transportation planning under §15.2-4838, which NVTA used when adopting its regional plan, TransAction 2040.

In setting long range planning policies and priorities, § 15.2-4838 requires that NVTA to be guided by performance based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost effective manner. Several of these performance based criteria are, in essence, measures of congestion reduction.

### **Project Selection Process**

The Northern Virginia Transportation Authority approved a project selection process for Fiscal Year 2014 funds only. This selection process does not prescribe specific project funding decisions; instead it provides guidance to the Authority by relating investment decisions to statutory requirements and regional goals. The selection of projects is broken down into three tiers. Qualifying information for each project is available in Attachment (B).

## Tier I Screening

The first set of criteria is based on the required derived from statutory provisions governing NVTAs' actions, both under §15.2-4838.01.C.1 and §15.2-4838. The criteria are as follows:

- Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)
- Mass transit project that increases capacity
- Reduces congestion
- Within a locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.

For a project to qualify and move forward under this first set of criteria, it must meet all the requirements. Projects that did not pass the tier one screening were placed in the list of projects for consideration in the Six-Year Plan.

## Tier II Screening

The second tier provides the basis for distinguishing among proposed projects that qualify under tier one, creating a relative ranking among them. The rationale for this approach was to select projects that provide rapid, noticeable improvements to address some of the region's transportation problems. Tier two has a total of five (5) criteria; however a project can receive a total of 10 points. A major of the points are weighted towards project readiness.

- **Improve auto and pedestrian safety.** Projects that improve auto and pedestrian safety receive one (1) point.
- **Project Readiness.** Readiness is described in terms of the degree to which the project is ready to be delivered (or at least advance it significantly) within FY 2014. The criterion is weighted using the following measures:
  - a. Project is included in TIP
  - b. Project is included in the CLRP or is air quality neutral.
  - c. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes.
  - d. Resources available to move forward with project when funding becomes available.
  - e. Funding will provide expedition of project phase.
  - f. Projects will begin or complete next phase with requested funding.

Projects can receive a maximum of six (6) points if they meet all of the criteria stated above.

- **Mode Balance.** Transit, Road, Multimodal. Projects are coded as "R" for Roadway, "T" for Transit and "M" for Multimodal.
- **Leverages External Funding.** Short-term priorities of the jurisdictions that are partially funded in the Commonwealth's Six Year Improvement Program or by individual jurisdictions or agencies. Projects are assigned one (1) point if they meet this criterion.
- **Project with 20 year lifespan.** This is only to be used if bond project list is developed. This criterion is not applicable to the current FY 2014 project list and list of projects for

consideration of the Six Year Plan. Projects are assigned one (1) point if they meet this criterion or “N/A” if not applicable.

### **Tier III Screening**

The third tier is applied as an overlay to all projects.

- **Locality’s total long-term benefit shall be approximately equal to the proportion of revenues attributable to the locality.** This requirement applies to a jurisdiction’s share of the regional revenues over the long-term. Consequently, the first year of regional allocations may not exactly match the proportion of revenues generated by each locality. The NVTa working groups plan to develop a method to track annual allocations to ensure that this statutory requirement is met over the long-term.
- **Counties and cities embraced by Authority must work cooperatively with towns and populations greater than 3,500 located within such counties to ensure that the towns receive their respective share of the revenues.** Counties and cities have been working with, and will continue to work with towns to ensure that the towns receive their respective share of the revenues. The NVTa Financial Working Group is developing revenue estimates for each of the towns. This work is being done in coordination with the towns.
- **Priority given to greatest congestion reduction relative to cost of the project.** There have been two rigorous rating processes of the projects identified as candidates for the FY 2014 NVTa regional funding. The analysis satisfies the requirement that NVTa give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project.

The first set of analyses is conducted through the Transportation Planning Board’s 2012 Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. The Plan identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2012 and 2040. Over 800 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Of these projects, about 110 are considered to be “regionally significant”. As developed and adopted by the National Capital Region Transportation Planning Board (TPB) the Metropolitan Planning Organization (MPO) for the area, the CLRP includes an evaluation of plan performance in the following categories:

- Population and Employment Growth
- Travel Demand and Congestion
- Transit Congestion
- Regional Highway Congestion
- Job Accessibility
- Air Quality: Mobile Source Emissions

The evaluation considers the performance of the CLRP as a single package of projects relative to the base year of the plan (for the currently adopted 2012 CLRP, the base year is 2013) and horizon year of the plan (2040). Analysis of individual projects occurs as a project advances from the CLRP to the six-year Transportation Improvement Program (TIP) and undergoes traditional project planning analysis with the funding agency (VDOT, DRPT, WMATA, local jurisdictions).

All of the projects in the 2011 CLRP are included in Baseline and Build scenarios for TransAction 2040. The TransAction 2040 Plan builds on the CLRP with additional projects to address highway and transit network performance as well as the region's Round 8.0 land use assumptions.

The CLRP reflects a regional consensus on the projects that are of the highest priority given the fiscal constraints that exist. Projects in the CLRP were included in TransAction 2040 as the top priority projects for existing revenue sources. As such, the NVTA project selection methodology gives greater weighting to projects in the CLRP and TIP because the projects are more prepared to be implemented and therefore could address congestion reduction more readily. They have also been vetted through a public process. With CLRP projects considered the top priority projects, NVTA only has to determine which other projects in the regional plan meet the priority requirement.

A second set of analyses was performed in TransAction 2040 for projects not evaluated in the CLRP. This analysis was conducted in two steps: 1) System-Level Evaluation, presented performance measures showing benefits from the combined effect of the TransAction 2040 projects; and 2) benefit/cost analysis for individual projects.

A set of system-level performance criteria was developed to evaluate the benefits of adding the TransAction 2040 Plan projects. These criteria were related to the transportation planning objectives established for this Plan. The criteria described below were used to measure the performance of the entire transportation system; that is, all of the projects working together as a whole. The project team first looked at current conditions in 2007 and then evaluated conditions in the 2040 Baseline Scenario, Build Scenario, and Build 2 Scenario. The system-level performance criteria included:

- Daily vehicle-miles of travel (VMT);
- Daily person-miles of travel (PMT);
- Work trip length;
- Work trip mode share;
- Job accessibility;
- Screenline analysis; and
- Levels of service.

In addition to looking at system level performance, effort was also undertaken to rate, score, and prioritize the individual projects making up the TransAction 2040 Plan. An important element of TransAction 2040 was ensuring that this project prioritization process was conducted using a data-driven and transparent method that provides the

public and decision-makers with a clear view of why and how projects were ranked and prioritized. It also was critical to identify the projects that best met the goals and objectives of the Plan.

Each project was individually evaluated using a set of project-based performance evaluation criteria. The project-level performance assessment provided feedback on how each project addressed the region's defined goals and performance objectives. This included a quantitative evaluation to measure the effects of a project on the transportation system with respect to the performance objectives, and a qualitative policy assessment to assess how well projects met broader considerations embodied in the region's goals. In addition to identifying the performance-based benefits for each project, a benefit/cost analysis was introduced to the prioritization process. The project prioritization process was applied within corridors and by project type (e.g., bicycle/pedestrian, transit, highway) and is described in more detail in the subsections which follow. The Plan conducted a benefit/cost analysis for each project based on a number of factors:

- Freight Movement
- Improved Bicycle/Pedestrian Options
- Multimodal Choices
- Urgency
- Project Readiness
- Reduce VMT
- Safety
- Person Throughput
- Reduce Roadway Congestion
- Reduce Time Spent Traveling
- Environmental Sensitivity
- Activity Center Connections
- Land Use Supports Transportation Investment
- Management and Operations
- Cost Sharing

Projects identified for FY 2014 regional funding are either in the CLRP, TIP, and TransAction 2040 Plan. All of the projects have been evaluated based on congestion reduction relative to cost. The projects identified on the FY 2014 project list have the greatest congestion benefit relative to cost. Detailed information about each project including the stated regional benefits is provided in Attachment B.



Arthur A. Anselene

TOWN MANAGER

T (703) 787-7368

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art.anselene@herndon-va.gov

TOWN COUNCIL

Lisa C. Merkel, Mayor

Connie Hutchinson, Vice Mayor

C. Melissa Jonas

David A. Kirby

Shella A. Olem

Charlie D. Waddell

Grace Han Wolf

May 23, 2013

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, Virginia 22030

**Re: Town of Herndon – request to modify its requested FY2014 funding amounts as currently listed on the proposed NVTa Project List.**

Dear Chairman Nohe,

The Town of Herndon is requesting the approval of the Northern Virginia Transportation Authority to modify its requested funding amounts as currently listed on the proposed FY2014 funding project list. The Town requests that the *Herndon Parkway Intersection Improvements at Sterling Road* project be reduced from the original request of \$1,000,000 to \$500,000 and the \$500,000 would transfer to *Herndon Metrorail Intermodal Access Improvements*. This request was discussed at the NVTa - Jurisdiction and Agency Coordinating Committee meeting of May 16, 2013. Fairfax County staff supported the town's request and there were no objections.

This request is a result of a recent Town Council review of detailed improvement options for congestion relief at Herndon Parkway and Sterling Road. The improvements will resolve significant time delays and provide congestion relief for relatively modest construction costs. The transfer of \$500,000 to the town's transit access to Dulles Metrorail project is based on revised estimates for right-of-way as well as relocation of sidewalk, curbing, utilities and underground fiber optics to accommodate pull-off lanes for vehicles including Fairfax Connector buses.

If there are any questions of more information is needed, please contact me at (703)787-7368 or call Mark Duceman, Transportation Program Manager at (703)787-7380. We appreciate your continued support and look forward to working with NVTa and Fairfax County in helping to mitigate traffic congestion.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arthur A. Anselene".

Arthur A. Anselene  
Town Manager

Name Honorable Martin Nohe

Date May 23, 2013

Page 2

c: Monica Backmon, Chair, Jurisdiction and Agency Coordinating Committee -  
Northern Virginia Transportation Authority  
Tom Biesiadny, Director - Fairfax County Department of Transportation  
Ray Johnson, Senior Transportation Planner, Fairfax County Department of Transportation  
Dic Burke, Programming and Investment Director, VDOT  
Jan Vaughan, Urban Program Manager, VDOT  
Elizabeth Gilleran, Director of Community Development  
Mark Duceman, Transportation Program Manager



OFFICE OF THE CITY MANAGER

301 King Street, Suite 3500  
Alexandria, Virginia 22314-3211

RASHAD M. YOUNG  
City Manager

703.746.4300  
Fax: 703.838.6343

May 23, 2013

Mr. Martin E. Nohe  
Chairman  
Northern Virginia Transportation Authority  
4031 University Drive  
Fairfax, VA 22030

RE: Request for Removal of Project from Regional List

Dear Mr. Nohe:

The City appreciates the time and effort that NVTa members and staff have put into the distribution of the HB 2313 regional funding, and appreciates the opportunity to participate on the working groups. On May 10, the Project Implementation working group developed a proposed project list for FY 2014, which included a number of City of Alexandria proposed projects.

Since that time, the City has undertaken additional review of the Amtrak/VRE Parking Lot project and now believes that this project may have a higher cost than the \$482,000 submitted by the City. As a result, we are requesting that this project be removed from the NVTa regional project list for FY 2014.

Sincerely,

A handwritten signature in black ink, appearing to be "M. Young", is written over a horizontal line. Below the line, the word "FOR" is written in a stylized, cursive font.

Rashad M. Young  
City Manager

cc: Mark Jinks, Deputy City Manager  
Richard J. Baier, P.E., LEED A.P., Director, Transportation & Environmental Services  
Bernard Caton, Legislative Director  
Joel Marcuson, P.E., Deputy Director, Transportation & Environmental Services  
Monica Backmon, Regional Transportation Planner, Prince William County





# CITY OF FALLS CHURCH

June 4, 2013

Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, VA 22030

Dear Ms. Backmon:

The City of Falls Church requests the following changes to the projects as previously submitted to NVTa for FY 2014 funding consideration.

**1. Falls Church, W&OD Trail Lighting**

The City of Falls Church requests that this project be removed from consideration for FY 2014 funding. The City is currently working on other priority projects and also desires to have time to analyze this project further.

**2. Falls Church, Signal Improvement**

The City of Falls Church requests that this project be renamed to "Pedestrian Signal Improvements". This title better aligns with the project description in the TransAction2040 Plan. This project will install pedestrian signals at the intersection of N Washington Street and E Columbia. As part of the project, new poles must be installed to support the pedestrian countdown timers as well as wiring. Required wiring changes to the existing traffic light are ancillary to the pedestrian signal components.

The TransAction2040 Plan includes, analyzed against the City's Pedestrian, Bicycle and Traffic Calming Plan, additional pedestrian signal improvements at the following intersections: (1) East Broad Street and Cherry Street, (2) East Broad Street and Berry Street, and (3) Hillwood Avenue and Cherry Street. These intersections provide connections to regional transit facilities. Should the opportunity to expand the scope of this project arise, the City requests these additional components be included.

Sincerely,

Cindy L. Mester  
Assistant City Manager

Cc: Jennifer Fioretti, Regional Transportation Planning Program Coordinator  
Rick Canizales, Division Chief, Transportation Planning & Programming  
Tom Biesiadny, Director, Department of Transportation  
Paul Stoddard, Transportation Planner

Harry E. Wells Building • 300 Park Avenue • Falls Church, Virginia 22046 • 703-248-5001 •  
[www.fallschurchva.gov](http://www.fallschurchva.gov)



DEPARTMENT OF ENVIRONMENTAL SERVICES  
Division of Transportation

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

May 23, 2013

Honorable Martin Nohe, Chairman  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, Virginia 22030

**Re: Arlington County – request to modify requested funding amount for Boundary Channel Drive Interchange as currently listed on the proposed FY 14 NVTa Project List.**

Dear Chairman Nohe,

Arlington County is requesting the approval of the Northern Virginia Transportation Authority to modify its requested funding amount for the Boundary Channel Drive Interchange project as currently listed on the proposed FY 2014 NVTa Project List. The County would like to reduce the requested funding from the original \$5,835,000 request to \$4,335,000. This request is in response to the recently released draft Commonwealth Transportation Board FY 2014 – FY 2019 Six-Year Improvement Program (SYIP), which includes partial funding in FY 2014 for the Boundary Channel Drive Interchange Project.

If you have any further questions, please contact Jennifer Fioretti, Regional Transportation Planning Manager at (703) 228-4967.

Sincerely,

A handwritten signature in blue ink that reads "Wayne M. Wentz".

Wayne Wentz  
Bureau Chief, Transportation Engineering and Operations  
Division of Transportation

Northern Virginia Transportation Authority (NVTA)  
Proposed Project List for Consideration for FY 2014 Funding

ROADWAY PROJECTS									Tier I Screen					Tier II Screen							
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/TIP	TA2040	Reduces Congestio	Increases Capacity - transit only	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments	
1	Loudoun	Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road) –the estimated cost is \$12,400,000.00 FOR CONSTRUCTION. If funded for construction, the work could begin after VDOT issues a notice to proceed to the Route 28 PPTA. Route 28 is a major regional roadway connecting north and south areas and the Dulles Toll Road to the Dulles International Airport.	\$6,400,000	\$12,400,000	3	28	This segment of Route 28 has been funded for design and is nearing 100% design completion by the Route 28 PPTA.	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
2	Arlington	Columbia Pike Multimodal Improvement Project. Arlington is requesting regional transportation funds for a phase of the Columbia Pike Multimodal Street Improvement Project. The project will provide for street improvements to include a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, and utility undergrounding and upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to S. Joyce Street on the east end. The goal of this project is to provide a complete street that achieves an appropriate balance of travel modes and supports future high-quality, high-frequency transit service. Project phase to begin construction FY 14.	\$12,000,000	\$12,000,000	9	244	Final Design	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
3	Fairfax City	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place The project proposes the following roadway improvements (to Improve traffic flow & mobility): Widen Route 123 (Chain Bridge Road) to six lanes from U.S. Route 29/50 (Fairfax Boulevard) to Eaton Place. Improve the geometrics (lane alignments) of the roadway approaches for the intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road) Improve all turn lanes at intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road). Access Management Improvements. The project also proposes extensive culvert improvements to eliminate roadway flooding due to the inadequate existing culvert under Route 123 (Chain Bridge Road): The new culvert will allow conveyance of the 100-Year Flood for the North Fork of the Accotink Creek along U.S. Route 29/50 (Fairfax Boulevard) from Route 123 (Chain Bridge Road) to Eaton Place. Cost Breakdown: Engineering: \$1.5 Million (fully funded) R/W Acquisition: \$9.5 Million Construction: \$10 Million	\$5,000,000	\$21,000,000	6	50/123	ROW Acquisition anticipated to begin FY14	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	Detailed Design - Summer/Fall 2013 Begin Right of Way Acquisitions - Spring 2014 Construction Plans - Spring 2015 Advertisement for Construction Bids - Spring 2015 Begin Construction - Winter 2016	
4	Arlington	Boundary Channel Drive Interchange. The existing Boundary Channel Drive interchange is inadequate for current demands and for planned growth in Crystal City. The addition of Long Bridge Park and the Aquatics Center accelerate the need for improvements at this location. Long Bridge Park Drive up to and through the interchange with I-395 and Boundary Channel Drive will be reconstructed to provide a safe and attractive environment for all modes of transportation, including bicyclists, pedestrians, buses, and vehicles. Project elements include new curb and gutter, sidewalks, bicycle facilities, streets trees and street lighting. Critical bike and pedestrian connections will be made from Crystal City to the Mount Vernon Trail. Two roundabouts will be constructed, which will serve as a gateway to the new aquatic center and Long Bridge Park. The redesigned interchange will improve safety and reduce conflict points on the main line of I-395 through reconfiguring of the interchange. It will also improve traffic flow, safety and manage emergency operations that frequently occur in the vicinity. Funds requested for construction phase expected to begin end CY14.	\$4,335,000	\$9,335,000	8		Planning and design underway. Construction to begin CY 14, early FY15	Y	Y	Y	Y	Y	Y	1	4	R	1	-	6		
5	Prince William	Route 28 form Linton Hall Road to Fitzwater Drive - Wide from 2 undivided to 4 lanes divided roadway. Include multiuse trail on the south side and a sidewalk on the north side. Project funds will eliminate the need to phase project construction. Funds will be used for construction. Construction in FY14.	\$25,000,000	\$28,000,000	3	28	ROW Acquisition anticipated to begin June 2013	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
6	Herndon	Herndon Parkway Intersection Improvements at Van Buren Street - Herndon Parkway & Van Buren Street intersection is located on the southern portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Monroe Street, Route 666 and Herndon-Monroe Park & Ride Garage in Fairfax County. The project is for street capacity improvements to address traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike / pedestrian improvements. And, the project will include transit improvements where appropriate.	\$500,000	\$3,000,000	1	606 / 666	Design concept completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	Y	Y	1	5	R	1	-	7	FY 14 Design Complete, ROW	
7	Herndon	Herndon Parkway Intersection Improvements at Sterling Road - Herndon Parkway & Sterling Road intersection is located along the western portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Old Ox Road (Rt. 606) / Route 28 interchange in Loudoun County. The project is for street capacity improvements to address significant traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike/ pedestrian improvements. The project is to include dual-left turn lanes for northbound Herndon Parkway onto westbound Sterling Road and will also include pedestrian and transit improvements where appropriate. The project is listed in NVTA's TransAction 2040 Plan.	\$500,000	\$500,000	3	606	Concept design completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	Y	Y	1	3	R	1	-	5	FY 14 Design Complete, ROW	
8	Prince William	Route 1 from Featherstone Road to Mary's Way - Design and Build. Widen from 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail on the west side and sidewalk on the east side of the road. Funding for design/build. Design only \$3.0 million.	\$3,000,000	\$52,000,000	8	1		Y	Y	Y	Y	Y	Y	1	4	R	1	-	6		

9	Loudoun	Belmont Ridge Road (Route 659) (Gloucester Parkway to Hay Road). This project is a part of both the TransAction 2040 Plan and CLRP. The project is a regional north-south corridor connection and is significant as the ultimate connection to the State identified North/South Corridor of Statewide Significance. When, and if funding becomes available, VDOT estimates that the project can move forward with design/build procurement with a notice to proceed issued within six (6) months.  • Segment 1B. - Belmont Ridge Road between Portsmouth Boulevard and Hay Road segment is approximately 5,800 linear feet. The estimated stand alone cost is \$20,000,000.	\$20,000,000	\$55,000,000	2	659	The NEPA document is complete and the plans are ready for design/build procurement.	Y	Y	Y	Y	Y	Y	1	6	R	0	-	7	
10	Leesburg	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. Route 15 serves as a major commuter route, and there are numerous large retail developments in the area that generate significant traffic volumes. Also, currently there is a large volume of pedestrian traffic, which crosses the bypass between the residential areas inside the bypass and the commercial development outside the bypass. Design \$5,000,000 Construction 35,000,000	\$1,000,000	\$40,000,000	1	15	Planning	Y/Y	Y	Y	Y	Y	Y	1	5	R	0	-	6	
11	Fairfax	Route 28 Widening 3 to 4 lanes (SB from the Dulles Toll Road to Route 50) \$20M. 6 to 8 Lanes - SB from the Dulles Toll Road to to Route 50 .	\$20,000,000	\$22,200,000	3	28	Design can be finalized, minimal ROW acquired, and environmental permitting accomplished. Anticipate Construction could begin in late spring 2014.	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan
12	Fairfax	Route 28 Widening 3 to 4 lanes (NB from McLearn Road to Dulles Toll Road) \$11.10M. 6 to 8 Lanes - NB from McLearn Road to Dulles Toll Road.	\$11,100,000	\$13,300,000	3	28	Design can be finalized, minimal ROW acquired, and environmental permitting accomplished. Anticipate Construction could begin in late spring 2014.	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan
<b>Total Requested Funding:</b>			<b>\$108,835,000</b>																	

TRANSIT PROJECTS																				
									Tier I Screen					Tier II Screen						
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/TIP	TA2040	Reduces Congestion	Increases Capacity	Within/adj. to NVT A Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
1	Alexandria	Shelters and Real-Time Transit Information for DASH/WMATA. This project would fund the replacement and expansion of bus shelters at high ridership locations throughout the City. The shelters would include amenities, such as real-time transit information to improve riders' access to information and customer satisfaction. Real time transit data infrastructure installed at 25 high ridership stops. Improve transit service across the region by integrating real-time transit information system and providing high quality transit stops for bus patrons traveling into and out of the City of Alexandria. Bus shelter construction and installation of real time transit signs will begin in FY2014.					WMATA recently awarded real-time transit information contract (City will ride contract to procure signs), City's bus shelters currently at 95% design phase, expected 100% design by June 2013	Y/Y	Y	Y	Y	Y	Y	1	6	T	1	-	8	
2	Alexandria	DASH Bus Expansion. Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street. Four buses for increased frequency of existing AT1 route to urban standards. One bus will be contributed to the launch of a new crosstown route that will provide new connectivity to regional transit hubs such as Mark Center, Shirlington Transit Center, and the future Potomac Yard Metrorail station. (\$650,000/bus) The AT1 improvements will strengthen transit connectivity between Van Dorn Metro, Landmark Mall, Mark Center, and Southern Towers. They will also provide increased regional support and connectivity to the regional Metrorail, Metrobus, Fairfax Connector, VRE service, Amtrak service, and future Van Dorn-Beauregard transitway. The new crosstown route will provide increased regional support and connectivity to the regional Metrorail, Metrobus, Arlington Transit, and the Crystal City-Potomac Yard and Van Dorn-Beauregard transitways. Buses can be acquired and put in operation in FY2014.					Buses can be procured in FY2014.	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7	Ability to Leverage Other Funds: Funds can be used to provide the local match for DRPT funds which the City has applied for in the FY2014 Six Year Improvement Plan (SYIP), or can be used to purchase the vehicles if DRPT funds are not allocated to this project in the SYIP.
3	PRTC	PRTC New Gainesville Service. One (1) 45-ft. commuter bus to provide for the new PRTC Gainesville to DC Service that is expected to begin in the Fall of 2013. With the restructuring of two commuter routes (Linton Hall and Manassas OmniRide), PRTC had a net savings of 3 buses, but the Gainesville to DC service needs four buses hence the request for one bus. The total cost for the commuter bus is estimated at \$580,000.This project is included in TransAction 2040 and the CLRP and will increase capacity. Once ordered, the manufacturing of the bus would take less than one (1) year.					Project implementation planned for Fall of FY14. Passenger surveys conducted in December 2012, draft routing has been produced. Timings for draft schedule and finalization of routing should be accomplished by June 15, 2013. Schedule finalized by July 31, 2013.	Y/Y	Y	Y	Y	TBD	Y	1	6	T	0	-	7	
4	Alexandria	Traffic Signal Upgrades/Transit Signal Priority. The first phase of this project will leverage existing infrastructure and improve system efficiencies by funding transportation technologies such as traffic signal upgrades, Transit Signal Priority (TSP), and queue jumps. These technologies will help maximize efficiency of the transportation system without large investment in new infrastructure. The systems will be implemented on the Duke Street corridor from the western City limit to Route 1 and on the Route 1 Transitway corridor from the Braddock Road Metrorail station to Potomac Yard. Some of the funds may also be used to upgrade traffic signals on Route 1, south of Braddock Road Metro without providing TSP. The TSP work will improve transit service and systems operations in the Duke Street and Route 1 corridors which provide direct connections to Fairfax and Arlington Counties. These corridors will support mobility, as well as improved travel times for SOVs and transit users along both corridors. The project will improve the efficiency of existing and planned transit service within the City of Alexandria, Fairfax County, and Arlington County.					Design in FY2014 for Duke St. for \$60,000. Construction of \$600,000 for Route 1	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7	Project in CLRP. Part of Route 1 Transitway Project.
5	WMATA	Traction Power Upgrades on the Orange Line in Virginia (\$5M). WMATA's strategic plan includes a project to expand the Metrorail fleet to enable the operation of 100 percent eight-car trains. The eight-car train project includes not only the purchase of rolling stock and railyard expansion, but also associated traction power upgrades. This project will begin the process of upgrading traction power along the Orange Line in Virginia, a very busy Metrorail corridor. The eight-car train project is included in TransAction 2040					It is expected that this \$5 million project can be completed in FY 14.	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6	This project represents an initial step toward addressing traction power as part of the eight car train project. Traction power on the Orange Line in Virginia represents the greatest need at this time.



6	Loudoun	Leesburg Park and Ride – The estimated cost \$1,000,000.00 right of way acquisition. This project entails funding of land acquisition for a second Leesburg Park-n-Ride Facility. This will be a new (minimum) 300 space park-n-ride facility to be located near the Town of Leesburg, and will allow for expanded connecting transit service to the Silver Line of Metro. The County has programmed funding for the construction in FY 2016; however no funds are available at this time to purchase land. Between 8 and 10 acres may be needed based on terrain, environmental conditions, accessibility, etc.	\$1,000,000	\$1,000,000	1	N/A	ROW acquisition and construction completed in FY 14 with regional funds.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	
7	Arlington	Crystal City Multimodal Center. This project expands bus capacity at the Crystal City Metrorail station. It will provide for additional sawtooth bus bays, seating, dynamic information signage, lighting, additional bicycle parking, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets. The contemplated improvements constitute an interim condition until a full intermodal center is constructed as part of redevelopment under the Crystal City Sector Plan. Interim improvements are needed to support the operations of the Crystal City Potomac Yard transitway and future streetcar. Transit agencies from suburban jurisdictions provide longer distance commuter bus service in the Crystal City area. These buses would compete for space in the dedicated transit lanes and for dwell time at the transitway (and future streetcar) station stops. Bus capacity expansion at the Crystal City Metrorail station will allow commuter bus passengers to transfer to the frequent, convenient local circulation provided by the transitway (and future streetcar) service without interfering with transitway operation. Funds would cover construction in FY14.	\$1,500,000	\$1,500,000	8		In design. Construction to begin in FY14	N	Y	Y	Y	Y	Y	1	4	M	1	-	6	
8	Arlington	Blue/Silver Line Mitigation (ART Fleet Expansion) Purchase four Arlington Transit (ART) buses in FY 2014. This is a short-term measure to moderately increase ART's north-south bus capacity within Arlington to coincide with the opening of the Silver Line.	\$1,000,000	\$1,000,000	1,6,8		Buses should begin revenue service in FY 2014	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6	
9	Loudoun	Transit Buses – 40-foot transit buses will be purchased to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway. The estimated cost per bus is \$440,000 based on contract pricing available in the region.	\$880,000	\$880,000	1	N/A	Initiate revenue service FY 14	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	
10	VRE	VRE Alexandria station tunnel and platform improvements. This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King St. Metrorail station and the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000	\$10,000,000	8		NEPA/design of the project is underway; estimated completion March 2014.	Y/Y	Y	Y	Y	Y	Y	1	6	T	1	-	8	The requested funding fills a shortfall in construction funds for the project and allow it to proceed to the next phase (construction phase). The project expands VRE capacity, enhances operational flexibility for VRE, Amtrak and freight trains, improves pedestrian safety by eliminating an at-grade pedestrian crossing of the railroad tracks, and improves ADA/multimodal pedestrian connections at the Alexandria station. As the station serves both the VRE Fredericksburg and Manassas Lines it will benefit riders from all VRE member jurisdictions, including jurisdictions beyond the NVTa boundaries.
11	Herndon	Herndon Metrorail Intermodal Access Improvements - Project concept plans show right-of-way acquisition for vehicle and bus pull-off bays along a section of Herndon Parkway (vicinity of the north-side pedestrian access facility associated with future Herndon Dulles Metrorail Station). The project also includes major intersection enhancements to include ADA accessible paver crosswalks, traffic and bike-ped signalization, refuge median islands and bus shelter / transit facilities. The purpose is for improved enhancements, connectivity and accessibility to transit-oriented development along Herndon Parkway and to improve intermodal connectivity to/from the northside area of the future Herndon Metrorail Station. MWAA/Dulles Corridor Metrorail Project will provide a wide sidewalk connecting approximately 450 feet between Herndon Parkway and the Metrorail pedestrian access facility. The project will provide a drop-off lane for both directions to accommodate Fairfax Connector buses and for drivers to pull off of Herndon Parkway, stop and drop off Metrorail passengers in a safe manner.	\$1,100,000	\$2,000,000	1	228	Concept design completed; approved by Town Council. PE to begin July 2013 and continue with ROW during FY2014	N	Y	Y	Y	Y	Y	1	4	M	1	-	6	FY 14 Design Complete, ROW. External Funding - Federal.

12	VRE	VRE Gainesville-Haymarket Extension Project Development This project involves a corridor study and preliminary project development for a potential 11 mile VRE extension from Manassas to the Gainesville - Haymarket area of Prince William County. An extension along the Norfolk Southern (NS) B line will be studied; other VRE options that address the need for the service may be investigated as well. The project will also identify VRE existing core system capacity improvements necessary to support the existing service and the extension.	\$1,500,000	\$1,500,000	6		Requested funding is for NEPA/PE phase of the project and provides \$1.5M local match to \$2.8M state Rail Enhancement Fund grant. A consultant contract for planning/engineering services is ready to award pending identification of the local match.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	The requested NVTA funding leverages \$2.8M in state funds that would not be available without the local match. The extension is estimated to attract an additional 1,500 + new riders/day (3,000+ trips/day removed from highways). It would expand VRE capacity and provide additional transit options to an underserved and growing area of northern Virginia. By enhancing VRE Manassas Line frequency, the project benefits travelers in Prince William County (and the Town of Haymarket), the City of Manassas, Fairfax County and jurisdictions beyond the NVTA boundaries. The project is also included in the Prince William County Comprehensive Plan,
13	VRE	VRE Lorton station second platform (\$7.9M) This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length. This project expands VRE station capacity and enhances operational flexibility and maintenance of on-time performance. NEPA and preliminary engineering for the project are complete.	\$7,900,000	\$9,240,000	8		Final design and permitting could be completed and construction initiated within 12 months of receipt of funding.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	
14	WMATA	Ten new buses on Virginia routes (\$7M). This project will allow for the purchase of ten new buses to serve Virginia routes. Capital funds could be obligated in FY 14 and be available to support services in the beginning of FY 15. This assumes an increased operating subsidy associated with the new routes. Candidate corridors as part of the Priority Corridor Network include:  <ul style="list-style-type: none"> <li>• Richmond Highway Line (REX)</li> <li>• Columbia Pike Lines (16A,B,D,J &amp; 16G,H &amp; MetroExtra 16X,Y)</li> <li>• Leesburg Pike Lines (28A &amp; MetroExtra 28X)</li> <li>• Little River Turnpike Line (29K,N)</li> </ul> Also for consideration are recommended adjustments from Service Evaluation Studies:  <ul style="list-style-type: none"> <li>• Wilson Blvd Line (1A,BE,F,Z)</li> <li>• Washington Blvd Line (2A,B,C,G)</li> <li>• Pershing Drive-Arlington Blvd Line (4A,B,E,H)</li> <li>• Lincolnia North-Fairlington Line (7A,E,F,Y)</li> <li>• Hunting Point-Ballston Line (10B)</li> <li>• McLean-Crystal City Line (23A,C)</li> <li>• Ballston-Bradlee-Pentagon Line (25A,C,D,E)</li> <li>• Landmark-Ballston Line (25B)</li> </ul>	\$7,000,000	TransAction 2040's estimate of capital cost for expanding the Metrobus fleet in VA to serve region in 2040 is \$66.4m (also 1,6,8	Various		Pending agreement by the local jurisdictions on the routes and operating funding requirements. Funds could be obligated in FY 14 and service could begin at the beginning of FY 15.	N	Y	Y	Y	TBD	Y	1	3	T	0	-	4	This project assumes an increased operating subsidy associatd with the new routes.
15	Falls Church	Pedestrian Bridge: \$300,000 Expand the pedestrian portion of a bridge on Van Buren St. The current bridge forces pedestrians to leave the sidewalk and cross the bridge using a parking lane before returning to the sidewalk on the far side of the bridge. This bridge is part of a frequently used pedestrian path to the East Falls Church Metro Station and is important for expanding access to Metro Rail. Design: \$45,000 Right of Way: \$0 Construction: \$235,000	\$300,000	\$300,000	6	Corridor 6	Assessment of Existing Conditions	AQN	Y	Y	Y	Y	Y	1	4	M	0	-	5	
16	Falls Church	Funding for Bus Shelters: \$200,000 Increase funding available for bus shelters and wayfinding information. Additional bus shelters and wayfinding will facilitate alternative modes of transportation . These monies will leverage an existing city project to install bus shelters on the highly-utilized, regional routes connecting Tysons Corner, Falls Church, Seven Corners, Baileys Crossroads, the Mark Center, and Old Town Alexandria. Design: \$20,000 Right of Way: \$30,000 Construction: \$150,000	\$200,000	\$350,000	1	Corridor 6	Design 30% Complete.	N	Y	Y	Y	Y	Y	1	4	T	1	-	6	
17	Falls Church	Pedestrian Access to Transit: \$700,000 Improve pedestrian access to the soon to be built Intermodal Plaza at South Washington Street and Hillwood Avenue. The new plaza currently lacks key pedestrian connections along Rt 29 to existing neighborhoods as well as recent mixed-use developments in the vicinity. These new pedestrian connections will provide better and safer routes throughout the local area, increasing pedestrian access to local activities. The new connections will also provide residents of Falls Church and Fairfax County better access to Metro Bus stops, which in turn will increase access to the East Falls Church Metro Station. Design: \$100,000 Right of Way: \$30,000 Construction: \$570,000	\$700,000	\$700,000	6	Corridor 6	Design 30% Complete.	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7	
18	Fairfax	Innovation Center Metrorail Station. Funds the capital costs of the Innovation Center Metro Rail Station located at Route 28 and the Dulles International Airport Access Highway (DIAAH). This is the total project estimate for design/construction of the metrorail station to be completed by 2018.	\$41,000,000	\$89,000,000	1	267	MWAA will select a design/build contractor in May 2013	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	On Fairfax County Comp Plan

19	NVTC (Falls Church)	Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II) The study will identify a range of current and visionary high-capacity transit solutions to transportation issues with due regard for related corridor management approaches (operational, transit, bike, pedestrian, TDM, HOV lanes, variable pricing, ITS) that can be implemented to reduce highway and transit congestion for the purposes of increasing accessibility for residents both inside and outside of the study area to existing and planned activity centers in the study area. Phase 1 of the study has already been funded and has started. It will be completed in October 2013.	\$838,000	\$838,000	1	7	By October 2013, Phase 1 of the Alternative Analysis shall be complete. Four or less alternatives will be selected for further analysis in Phase 2	N	Y	Y	Y	Y	Y	1	2	T	1	-	4	This project directly affects the City of Falls Church. At the April 25 NVTA board meeting, Secretary Connaughton stressed that projects must be chosen such that smaller jurisdictions receive their fair share of funding. (TPB Comment: Road expansion in CLRP for 2025 completion year)
20	Alexandria	Potomac Yard Metrorail Station EIS. This project provides for additional studies, planning, and the development of a design-build package for a new Metrorail infill station at Potomac Yard. Currently, the station is in the Environmental Impact (EIS) phase and additional funding will be needed to finalize the EIS and enter into preliminary engineering. This facility will provide access to the entire region to the existing and planned mixed-use activity center at Potomac Yard. The new station will allow for increased development at Potomac Yard, mitigating development of open space and increasing traffic congestion throughout the region. The EIS is currently underway. Alexandria's City Council will select a Locally Preferred Alternative this year, and preliminary engineering and the development of a design-build package will begin in FY2014.	\$2,000,000	\$250,000,000	8	(Planning, PE, Construction); Planning transitioning to PE in FY2014.	Y/Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	Project requesting funding for planning.	
Total Requested Funding:			\$78,158,000																	
Grand Total			\$186,993,000																	



## Projects for Consideration for the Authority's Six-Year Plan

[illegible]

TRANSIT PROJECTS									Tier I Screen					Tier II Screen						
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/TIP	Transaction 2040	Reduces Congestion	Increases Capacity	Within/adj. to NVRTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
1	Fairfax	West Ox Bus Garage Phase II - This project expands the capacity of the West Ox facility and allows for additional Fairfax Connector service. This funding would allow project to proceed to construct 9 maintenance bays and expand facilities for bus drivers and security	\$17,000,000	\$20,000,000	9		Feasibility study complete. Negotiating contract for design; 18 month contract.	N	Y	Y	Y	Y	Y	1	3	T	1	-	5	Included in Fairfax County Transit Development Plan. Transaction 2040 and the CLRP include bus service expansion, which will require additional capacity expansion at the West Ox Bus.
2	Fairfax	Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - Capital Purchases 12 Buses - The County is planning a new high-quality, limited-stop bus service between Herndon and Fort Belvoir. There is no existing Connector service linking these activity centers, so additional buses will be needed to operate the service. The \$6 million requested would cover the purchase of the 10 buses needed for peak period service, plus 2 additional buses for use as spares to cover down time for bus servicing and repairs.	\$6,000,000	\$6,000,000	5	286	Buses could be purchased within 4-6 months of funding allocation; however the West Ox Bus Garage expansion must occur first. Anticipate revenue service in FY16	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	Included in Fairfax County Transit Development Plan
3	Fairfax	Innovation Center Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 2037 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$61,000,000	1	267	Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
4	Fairfax	Herndon Monroe Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 1975 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$57,400,000	1	267	Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
5	VRE	VRE rolling stock purchase (9 additional coaches) at \$2.2M each/\$19.8 total request. This project is for the purchase of 9 VRE coaches to expand system capacity tin the NVRTA area to accommodate existing and future passenger demand.	\$19,800,000	\$19,800,000	6,8		VRE has an open contract with the equipment manufacturer that includes options for the purchase of additional coaches. Option could be exercised within 2 months of NVRTA selection of the project for funding.	Y/Y	Y	Y	Y	TBD	Y	1	5	T	0	-	6	The additional rolling stock will allow VRE to lengthen existing trains and/or add new trains that otherwise would not be possible without the purchase. The project expands VRE on-board carrying capacity by approx. 1,230 persons/day (approx. 2,460 trips/day removed from highways).
6	VRE	VRE Rippon station second platform. This is a 650 foot second platform and extension of the existing platform at the VRE Rippon station in Prince William County to accommodate trains up to 8 cars in length. This project includes NEPA, design, and construction.	\$10,900,000	\$10,900,000	8		Requested funding includes NEPA, design and construction. NEPA/design would be initiated in FY14.	N	Y	Y	Y	Y	Y	1	3	T	0	-	4	The requested funding expedites the delivery of the project. The project will double VRE station capacity, alleviate existing crowding, and enhance operational flexibility and
7	Falls Church	Pedestrian Signal Improvements: \$300,000 The project will install pedestrian signals at the intersection of East Columbia Street and North Washington Street. As part of the project, new poles must be installed to support thepedestrian countdown times as well as wiring. Required wiring changes to the existing traffic light are ancillary to the pedestrian signal components. This intersection is within 1 mile of the East Falls Church Metro Station, so the addition of pedestrian and bicycle infrastructure will increase accessibility and use of the Metro Rail system. Connecting this signal to the signal management system will ease traffic flow along South Washington Street for vehicles, pedestrians, and cyclists into and out of Arlington County, the I-66 corridor, Each Falls Church Metro Station, and the W&OD multi-use trail. Right of Way: \$20,000 Construction: \$235,000 Design: \$45,000	\$300,000	\$300,000	6	Corridor 6	Design.	N	Y	Y	Y	Y	Y	1	3	M	0	-	4	
8	VRE	VRE Crystal City platform expansion This project is a 400 foot extension of the existing platform at the VRE Crystal City station in Arlington County to accommodate trains up to 10 cars in length. It would alleviate existing crowding, expand VRE station capacity, and enhance operational flexibility and maintenance of VRE on-time performance.	\$4,000,000	\$4,000,000	8		Requested funding includes NEPA, design and construction. NEPA/design would be initiated in FY14.	N	Y	Y	Y	Y	Y	1	3	T	0	-	4	The requested funding expedites the delivery of the project. The project will double VRE station capacity (from 10,000 trips/day to 20,000 trips/day), alleviate existing crowding, and enhance operational
9	WMATA	Upgrade of interlocking and platform/girder repairs at National Airport (\$5M). This project will allow Metrorail trains to turn back just past the Ronald Reagan Washington National Airport station on the Yellow/Blue Line. The work will allow increased operational flexibility on the Yellow/Blue Line.	\$5,000,000	\$10,000,000 to \$15,000,000	8	N/A	It is expected that this \$5 million project can be completed in FY 14.	N	N	Y	Y	Y	Y	1	4	T	0	-	5	This project would enable Metro to decrease headways in this section of the system in the event that single tracking is necessary. This is particularly important where a train or equipment/system malfunction occurs
			\$83,000,000																	

## Proposed Schedule for the FY 2014 – 2019 Program of Projects

August 2013	No NVTa meeting Currently Scheduled
September 2013	VDOT – Receives Bonus OA amount from FHWA, conducts District Meetings on Federal Fiscal Year (FFY) strategy and Six-Year Improvement Plan (SYIP), District meet with MPOs on CMAQ/RSTP project, submit transfers to cover deficits/remove surpluses & FFY close out.
September 19, 2013	TPB is Briefed on Draft Call for Projects
September 26, 2013	NVTa Issues Call for Projects
September 27, 2013	CMAQ/RSTP Project List Due to VDOT
October 1, 2013	Begin Federal Fiscal Year – 2014 VDOT – Conduct Fall Transportation Meetings & Districts submit FFY New Phase Start Information.
October 17, 2013	TPB Releases Final Call for Projects – Transportation Agencies begin Submitting Project Information through On-Line Database
November 2013	VDOT – Confirm with CTB the priorities for development of the SYIP, FFY Strategy determined & districts begin updating schedules and estimates for SYIP update.
*November 8, 2013	NVTa approves Six Year Plan Process, Project Prioritization and Project Development
November 11, 2013	Project Submissions for FY 2014 & 2015 due with prioritization matrix
November 13, 2013	CTB's – Fall Transportation Public Hearing in Northern Virginia
November 18-22, 2013	Possible meeting dates for VDOT, Jurisdictions, Agencies, etc. to meet and discuss project list
November 21, 2013	JACC reviews Draft Program of Projects VDOT provides project list with phase stars to MPOs
December 2013	Review of Projects and Procedures with NVTa Technical Advisory Committee and Planning Coordination Advisory Committee

\* No November NVTa Meeting Currently Scheduled

	<p>VDOT – Urban Priorities Due &amp; District coordinates with MPOs to provide regional priorities</p> <p>VDOT – VDOT Study Rating Due</p>
December 6, 2013	Draft Six Year Program to NVTa
December 12, 2013	<p>NVTa reviews Draft Program of Projects and Releases Program for Public Comment</p> <p>VDOT provides obligation information to non-attainment MPOs for TIPs</p>
December 14, 2013	DEADLINE – Transportation Agencies Complete Submission of Draft Project Inputs
December 27, 2013	VDOT provides annual list of obligations for public release
January 2014	<p>VDOT – Central Office Programming starts working on draft scenario of SYIP based on estimates/schedules in the PCES system as of December 30 &amp; District Programming coordinates RSTP/CMAQ amounts and instructions to MPOs.</p>
January 10, 2014	NVTa Holds Public Hearing, Reviews Public Comments and Will be Asked to Approve Program of Projects
January 17, 2014	CLRP & TIP Project Submissions and Draft Scope of Work Release for Public Comment
January 23, 2014	TPB Briefed on Project Submissions and Draft Scope of Work
February 2014	<p>VDOT – Central Office Programming continues working on draft scenario of SYIP, CO and District Management review preliminary working draft of the interstate system &amp; CO and District have MPO/PDC Meetings on SYIP development, etc.</p>
February 1, 2014	DRPT – Annual Applications Due
February 15, 2014	Public Comments Period Ends
February 20, 2014	TPB reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
March 2014	<p>VDOT – Draft SYIP Public Hearing dates determined, Final appropriation amounts received, District Programs MPO RSTP/CMAQ allocations and special program funding based on MPO strawman &amp; Project managers update estimates and schedules.</p>

April 2014	VDOT – Begin SYIP public hearings, Final Allocations determined & Final CMAQ/RSTP allocations coordinated with MPO
April 7, 2014	VDOT – Draft SYIP release
May 2014 May 2, 2014	VDOT – Complete SYIP public hearings and review comments DEADLINE – Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms.
May 15, 2014	FY14-19 SYIP adopted by the CTB
May 21, 2014	TPB Receives Status Report on Conformity Assessment
June 2014	VDOT – SYIP to be adopted by CTB and posted to external website, Begin discussions on districts/divisions/DPRT on bonus federal Obligation Authority & Central Office Programming submit budget posting information from final SYIP to Financial Planning.
June 13, 2014	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
June 19, 2014	TPB releases Conformity Assessment for Public Comment
July 2014	VDOT – District to Submit request for potential Bonus OA projects
July 13, 2014	Public Comment Period Ends
July 16, 2014	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
August 2014	VDOT – Central Office Submits Bonus OA request to FHWA & Kick off FY- 14 Systematic Review of SYIP Projects



**Proposed Project List for Consideration for FY 2014 Funding (June 3, 2013)**  
**Geographic Balance and Summary**

	<b>Phase/s</b>	<b>Allocation</b>
<b><u>Alexandria</u></b>		
DASH Bus Expansion (5 new buses)	FY 14 Revenue Service	3,250,000
Traffic Signal Upgrades/Transit Signal Priority	FY 14 Construction / FY 14 Design Start	660,000
Shelters and Real-Time Transit Information for DASH/WMATA.	FY 14 Construction Start	450,000
Potomac Yard Metrorail Station EIS	FY 14 Planning Complete, Begin Design	2,000,000
<b>Subtotal</b>		<b>6,360,000</b>
<b><u>Arlington</u></b>		
Columbia Pike Multimodal Street Improvements	FY 14 Construction Start	12,000,000
Boundary Channel Drive Interchange	FY 14 Design Complete, FY 15 Const.	4,335,000
Silver/Blue Line Mitigation (ART Fleet Expansion) (4 buses)	FY 14 Revenue Service	1,000,000
Crystal City Multimodal Center	FY 14 Construction Start	1,500,000
<b>Subtotal</b>		<b>18,835,000</b>
<b><u>Fairfax City</u></b>		
Chain Bridge Road Widening/Improvements	FY 14 ROW and Construction Start	<b>5,000,000</b>
<b><u>Fairfax County</u></b>		
Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	FY14 Design/Build	20,000,000
Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	FY14 Design/Build	11,100,000
Innovation Center Metrorail Station	FY14 Design/Build	41,000,000
Herndon Parkway Intersection Improvements at Van Buren St.	FY 14 Design Complete, ROW	500,000
Herndon Parkway Intersection Improvements at Sterling Road	FY 14 Design Complete, ROW	500,000
Herndon Metrorail Intermodal Access Improvements	FY 14 Design Complete, ROW	1,100,000
<b>Subtotal</b>		<b>74,200,000</b>
<b><u>Falls Church</u></b>		
Pedestrian Access to Transit	FY 14 Design Complete	700,000
Funding for Bus Shelters	FY 14 Construction Start	200,000
Pedestrian Bridge at Van Buren Street	FY 14 Design Start	300,000
<b>Subtotal</b>		<b>1,200,000</b>
<b><u>Loudoun</u></b>		
Belmont Ridge Road between Portsmouth Boulevard and Hay Road	FY 14 Design/Build Start	20,000,000
Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)	FY 14 Construction Start	6,400,000
(Leesburg) Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separation.	FY 14 Design Start	1,000,000
Leesburg Park and Ride	FY 14 ROW and Construction Complete	1,000,000
2 New Transit Buses	FY 14 Revenue Service	880,000
<b>Subtotal</b>		<b>29,280,000</b>
<b><u>Prince William</u></b>		
Route 1 from Featherstone Road to Mary's Way	FY 14 Design Start	3,000,000
Route 28 from Linton Hall Road to Fitzwater Drive	FY 14 Construction Start	25,000,000
<b>Subtotal</b>		<b>28,000,000</b>
<b><u>NVTC</u></b>		
Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II)	FY 14 Planning Start	<b>838,000</b>
<b><u>PRTC</u></b>		
PRTC New Gainesville Service (1 bus)	FY 14 Revenue Service	<b>580,000</b>

**VRE**

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

**WMATA**

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

Total FY 14 Construction Projects	10	53,510,000
Total FY 14 Revenue Service Projects	4	5,710,000
Total FY 14 Design/Build Projects	6	103,435,000
Total FY 14 ROW Acquisition Projects	3	2,100,000
Total FY 14 Design Projects	8	21,400,000
Total FY 14 Planning Projects	1	838,000
<b>Total FY 14 Projects (1)</b>	<b>32</b>	<b>186,993,000</b>

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

**Mode Balance**

	<b>Projects</b>	<b>Allocation</b>	<b>% Share</b>
Total Roadway Projects	12	108,835,000	58%
Total Transit/Multimodal Projects	20	78,158,000	42%
	<b>32</b>	<b>186,993,000</b>	<b>100%</b>





# Project Description Form

## Basic Project Information

**1. Submitting Agency:**

Arlington County

**2. Project Title:**

Columbia Pike Multimodal Improvement

**3. Project Type:**☒ Roadway ☐ Multimodal ☐ Transit**4. Project Description/Scope:**

The project will provide for street improvements to include a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to S. Joyce Street on the east end. The next phase scheduled to be constructed is between the Fairfax County line to Four Mile Run.

**5. Route (if applicable):** Route 244**6. Total Project Cost:** \$12,000,000**7. Total Funds Required:** \$12,000,000**8. Phase/s of Project Covered by****Funding:** Construction

# FPO MAP POINT IMAGE

**9. Project Milestones***(by phase, include all phases):*

Design Complete: FY 2014

Construction Start: FY 2014

Construction Complete: FY 2016

**10. In TransAction 2040 plan?**☒ Yes ☐ No**11. In CLRP, TIP or Air Quality Neutral?**

Yes. CLRP, ID# 2315, #1973

**12. Leverages Sources:**☒ Local ☒ State ☐ Federal☐ Other *(please explain)*

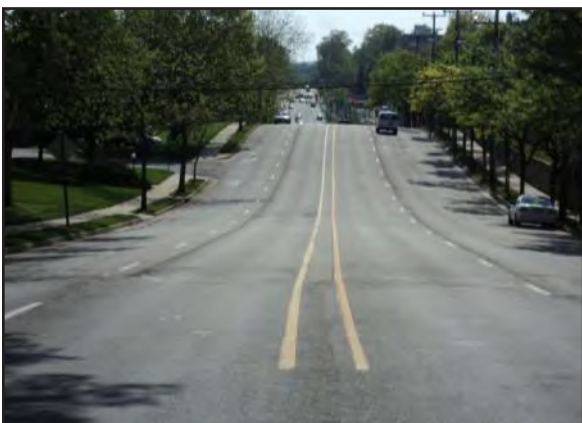
## PROJECT ANALYSIS

**Tier I** ☒ Pass ☐ Fail **Tier II** 7 out of 8 points**Tier III Congestion Reduction Relative to Cost:****Plan** ☒ CLRP ☐ TA2040 only **Rating** ☒ High ☐ Med ☐ Low

## Stated Benefits *(1-2 paragraphs maximum for each question)*

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1. **What regional benefit/s does this project offer?** Columbia Pike in Arlington provides an important connection from Fairfax County to the Pentagon, and the high-density Pentagon City and Crystal City employment and retail centers. This project will improve traffic flow along the corridor through the installation of left-turn lanes where they don't currently exist.
2. **How does the project reduce congestion?** This project will improve traffic flow through the installation of left-turn lanes along the corridor where they don't currently exist and removing redundant driveway entrances. Left turning traffic reduces the capacity of lanes to carry through traffic, which lead to increased congestion and travel time delay. The addition of dedicated left-turn lanes will reduce congestion by removing the turning traffic from the through traffic flow at road intersections. The project will also provide improved access to transit stops along the corridor.
3. **How does the project increase capacity *(mass transit projects only)*?** The goal of this project is to provide a complete street that achieves an appropriate balance of travel modes and supports future high-quality, high-frequency transit service.
4. **How does the project improve auto and pedestrian safety?** The addition of left turn lanes should decrease rear end collisions. Wider sidewalks, improved pedestrian ramps, improved pedestrian crossings and the elimination of redundant driveway entrances will improve pedestrian safety.
5. **List internet address/link to any additional information or documentation in support of project benefits. *(Optional)***  
<http://www.columbiapikeva.us/multimodal-street-improvements/>
6. **Project Picture/Illustratives** *(Insert "Before" picture)*



## 4.A.iv.

### Financial Working Group Northern Virginia Transportation Authority

#### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

**FROM:** William Euille, Chairman  
Financial Working Group  
Northern Virginia Transportation Authority

**SUBJECT:** Recommendations of the Financial Working Group related to the Implementation of HB 2313 (Agenda Item 4.A.iv.)

**DATE:** June 14, 2013

#### **Recommendations:**

The Financial Working Group recommends that the NVTa take the following actions related to the implementation of HB 2313:

- a) Approve the FY 2014 to FY 2019 revenue estimates by jurisdiction for each of the revenue sources (Attachment A);
- b) Approve a letter to the Chief Administrative Officers of the nine NVTa jurisdictions seeking information about each jurisdiction's intention related to adoption of the Commercial and Industrial Property Tax for Transportation at \$0.125 per \$100 valuation or equivalent and to collect information on each jurisdiction's transportation expenses over the past three fiscal years (Attachment B);
- c) Approve the initial phase of a scope of work (Attachment D) for NVTa's financial advisor (PFM) to analyze the financial implications of an initial bond issuance and authorizes NVTa's Chairman to sign a contract with PFM not to exceed \$(amount to be provided at meeting) to conduct this work;
- d) Direct staff to prepare documents necessary for an initial bond issuance as soon as possible for NVTa's consideration, subject to recommendations that might be made by PFM; and
- e) Approve a revised Memorandum of Understanding between NVTa, the Northern Virginia Transportation Commission and Arlington County for the payment of NVTa's bills (to be provided at the meeting).

**Background:**

Since the May 23, 2013, NVTa meeting, the Financial Working Group has met twice to continue its efforts to prepare for the implementation of HB 2313. Each of the working group's recommendations is discussed in more detail below. In addition, the working group's discussions on several other topics are also described.

**Revenue Estimates**

Following the General Assembly's adoption of HB 2313, staff began to work with the Virginia Department of Taxation to prepare revenue estimates by jurisdiction for each of the three Northern Virginia revenue sources that will be transferred to NVTa. Initial drafts were prepared on May 6, 2013. Subsequently, the methodology and estimates were reviewed with the Financial Working Group. Several jurisdictions raised questions about different aspects of the methodology. These questions were reviewed and discussed. Some adjustments to the estimates were made. Ultimately, the Financial Working Group voted to recommend that the NVTa adopt the attached revenue estimates included as Attachment A. These estimates include a 12 month estimate for FY 2014 with the accrual of one month's revenue that will be earned in FY 2014, but will not be received until FY 2015. These revenue estimates will be used by the Project Implementation Working Group to develop at FY 2014 project list recommendations and ultimately develop a recommended Six Year Program. Once collections begin, the estimates will be adjusted to reflect actual revenues received. It is anticipated that these revenue estimates will be revised annually. HB 2313 requires that over time each jurisdiction's long-term benefit shall be approximately equal to the proportion of the taxes and fees collected in the jurisdiction.

The working group and Fairfax, Loudoun and Prince William County staff still need work with the five towns to resolve the revenue estimates for those towns. One of the discussion items will be the methodology for determining the amount of money raised in the towns. It is anticipated that these estimates will be submitted to the NVTa for consideration at the Authority's July meeting.

**Commercial and Industrial Property Tax and Maintenance of Effort**

HB 2313 requires that for a local jurisdiction to receive its share of the 30 percent of NVTa revenues returned to the jurisdictions, the jurisdiction must adopt the Commercial and Industrial Property Tax for Transportation at the maximum level of \$0.125 per \$100 valuation or deposit an equivalent amount of money annually in a separate fund for transportation. If a jurisdiction only deposits a portion of the funding, their share of the 30 percent funds is adjusted accordingly. To calculate how to distribute the 30 percent of the funding to the local governments, NVTa must understand each jurisdiction's intention. Attachment B formally seeks this information from the jurisdictions.

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In addition, HB 2313 requires that each jurisdiction maintain its level of funding for transportation as measured by the average of its expenditures for FY 2011 to FY 2013. This requirement excludes bond proceeds and debt service, as well as federal and state grants. Attachment B formally seeks information on jurisdictional expenditures for transportation during the referenced fiscal years.

At the May 23, 2013, NVTa meeting, the Authority referred a memorandum from Davenport and Company to Loudoun County (Attachment C) regarding a possible bond sale to the Financial Working Group for its review. The working group discussed the points in the Davenport memo and established a subcommittee to prepare a scope of work for NVTa's financial advisor (PFM) to address the Davenport memo and other questions related to an initial bond sale.

As part of this effort, the Financial Working Group asked jurisdictions if they had a contract for financial advice that they would like NVTa to consider riding, instead for proceeding to seek financial advice from PFM. No jurisdiction has offered such a contract.

The scope of work (Attachment D) includes reviewing recommendations which PFM prepared for the Authority in 2007. The cost of the analysis will not exceed \$(amount to be provided at meeting). The Financial Working Group recommends that NVTa approve the scope of work and authorize Chairman Nohe to execute a contract with PFM not to exceed \$(amount to be provided at meeting). The cost of this study will be paid from the grant that the NVTa previously received from the Virginia Department of Transportation.

It is anticipated that PFM will be able to make its report and recommendations to the Authority at the July meeting.

#### Preparation for an Initial Bond Sale

At the May 23, 2013, the Legal Working Group recommended that NVTa consider an initial bond issue and a bond validation suit as a way of addressing potential legal issues related to HB 2313. This recommendation has also been discussed by the Financial Working Group. The Financial Working Group believes that a modest bond issue may not only assist NVTa in resolving any legal challenges, but would also provide upfront revenues to initiate some regional projects. As a result, the Financial Working Group recommends that, subject to the analysis being prepared by PFM, the NVTa direct staff to prepare for an initial bond issue and return to the NVTa with the associated documents as soon as possible. In addition to assisting NVTa with addressing legal challenges in a consolidated way (rather than defending multiple lawsuits that could occur over a number of years that could result in NVTa or the Commonwealth having to return funding to tax payers, if the challenges is successful) an initial bond issue could provide funding to advance a greater number of transportation improvements more quickly.

### Memorandum of Understanding for Bill Payment

In 2007, NVTA entered into Memorandums of Understanding (MOUs) with the Northern Virginia Transportation Commission (NVTC) and Arlington County to pay NVTA's bills until an executive director was hired. The process include in the MOUs is as follows:

1. A request for expenditure is forwarded to a staff subcommittee of the Financial Working Group.
2. This subcommittee determines if the expenditure falls within the "Estimate of Start-up Costs." If it does, the subcommittee will forward a recommendation for approval to the NVTA Vice-Chairman with appropriate documentation.
3. The NVTA Vice-Chairman will either approve or disapprove the expenditure. If the expenditure is approved, an Electronic File Transfer Form will be signed by the NVTA Vice-Chairman, and sent to the Arlington County Treasurer's office.
4. The Arlington County Treasurer's Office will prepare paper checks utilizing check stock drawing on NVTA accounts, and forward them to the NVTA Chairman for signature.
5. The Arlington Treasurer's Office will submit a monthly report, or report on demand, of all disbursements prepared under this agreement on behalf of NVTA to the Northern Virginia Transportation Commission (NVTC), Director of Finance and Administration. Such reports will provide the accounting information needed by NVTC to reconcile these disbursements.
6. The NVTC will reconcile these disbursement transactions at least monthly as part of the NVTC MOU with NVTA for bookkeeping and accounting services dated July 12, 2007.

Some parts of the 2007 MOUs need to be updated to reflect the 2013 situation. The Legal Working Group and the Financial Working Group are revising the MOUs to reflect the current situation. This revised MOU will be presented to the NVTA for consideration on June 20, 2013.

In addition to the five items requiring NVTA action on June 20, 2013, there are a number of other financial items that are being reviewed to the working group. These items are summarized below. The working group will ask for NVTA to act on these items at a future meeting.

### Financial System Requirements

In 2007, NVTA authorized the establishment of bank accounts. NVTC established an accounting system and individual accounts for each jurisdiction. These procedures and accounts remain in place today. The Financial Working Group believes that these procedures and the accounting system are sufficient for the time being; however, as was the case in 2008, once NVTA secures an

individual in the position of Executive Director and a person to fulfill the Chief Financial Officer functions, these procurements should be reviewed and modified as appropriate, with NVTa concurrence.

#### Financial Controls

In 2007, NVTa established a redundant process for paying bills. This system (described above) was designed to ensure proper authorization for payments and sufficient checks and balances. Audit procedures were also established. This system remains in place today. (Assuming all parties are comfortable continuing in their roles or are replaced), the Financial Working Group recommends that these procedures remain in place until NVTa secures an individual in the position of Executive Director and a person to fulfill the Chief Financial Officer functions. At that time, adjustments should be made to streamline the process while retaining sufficient checks and balances.

#### Transferring of 30 Percent Funding to Local Governments

Assuming that each local government has met the criteria for receiving its share of the 30 percent of revenues to be returned to the local governments, the Financial Working Group recommends that these funds be dispersed to the local government accounts as soon as NVTa processes the receipts from the Commonwealth, but not more frequently than monthly. As required by Code, each local government will need to provide NVTa with an annual report documenting how these revenues were spent.

#### Transferring of 70 Percent Funding to Implementing Agencies

Recognizing that NVTa will not have the resources to transfer all of the 70 percent regional funding to implementing agencies in advance of project construction, the Financial Working Group recommends that a cash flow procedure be established and implementing agencies submit information for each project. Implementing agencies would pay progress payments to contractors on the regional projects approved by NVTa and submit reimbursement requests to NVTa no more frequently than monthly. NVTa will reimburse the implementing agency promptly for their expenditures. In the event that an implementing agency is not able to make the first progress payment prior to receiving an NVTa reimbursement, NVTa could authorize an advanced payment for an individual project. (FWG still needs to determine what other “grant” requirements (if any) may be necessary or desirable, recognizing that a streamline process is the goal).

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### Hold Harmless

After July 1, 2013, if an implementing agency chooses to proceed with a project that it intends to fund with NVTa revenues, the Financial Working Group recommends that NVTa consider advanced approval of reimbursement of funding expended after July 1, 2013, assuming that legal issues associated with the NVTa revenue sources are resolved. The implementing agency would assume the risk if NVTa and/or the Commonwealth do not prevail in litigation.

### On-Going Activities

The Financial Working Group is still working on several additional tasks. These include:

- establishing procedures for cash flow analyses for projects;
- preparing FY 2014 budget recommendations;
- developing audit procedures;
- updating NVTa's procurement policies;
- coordinating with the Legal Working Group to review a Memorandum of Understanding with the Department of Taxation for receiving the tax revenues, prepare a scope of work for bond counsel, preparing documents for an initial bond issue (if directed by the NVTa), prepare a letter to the Treasury Board clarifying procedures for transfer and use of the regional tax revenues, and resolve revenue estimated for the five towns.

Financial Working Group members and I will be available at the NVTa meeting on June 20, 2013, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee  
Members, NVTa Financial Working Group



Attachment B

Dear Chief Administrative Officer:

As you know, the Virginia General Assembly passed legislation (HB2313) during the 2013 Session which provides new transportation revenues for Northern Virginia. The new revenues will generate approximately \$300 million annually beginning on July 1, 2013. These revenues will be sent to the Northern Virginia Transportation Authority (NVTa).

Of these revenues, 70 percent will be retained by NVTa “to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § [15.2-4830](#) and that have been rated in accordance with § [33.1-13.03:1](#) or (ii) mass transit capital projects that increase capacity. For only those regional funds received in fiscal year 2014, the requirement for rating in accordance with § [33.1-13.03:1](#) shall not apply. The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project and shall document this information for each project selected. Such projects selected by the Authority for funding shall be located (a) only in localities embraced by the Authority or (b) in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.”

The remaining 30 percent will be returned to the local jurisdictions that are members of NVTa “for urban or secondary road construction; for other capital improvements that reduce congestion; for other transportation capital improvements which have been approved in the most recent long range transportation plan adopted by the Authority; or for public transportation purposes.”

To receive its 30 percent share of the funding from NVTa, a local jurisdiction must “create a separate, special fund in which all revenue received pursuant to this subsection [30 percent of the regional revenues collected in the jurisdiction] and from the tax imposed pursuant to §58.1-3221.3 shall be deposited”. §58.1-3221.3 authorizes a local jurisdiction that is a member of NVTa to impose a commercial and industrial property tax for transportation of up to \$0.125 for \$100 valuation. HB 2313 further states that “If a locality has not deposited into its special fund (i) revenues from the tax collected under § [58.1-3221.3](#) pursuant to the maximum tax rate allowed under that section or (ii) an amount, from sources other than moneys received from the Authority, that is equivalent to the revenue that the locality would receive if it was imposing the maximum tax authorized by § [58.1-3221.3](#), then the amount of revenue distributed to the locality pursuant to subdivision 1 shall be reduced by the difference between the amount of revenue that the locality would receive if it was imposing the maximum tax authorized by such section and the amount of revenue deposited into its special fund pursuant to clause (i) or (ii), as applicable. The amount of any such reduction in revenue shall be redistributed according to subsection C. The provisions of this subdivision shall be ongoing and apply over annual periods as determined by the Authority.”

To demonstrate compliance with this provision of HB 2313, NVTa requests to have a formal response from a duly authorized representative of each jurisdiction as to whether the jurisdiction has or intends to implement the commercial and industrial property tax for transportation at \$0.125 per \$100 valuation or some other amount, or whether, instead, it will set aside an amount of revenue from another local source that will be equivalent to the revenue it would receive if it was imposing the maximum commercial and industrial property tax for transportation or choose not to implement either at this time. Could you please transmit a written statement indicating your jurisdiction’s intention on this point to me by July 26, 2013? In addition, could you also include your

jurisdiction's estimate of what a \$0.125 per \$100 commercial and industrial property tax would generate in FY 2014 in your jurisdiction?

In addition, HB 2313 requires that "each county or city located in Planning District 8, ... shall expend or disburse for transportation purposes each year an amount that is at least equal to the average annual amount expended or disbursed for transportation purposes by the county or city, excluding bond proceeds or debt service payments and federal or state grants, between July 1, 2010, and June 30, 2013." It further states that "In the event that any such county or city does not expend or disburse such an amount, that county or city shall not be the direct beneficiary of any of the revenues generated by the state taxes or fees imposed solely in Planning Districts pursuant to this act in the immediately succeeding year."

To demonstrate compliance with this provision of the act, NVTa is seeking information from a duly authorized representative of each jurisdiction on its audited transportation expenditures (on an accrual basis) for the past three fiscal years. Could you please complete the attached worksheet and return it to me by July 26, 2013? Expenditures from FY 2013 can be estimated based on your adopted FY 2013 budgets until audited FY 2013 expenditures are available.

If you have any questions, please contact Tom Biesiadny at (703) 877-5663, Monica Backmon at (703) 792-6273, Jason Friess at (703) 228-3422 or Morgan Routt at (703) 746-3743.

Thank you very much.

Sincerely,

Martin E. Nohe  
Chairman

Cc: NVTa Member  
JACC Member from Jurisdiction  
Financial Working Group Member(s) from Jurisdiction

## **NVTA Financial Analysis – Scope of Work**

### **06/14/2013**

The NVTA desires the performance of the Financial Advisor to develop a comprehensive, long range plan of finance based on the 70 percent income projected from the recently adopted transportation bill (HB 2313). The plan of finance will build upon the NVTA Project List for FY 2014 and NVTA's TransAction 2040 Regional Transportation Plan and overlay certain required financial analyses and metrics, such as debt capacity. The initial analysis shall focus on the most effective uses of the projected multi-year income stream, and provide a sound foundation for best financial management practices that include investment and debt affordability policies. Dependent upon the findings and recommendations from the initial phase and the recommendations of the Financial Working Group and the decisions of the NVTA, the long range financing plan will be an important prerequisite to the rating dialog and will enable NVTA to present a comprehensive financial strategy to the rating agencies and participants in the bond market. This approach will give the rating agencies the in-depth analysis and a financing plan on which to perform their credit analysis and help NVTA achieve credibility with the participants in the bond market.

#### **Initial Phase of Finance Development**

The company will develop a comprehensive plan of finance that encompasses NVTA's long range capital plan and revenue forecast. The plan shall provide alternatives for financing the transportation program. The individual tasks and deliverables will be:

1. An analysis of debt vs. pay-as-you-go financing, including an analysis of alternatives to debt financing.
2. An analysis of various financial alternatives and debt structures, including, but not limited to fixed rate debt, variable rate debt, & interim financing. Identify the types and amounts of securities required for NVTA to issue a bond. How do these requirements compare to those of larger jurisdictions requirements? Recommend specific details and schedule for an initial bond issue, including size, maturity schedules, timing of sale, call provisions and other related items.
3. Analyze the impact of items 1 and 2 on the legal and credit provisions of NVTA's borrowing program, such as debt service coverage thresholds, including an analysis of the implications and potential impacts on localities of the issuance of debt by NVTA.
4. An analysis of implications and potential impacts on NVTA and the localities should another entity or conduit borrower, such as the Virginia Resource Authority, issue debt on behalf of NVTA member jurisdictions supported by the 70 percent share of funding NVTA retains.
5. An analysis of pros and cons of bond sales supported by the 70 percent share of funding NVTA retains through NVTA versus individual locality or localities.
6. Attend all NVTA Financial Working Group meetings
7. Participate in conference calls and meetings as necessary
8. Prepare and provide a memorandum and presentation for the NVTA Board on July 24, 2013, and a presentation to the Financial Working Group before the NVTA meeting.
9. Provide other financial advisory services, as requested by NVTA

## **A Future Phase**

1. Support the Council of Counsels, Bond Counsel and the Financial Working Group with the bond validation proceedings, as needed, including potential expert witness testimony
2. Develop financial, investment and debt affordability policies, in accordance with the recommendation of the financial working group
3. Develop a multi-year debt capacity model, which can accommodate various scenarios and “what if” analysis
4. Work with NVTAs bond counsel, McGuireWoods, to review bond validation authorizing resolution and documents, including the following:
  - a. Review NVTAs plan to issue the bond validation suit. Analyze, evaluate and, if appropriate, recommend modifications to NVTAs plan.
  - b. Work with NVTAs staff and McGuire Woods to complete the authorizing resolution, and to review all documentation, including ordinances and bond documents relating to the bond validation suit, and make recommendations as appropriate.
5. Provide options and a recommendation regarding an optimal long-range plan of finance. Recommend specific details and schedule for this initial bond issue, including size, maturity schedules, timing of sale, call provisions and other related items.

## Estimated Revenues Generated from HB2123

6/11/2013

Including Population Comparison

### Total Estimated Revenues Generated in NoVA from Additional Sales, TOT, Grantor's

	<u>Projections</u>	<u>Sales Tax 0.7%</u> <u>add-on</u>	<u>TOT 2% Add-on</u>	<u>Grantor's .15/\$100</u>	<u>Total Additional</u> <u>Revenue</u>	<u>70% to NVTA</u>	<u>30% to Localities</u>
Year 1	<b>FY 2014</b>	232,456,223	24,348,642	34,676,789.94	291,481,655	204,037,159	87,444,497
Year 2	<b>FY 2015</b>	239,429,910	24,592,128	34,676,789.94	298,698,829	209,089,180	89,609,649
Year 3	<b>FY 2016</b>	246,612,807	24,838,050	34,676,789.94	306,127,647	214,289,353	91,838,294
Year 4	<b>FY 2017</b>	254,011,192	25,086,430	34,676,789.94	313,774,412	219,642,088	94,132,324
Year 5	<b>FY 2018</b>	261,631,527	25,337,295	34,676,789.94	321,645,612	225,151,928	96,493,684
5 Year Projection		1,234,141,660	124,202,545	173,383,949.70	1,531,728,155	1,072,209,709	459,518,447
Annual growth assumptions: Sales tax 3%; TOT 1%, Grantor's 0%							

### Sales Tax Only (3% growth)

	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>5-Year Total</u>
Arlington	24,473,867	25,208,083	25,964,326	26,743,256	27,545,553	129,935,086
Fairfax	104,977,104	108,126,417	111,370,210	114,711,316	118,152,656	557,337,703
Alex	15,806,507	16,280,702	16,769,123	17,272,197	17,790,362	83,918,890
Loudoun	39,833,324	41,028,324	42,259,173	43,526,949	44,832,757	211,480,526
Pr. William	32,943,958	33,932,277	34,950,245	35,998,752	37,078,715	174,903,947
Fairfax City	6,462,525	6,656,401	6,856,093	7,061,776	7,273,629	34,310,423
Falls Church	2,470,340	2,544,450	2,620,784	2,699,407	2,780,390	13,115,371
Manassas	4,568,248	4,705,295	4,846,454	4,991,848	5,141,603	24,253,449
Manassas Park	920,350	947,961	976,400	1,005,692	1,035,862	4,886,265
Total	232,456,223	239,429,910	246,612,807	254,011,192	261,631,527	1,234,141,660
70%	162,719,356	167,600,937	172,628,965	177,807,834	183,142,069	863,899,162
30%	69,736,867	71,828,973	73,983,842	76,203,358	78,489,458	370,242,498

### TOT Only (1% growth)

	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>5-Year Total</u>
Arlington	8,890,830	8,979,739	9,069,536	9,160,232	9,251,834	45,352,171
Fairfax	9,984,936	10,084,786	10,185,633	10,287,490	10,390,365	50,933,210
Alexandria	3,570,388	3,606,092	3,642,153	3,678,574	3,715,360	18,212,567
Loudoun	806,445	814,509	822,654	830,881	839,189	4,113,678
Pr. William	530,452	535,757	541,114	546,525	551,990	2,705,838
Fairfax City	345,984	349,444	352,938	356,467	360,032	1,764,865
Falls Church	141,857	143,276	144,708	146,156	147,617	723,614
Manassas	77,750	78,527	79,313	80,106	80,907	396,603
Manassas Park	-	-	-	-	-	-
Total	24,348,642	24,592,128.49	24,838,049.78	25,086,430.27	25,337,294.58	124,202,545



	70%	2,374,096	2,374,096	2,374,096	2,374,096	2,374,096	11,870,478
	30%	1,017,470	1,017,470	1,017,470	1,017,470	1,017,470	5,087,348
Total		22,768,460	23,278,359	23,802,841	24,342,336	24,897,288	<b>119,089,283</b>
	70%	15,937,922	16,294,851	16,661,989	17,039,635	17,428,101	83,362,498
	30%	6,830,538	6,983,508	7,140,852	7,302,701	7,469,186	35,726,785
<b>Loudoun</b>		<b>FY14</b>	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>5-Year Total</b>
Sales		39,833,324	41,028,324	42,259,173	43,526,949	44,832,757	<b>211,480,526</b>
	70%	27,883,327	28,719,827	29,581,421	30,468,864	31,382,930	148,036,368
	30%	11,949,997	12,308,497	12,677,752	13,058,085	13,449,827	63,444,158
TOT		806,445	814,509	822,654	830,881	839,189	<b>4,113,678</b>
	70%	564,511	570,156	575,858	581,616	587,433	2,879,574
	30%	241,933	244,353	246,796	249,264	251,757	1,234,103
Grantors		6,093,105	6,093,105	6,093,105	6,093,105	6,093,105	<b>30,465,525</b>
	70%	4,265,173	4,265,173	4,265,173	4,265,173	4,265,173	21,325,867
	30%	1,827,931	1,827,931	1,827,931	1,827,931	1,827,931	9,139,657
Total		46,732,873	47,935,938	49,174,932	50,450,934	51,765,051	<b>246,059,729</b>
	70%	32,713,011	33,555,156	34,422,453	35,315,654	36,235,536	172,241,810
	30%	14,019,862	14,380,781	14,752,480	15,135,280	15,529,515	73,817,919
<b>Prince William</b>		<b>FY14</b>	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>5-Year Total</b>
Sales		32,943,958	33,932,277	34,950,245	35,998,752	37,078,715	<b>174,903,947</b>
	70%	23,060,771	23,752,594	24,465,171	25,199,127	25,955,100	122,432,763
	30%	9,883,187	10,179,683	10,485,073	10,799,626	11,123,614	52,471,184
TOT		530,452	535,757	541,114	546,525	551,990	<b>2,705,838</b>
	70%	371,316	375,030	378,780	382,568	386,393	1,894,087
	30%	159,136	160,727	162,334	163,958	165,597	811,751
Grantors		4,476,903	4,476,903	4,476,903	4,476,903	4,476,903	<b>22,384,515</b>
	70%	3,133,832	3,133,832	3,133,832	3,133,832	3,133,832	15,669,160
	30%	1,343,071	1,343,071	1,343,071	1,343,071	1,343,071	6,715,354
Total		37,951,313	38,944,936	39,968,262	41,022,181	42,107,608	<b>199,994,300</b>
	70%	26,565,919	27,261,455	27,977,783	28,715,526	29,475,326	139,996,010
	30%	11,385,394	11,683,481	11,990,479	12,306,654	12,632,283	59,998,290
<b>Fairfax City</b>		<b>FY14</b>	<b>FY15</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>5-Year Total</b>
Sales		6,462,525	6,656,401	6,856,093	7,061,776	7,273,629	<b>34,310,423</b>
	70%	4,523,768	4,659,481	4,799,265	4,943,243	5,091,540	24,017,296
	30%	1,938,758	1,996,920	2,056,828	2,118,533	2,182,089	10,293,127

TOT		345,984	349,444	352,938	356,467	360,032	<b>1,764,865</b>
	70%	242,189	244,611	247,057	249,527	252,022	1,235,405
	30%	103,795	104,833	105,881	106,940	108,010	529,459
Grantors		289,079	289,079	289,079	289,079	289,079	<b>1,445,396</b>
	70%	202,355	202,355	202,355	202,355	202,355	1,011,777
	30%	86,724	86,724	86,724	86,724	86,724	433,619
Total		7,097,588	7,294,924	7,498,110	7,707,322	7,922,740	<b>37,520,684</b>
	70%	4,968,312	5,106,447	5,248,677	5,395,126	5,545,918	26,264,479
	30%	2,129,276	2,188,477	2,249,433	2,312,197	2,376,822	11,256,205
<b><u>Falls Church</u></b>							
		<b><u>FY14</u></b>	<b><u>FY15</u></b>	<b><u>FY16</u></b>	<b><u>FY17</u></b>	<b><u>FY18</u></b>	<b><u>5-Year Total</u></b>
Sales		2,470,340	2,544,450	2,620,784	2,699,407	2,780,390	<b>13,115,371</b>
	70%	1,729,238	1,781,115	1,834,549	1,889,585	1,946,273	9,180,760
	30%	741,102	763,335	786,235	809,822	834,117	3,934,611
TOT		141,857	143,276	144,708	146,156	147,617	<b>723,614</b>
	70%	99,300	100,293	101,296	102,309	103,332	506,530
	30%	42,557	42,983	43,413	43,847	44,285	217,084
Grantors		261,761	261,761	261,761	261,761	261,761	<b>1,308,806</b>
	70%	183,233	183,233	183,233	183,233	183,233	916,164
	30%	78,528	78,528	78,528	78,528	78,528	392,642
Total		2,873,958	2,949,487	3,027,254	3,107,324	3,189,768	<b>15,147,791</b>
	70%	2,011,771	2,064,641	2,119,077	2,175,127	2,232,838	10,603,454
	30%	862,188	884,846	908,176	932,197	956,930	4,544,337
<b><u>Manassas</u></b>							
		<b><u>FY14</u></b>	<b><u>FY15</u></b>	<b><u>FY16</u></b>	<b><u>FY17</u></b>	<b><u>FY18</u></b>	<b><u>5-Year Total</u></b>
Sales		4,568,248	4,705,295	4,846,454	4,991,848	5,141,603	<b>24,253,449</b>
	70%	3,197,774	3,293,707	3,392,518	3,494,294	3,599,122	16,977,415
	30%	1,370,474	1,411,589	1,453,936	1,497,554	1,542,481	7,276,035
TOT		77,750	77,750	78,527	79,313	80,106	<b>80,907</b>
	70%	54,425	54,425	54,969	55,519	56,074	56,635
	30%	23,325	23,325	23,558	23,794	24,032	24,272
Grantors		271,303	271,303	271,303	271,303	271,303	<b>1,356,515</b>
	70%	189,912	189,912	189,912	189,912	189,912	949,561
	30%	81,391	81,391	81,391	81,391	81,391	406,955
Total		4,917,301	5,054,349	5,196,285	5,342,464	5,493,012	<b>25,690,872</b>
	70%	3,442,111	3,538,044	3,637,399	3,739,725	3,845,109	17,983,610
	30%	1,475,190	1,516,305	1,558,885	1,602,739	1,647,904	7,707,261



<u>Manassas Park</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>5-Year Total</u>
Sales	920,350	947,961	976,400	1,005,692	1,035,862	<b>4,886,265</b>
70%	644,245	663,573	683,480	703,984	725,104	3,420,385
30%	276,105	284,388	292,920	301,707	310,759	1,465,879
Grantors	148,806	148,806	148,806	148,806	148,806	<b>744,032</b>
70%	104,165	104,165	104,165	104,165	104,165	520,823
30%	44,642	44,642	44,642	44,642	44,642	223,210
Total	1,069,157	1,096,767	1,125,206	1,154,498	1,184,669	5,630,297
70%	748,410	767,737	787,644	808,149	829,268	3,941,208
30%	320,747	329,030	337,562	346,349	355,401	1,689,089

<u>Total Regional</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>	<u>5-Year Total</u>
	291,481,655	298,698,829	306,127,647	313,774,412	321,645,612	1,531,728,155
<b>70%</b>	204,037,159	209,089,180	214,289,353	219,642,088	225,151,928	1,072,209,709
<b>30%</b>	87,444,497	89,609,649	91,838,294	94,132,324	96,493,684	459,518,447

Annual Transportation Expenditures

DRAFT: June 11, 2013

<u>Source</u>	<u>Actual Expenditures FY 2011</u>	<u>Actual Expenditures FY 2012</u>	<u>Budgeted Expenditures FY 2013*</u>	<u>Three Year Total</u>	<u>Three Year Average</u>
Local General Fund				0	0
Commercial and Industrial Property Tax				0	0
Proffers or Developer Contributions				0	0
Transit Fares				0	0
Advertising Revenues				0	0
Special Tax District Revenues				0	0
Regional Gas Tax				0	0
Other (Please Specify)				0	0
Totals	0	0	0	0	0



Davenport Public Finance  
Post Office Box 85678  
Richmond, Virginia 23285-5678

One James Center  
901 East Cary Street – 11<sup>th</sup> Floor  
Richmond, Virginia 23219-4037  
804-697-2900

## MEMORANDUM

To: Hon. Scott York

From: Courtney E. Rogers, *Senior Vice President, Davenport Public Finance*

Re: Northern Virginia Transportation Authority

Cc: Tim Hemstreet, County Administrator  
Charles Yudd, Assistant County Administrator  
Ben Mays, Chief Financial Officer  
Penny Newquist, Deputy Chief Financial Officer  
Janet Romanchyk, Comptroller  
Martina Williams, Debt Manager  
David P. Rose, *Senior Vice President and Manager, Davenport Public Finance*  
Joe Mason, *Senior Vice President, Davenport Public Finance*

Date: May 22, 2013

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With the recent passage of HB 2313 and subsequent signing of the legislation by Governor McDonnell, planning for use of the approximately \$270 million+ in annual transportation revenue has begun in earnest. It has come to our attention, through consultation and discussion with County Staff, that both you and they have identified a number of critical and fundamental questions that need to be addressed regarding the strategic use of the annual revenues coming to the NVTa. As Financial Advisor to Loudoun County, Davenport & Company LLC (“Davenport”) shares these concerns and through this letter, we seek to further articulate them, as well as to suggest a proactive path forward.

As you are aware, 30% of the annual revenue derived from HB 2313 will go directly to the localities. These revenues may either be used to cash fund projects, or leveraged, as each individual locality determines. The remaining 70% of annual revenue may be used as determined collectively by the NVTa board, insofar as such use is consistent with State Statutes. It is the monies making up the 70% and the planning process for their use that we wish to draw your attention.

According to County Staff, it appears that a decision has been made, at least among several of the parties participating in the various NVTAs working groups, to leverage these future revenues through the issuance of debt by the NVTAs, rather than using the funds on a pay-as-you-go basis in the coming year. While there are many factors that may influence the NVTAs' decision to issue debt or cash fund projects, to our knowledge, the rationale to use leverage versus other options has not been fully vetted based on the financial environment we are in today.

It is our understanding that the NVTAs distributed draft "Debt Policies" to its members pursuant to a memorandum dated January 7, 2008, and it is pursuant to these policies that the NVTAs anticipate issuing debt by leveraging future revenue streams. These policies make certain assumptions about the structural requirements for the NVTAs to issue bonds on an investment grade basis. For example, the policies establish a requirement that annual revenue must exceed annual debt service by more than 150% (i.e., for every \$1.00 of debt service the NVTAs need \$1.50 of revenue) and that the NVTAs must establish a reserve funded from bond proceeds. These policies may, or may not, be consistent with the rating objective or other legal covenant requirements commonly accepted in today's municipal marketplace. For example, if Loudoun County were to obtain its proportionate share of the 70% in the form of a direct payment, then the County could leverage these dollars without having to require roughly \$1.50 of revenues for each \$1.00 of debt service. Moreover, a debt service reserve fund, costly in today's interest rate environment, would most likely be unnecessary. Finally, the interest rate(s) paid by Loudoun could be equal, if not lower than that of the NVTAs depending upon the ultimate credit/security determined by Loudoun.

There have been material changes in the Public Capital Markets since the financial crisis in late 2008. Any policies or debt issuance contemplated in today's market must be reviewed based on the current environment and not policies promulgated in 2008. Further, it is our understanding that Loudoun County Staff has not been involved in the development or recommendations of these policies. At a minimum, the NVTAs planning process needs to first incorporate a multi-faceted review of any and all Plan of Finance options before the NVTAs moves forward with a bond issue or bond validation suit.

We respectfully recommend a more measured, consensus-driven approach. All parties will benefit from a full understanding of all alternatives by NVTAs members and recognition that critical choices made now will have far reaching implications for the member localities over the next 20 years or more. We would be pleased to participate in the planning process to add our perspective to the alternatives under consideration. Davenport serves as financial advisor to five of the nine localities that are NVTAs members (Loudoun County and the Cities of Alexandria, Fairfax, Manassas Park and Falls Church) and, as such, we believe that our clients' interests would be best served by an inclusive approach to the planning process.

We recognize the magnitude of the decisions related to the utilization of revenues derived from HB 2313 and the potential issuance of debt by the NVTAs. Prior to any formal decisions, we

believe it is imperative for Loudoun and the other members to have a clear understanding of the ultimate Plan of Finance and the rationale for any currently proposed Plan of Finance. To that end, we suggest a meeting take place between the key stakeholders, including their Finance Staff and respective Financial Advisor(s) so that all affected parties can be fully aware of and have input into the final Plan of Finance for the NVTa.

We believe that three members, the Counties of Arlington, Prince William and Fairfax are served by Public Financial Management, and that the City of Manassas has worked with Springsted in the past. Davenport has worked on regional projects effectively with both of these firms to the benefit of all interested parties.

### **Suggested Plan of Action:**

As a next step, we suggest that the NVTa have the two Financial Advisors who represent the majority of the stakeholders, Davenport and Public Financial Management, collectively present the pros and cons of using the 70% as pay-go funding versus leveraging the funds by issuing bonds. Some of the items that would be discussed include:

- If bonds are issued should the bonds be leveraged by NVTa or the individual localities;
- What are the credit implications of NVTa borrowing on the individual localities if any;
- What happens if the General Assembly were to make changes to the formula in later years while bonds are still outstanding;
- Do the draft policies need further refinement in light of the 2008 credit crisis;
- Are there other alternatives to debt financing which NVTa should consider;
- How will debt issued by NVTa be viewed by the rating agencies as it relates to the individual localities? (eg. Overlapping debt)

**Memorandum of Understanding (MOU) Administration of  
HB 2313 (Chapter 766, Acts of Assembly)**

**Agreement Between the Northern Virginia Transportation Authority and the  
Arlington County Treasurer's Office**

This agreement is made and entered into this \_\_\_\_\_ of June, 2013 by and between the Northern Virginia Transportation Authority (hereinafter NVTA) and the Arlington County Treasurer's Office (hereinafter Arlington Treasurer's Office).

**WHEREAS**, it is the intent of the NVTA to enter into an agreement with the Arlington Treasurer's Office to ensure the effective disbursement and payment of NVTA funds to vendors and service providers of NVTA; and,

**WHEREAS**, the NVTA is in need of short-term support to facilitate the payments of its obligations, once such payments have been approved by the NVTA; and,

**WHEREAS**, the Arlington Treasurer's Office has the expertise, procedures and experience to assist the NVTA; and,

**NOW, THEREFORE, WITNESSETH THIS AGREEMENT:**

THE terms of this agreement shall commence upon the signature of the Arlington County Treasurer and the Chairman of the NVTA.

THE Arlington Treasurer's Office, agrees to administer Automated Clearing House (ACH) and Wire Transfer transactions from the designated NVTA account(s) at Wells Fargo Bank NA. Such transactions will only be processed by the Arlington Treasurer's Office upon receipt of a Request For Electronic Funds Transfer (EFT) authorized by designated NVTA officials via fax or e-mail. A copy of the EFT form is attached as exhibit A.

THE Arlington Treasurer's Office agrees to prepare paper checks utilizing check stock drawing on NVTA accounts, and forwarding such checks to the NVTA officials authorized to sign them.

THE Arlington Treasurer's Office will submit a monthly report or report on demand of all disbursements prepared under this agreement on behalf of NVTA to the Director of Finance and Administration – Northern Virginia Transportation Commission (NVTC). Such reports will provide the accounting information needed by NVTC to reconcile these disbursements.

THE NVTC will reconcile these disbursement transactions at least monthly as part of the NVTC MOU with NVTA for bookkeeping and accounting services dated\_\_\_\_\_, 2013.

THE direct costs of check stock, postage and delivery incurred by the Arlington Treasurer's Office will be reimbursed by NVTa. The Arlington Treasurer's Office will not seek reimbursement for staff time involved in this agreement.

THIS agreement may be cancelled by either party upon written notice with at least 30 days notice. Such advance notice may be shortened or waived upon mutual written consent of the parties hereto. This agreement may also be amended upon mutual written consent of the parties hereto.

**Signed and agreed to this \_\_\_\_\_ day of June, 2013**

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**The Honorable Francis X. O'Leary**  
**Arlington County Treasurer**

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**The Honorable Martin Nohe**  
**Chairman, NVTa**

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

### **MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** JACC Approval of the Reallocation of Regional Surface Transportation Program Funds for the Cities of Fairfax and Falls Church

**DATE:** June 20, 2013

#### **Background:**

On September 11, 2008, the NVTa 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 Jurisdiction and Agency Coordinating Committee (JACC).

On June 6, 2013, the City of Fairfax and the City of Falls Church requested such reallocations. The reallocation requests are noted below:

#### **City of Falls Church**

- Transfer \$68,732 of FY 2009 RSTP funds from Pedestrian Master Plan, UPC 85377 to Signal Head Conversion to LED, UPC 102552. The City completed the Pedestrian Master Plan program and has money remaining. The signal head conversion is ongoing and includes pedestrian improvements, such as the addition of pedestrian signal heads and updates to ramps to make them ADA compliant. Additional funding is needed to complete the pedestrian improvements portion of the project.

#### **City of Fairfax**

- Transfer the remaining \$125,646 in residual RSTP funds from UPC 17683 Pickett Road Turn Lanes (project complete) to UPC 100475 Repaving of Streets in the City of Fairfax (Fairfax Blvd Bridge and Pavement Reconstruction). The cost to complete the initial scope of work for UPC 100475 was over \$2million. The City



removed some items from the scope, but the project still requires additional funding to augment the \$1.6 million in RSTP funds in the project budget.

NVTA's delegation requires that the JACC notify the NVTA of these requests. The JACC approved these requests on June 6, 2013. Unless otherwise directed, I will send the attached letter to VDOT NOVA District Administrator, Helen Cuervo, asking that the funds be reallocated.

Cc: Members, NVTA Jurisdictional and Agency Coordinating Committee

# Northern Virginia Transportation Authority

4031 University Drive, Suite 200  
Fairfax, Virginia 22030

June 20, 2013

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

Reference: Request to Reallocate RSTP Funds for the Cities of Fairfax and Falls Church

Dear Ms. Cuervo:

On September 11, 2008, the NVTa 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 Jurisdiction and Agency Coordinating Committee (JACC).

On June 6, 2013, the City of Fairfax and the City of Falls Church requested such reallocations. The reallocation requests are noted below:

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## City of Fairfax

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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,

Monica Backmon  
NVTa JACC Chairman

Cc: Jan Vaughn, Transportation Planning Section, VDOT  
Dic Burke, Transportation Planning Section, VDOT  
Wendy Block Sanford, Director, City of Fairfax Department of Transportation  
Paul Stoddard, Planner, City of Falls Church



## City of Fairfax

10455 Armstrong Street  
Fairfax, VA 22030-3630

Wendy Block Sanford  
Transportation Director  
Department of Public Works  
(703) 385-7889  
(703) 385-7863 FAX  
[Wendy.Sanford@fairfaxva.gov](mailto:Wendy.Sanford@fairfaxva.gov)

May 30, 2013

Ms. Monica Backmon  
Chairman, Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, VA 22030

Dear Ms. Backmon:

The City of Fairfax would like to request the following:

Transfer the remaining \$125,646 in residual RSTP funds from UPC 17683 Pickett Road Turn Lanes (project complete) to UPC 100475 Repaving of Streets in the City of Fairfax (Fairfax Blvd Bridge and Pavement Reconstruction).

The cost to complete the initial scope of work for UPC 100475 was over \$2 million. The City removed some items from the scope, but the project still requires additional funding to augment the \$1.6 million in RSTP funds in the project budget. If you have any questions, please contact me at (703) 385-7889 or [Wendy.Sanford@fairfaxva.gov](mailto:Wendy.Sanford@fairfaxva.gov).

Sincerely,

A handwritten signature in dark ink that reads "Wendy Block Sanford". The signature is written in a cursive style with a large, stylized "W" and "S".

Wendy Block Sanford  
Transportation Director

cc: David Summers, Public Works Director  
Peter Millard, City Engineer  
Jan Vaughan, VDOT Urban Program Manager



# CITY OF FALLS CHURCH

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May 23, 2013

Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, VA 22030

Dear Ms. Backmon:

The City of Falls Church requests the following:

Transfer \$68,732 of FY 2009 RSTP funds from Pedestrian Master Plan, UPC 85377 to Signal Head Conversion to LED, UPC 102552.

The City completed the Pedestrian Master Plan program and has money remaining. The signal head conversion is ongoing and includes pedestrian improvements, such as the addition of pedestrian signal heads and updates to ramps to make them ADA compliant. Additional funding is needed to complete the pedestrian improvements portion of the project.

If you have any questions, please contact me at 703.248.5041 or [pstoddard@fallschurchva.gov](mailto:pstoddard@fallschurchva.gov).

Sincerely,

Paul Stoddard  
Planner

Cc: Jan Vaughn, Urban Program Manager, VDOT  
Cindy Mester, Assistant City Manager  
Richard LaCondre, Finance Director  
James Snyder, Director of Development Services  
Bill Hicks, Public Works Director  
Karin Battle, Contract Manager