



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, June 9, 2016

Start Time: Immediately After the End of the Public Hearing
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the May 12, 2016 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Consent

- IV. Approval of No Action on the Virginia Retirement System, Alternative Rate Option**
- V. Approval of the Electronic Meeting Participation Policy**
- VI. Approval of City of Manassas CMAQ/RSTP Reallocation Request**

Discussion/Information

- VII. Governance and Personnel Committee Report** Mayor Silverthorne, Chairman
- VIII. Finance Committee Report** Mayor Parrish, Chairman
- IX. Planning Coordination Advisory Committee Report** Mayor Foreman, Chairman
- X. Technical Advisory Committee Report** Mr. Boice, Chairman
- XI. Monthly Revenue Report** Mr. Longhi, CFO
- XII. Operating Budget Report** Mr. Longhi, CFO

XIII. Executive Director's Report

Ms. Backmon, Executive Director

- A. Approval of Fairfax County CMAQ/RSTP Reallocation Request**
- B. Approval of the Reallocation of CMAQ PM2.5 Funds**

XIV. Chairman's Comments

Closed Session

XV. Adjournment

Correspondence

- Leesburg Route 7 Project Letter

Next Meeting: July 14, 2016

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



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, May 12, 2016
7:00 pm
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 7:03pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Supervisor Buona; Board Member Fisette (arrived 7:04pm); Mayor Silberberg; Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Council Member Snyder; Delegate Hugo; Delegate Minchew; Senator Black; Miss Bushue.
- Non-Voting Members: Mayor Foreman; Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the April 28, 2016 Meeting

- Chairman Bulova moved approval of the April 28, 2016 minutes; seconded by Council Member Rishell. Motion carried with eight (8) yeas and five (5) abstentions [with Supervisor Buona; Mayor Parrish; Senator Black; Delegate Hugo; and Miss Bushue abstaining as they were not at the April 28, 2016 meeting].

Presentation

IV. Project Evaluation Process for the Draft FY2017 Program

Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority on the project evaluation process undertaken for the FY2017 Program. She noted that 24 candidate projects were submitted for consideration representing a total funding request of \$667.8 million. Ms. Backmon reminded the Authority that there is an estimated \$266.7 million available in PayGo funds. Ms. Backmon and Mr. Jasper

presented the project evaluation components, the project scoring and rankings, the NVTA staff draft recommendation for projects to be funded and the next steps in the process. Ms. Backmon explained that two projects had been added to the staff recommendation based on additional information that had been received after the original recommendation had been presented to the Authority's Planning and Programming Committee (PPC). Ms. Backmon noted that the PPC had recommended releasing all 24 candidate projects for public comment, without a draft list recommended for funding.

- Chairman Bulova stated that the PPC, wanted an opportunity to hear from the public on all 24 projects, prior to considering a recommended list of projects for funding. She added that the Committee wanted to get public input prior to making a recommendation.
- Chairman Bulova asked for a brief summary of the Authority's capacity to bond. Mr. Longhi stated that the Authority currently has the highest AA rating an entity such as the Authority, can receive. He explained that financial analyses have been run based on \$200 - \$600 million issuances, noting that none of these issuances would cause diminishment of the credit rating. He highlighted:
 - ✓ The market expects that over time the Authority will use its debt capacity.
 - ✓ A \$200 million issuance will still leave the Authority with \$1.6 billion in debt capacity, from FY2017 – FY2037.
 - ✓ Estimated PayGo from FY2017 – FY2037 is \$4.1 billion.
- Chairman Bulova stated that it is important to have this context as the Authority considers these projects. Ms. Backmon added that if bonds are issued for the FY2017 Program, it will reduce the available PayGo revenues for FY2018 and beyond due to debt service payments.
- Chairman Nohe stated that the Authority has more debt capacity that it can use. He added that just because we have the capacity does not mean that we have to use all of it. He noted there is an upward limit that would be considered the responsible amount to use, and we want to stay under that upward limit. Mr. Longhi stated that the Authority's financial advisor, Public Financial Management (PFM), is updating last year's debt scenarios for the upcoming Finance Committee meeting. He noted the numbers will largely stay the same, but will add a progression of events that will occur if the Authority does decide to go to the bond market, including ensuring all the project sponsors have any additional sources of funding confirmed.
- Mayor Silberberg asked for a recap of the Authority's current debt scenario. Mr. Longhi responded that in December 2014 the Authority issued just under \$70 million in debt.
- Mayor Parrish asked for the reasoning behind the first bond issuance. Mr. Longhi explained that this was to effectuate the FY2014 Program and to start showing progress on projects being deployed within the region. Ms. Backmon added that it was also done to facilitate the bond validation suit.
- Mayor Silberberg stated that, on behalf of Alexandria, she is pleased in regard to the funding possibility for the Potomac Yard Metro Station as this is critical to the City and is truly a regional project. She added that the West End

Transitway is also an important project, noting it will help connect people to Metro, get people out of their cars and help development in the area. Mayor Silberberg suggested that the project be moved up in the project list.

- Mayor Foreman inquired as to how public comment should be sent to the Authority. Ms. Backmon responded that comments can be submitted via email and in person and that there is more information on the NVTa website. She added that comment submission information is also in the press release and the legal notice. Mayor Foreman asked that the press release be sent to the Authority members.
- Mayor Silberberg stated that Alexandria will be seeking public comment at their upcoming Transportation Commission meeting.
- Supervisor Buona asked how many and which of the nine projects recommended by staff for funding are seeking other funding sources, noting that other funding entities will be adopting their allocations prior to the Authority's adoption. Ms. Backmon responded that there are 2 projects being considered by the Commonwealth for HB 2 funding, but that these projects are not on the NVTa staff recommended list at this time. She added that since the Authority is adopting its program after the Commonwealth's adoption of its Six-Year Improvement Program, it will afford the opportunity for NVTa staff to revisit funding recommendations based on action taken by the Commonwealth Transportation Board (CTB).
- Board Member Fisetle asked about the 12 projects that have requested continuation funding. He noted that the NVTa has no rule or policy on continuation funding. He asked specifically how projects are assessed as to whether the project is spending down fast enough to legitimately deserve continuation funding. Ms. Backmon stated that the Authority does not have a policy stating that a previously funded project will receive additional funding in subsequent funding programs, however, there is an expectation that projects that have received funding in previous years, will continue to receive funding. She added that the project status update for all projects is included in her monthly Executive Director's Report. Ms. Backmon stated that all projects have executed Standard Project Agreements (SPAs) and the project status updates show which projects are active, even if they are not yet drawing NVTa funding. She noted that some projects are using other funds, like RSTP funds first, because there is a sunset provision on some of the other funding sources. Ms. Backmon added that the project status updates also show that some projects are not as far along in the project development process as others. She stated that the project status updates come from the localities and agencies, and this information is the basis for the NVTa staff recommendations on continuation funding. Ms. Backmon also added that the Authority pays on a reimbursement basis, so we know which projects are drawing down NVTa funds.
- Board Member Fisetle acknowledged that it makes sense for other funding sources to be used first in the event that there are sunset provisions. He expressed concern that while there is an expectation of continued funding, the Authority needs to find a way to assess project funding needs to ensure that

there is not a huge amount of money in reserve that will look like the Authority is not spending funds programmed to projects quickly enough. Board Member Fisette suggested that approaches, policies or criteria be developed that NVTa staff or the Authority can use to weigh funding choices. Ms. Backmon replied that the Authority adopted the FY2017 Program Drawdown Policy requiring projects funded in the FY2017 Program start drawing down funds by June 30, 2019. She stated that the Governance and Personnel Committee (GPC) recommended revising the policy to ensure that a project sponsor does not submit one minor invoice prior to the deadline and consider the provisions of the policy met. Ms. Backmon noted that the policy is being amended to state that after the adoption of the SPA, which must be adopted within six months of adoption of the funding program, the project must show activity. If the project does not show activity and is not advancing, as Executive Director, she will have a discussion with the locality or agency and then make a recommendation to the Finance Committee regarding the status of the project. Board Member Fisette added that this would not mean continuation funding is not available, just that it may not be available yet. Ms. Backmon responded affirmatively.

- Chairman Nohe stated that starting in FY2018, the Authority will be moving to a six year planning process. He noted that while we do not want to guarantee continuation funding to a project that is not progressing, we do not want to fund the design on projects and then not have the revenues to pay for construction. Chairman Nohe stated that once we begin six year budgeting, the Authority will be better able to ensure that projects get completed because the funding can be spent over six years. He added that when a project falls behind, we can move it back to the out years of the Six Year Program.
- Delegate Minchew asked for information about how the projects on the recommended list mesh with other projects that are in the pipeline, for example, how does the \$370 million I-66/Route 28 Interchange project mesh with the I-66 Outside the Beltway project. Likewise, how do the projects inside the Beltway mesh with what the Northern Virginia Transportation Commission (NVTC) is doing. He asked for follow up information on how the projects being funded from different sources mesh together. Ms. Backmon acknowledged this request.
- Senator Black commented that the I-66/Route 28 Interchange seemed to be a very meritorious project, however it is about a third of a billion dollars. He questioned how the Authority expends a third of a billion dollars in a relatively brief period of time, including design, engineering, right-of-way and construction.
- Mayor Parrish asked if the congestion reduction relative to cost ratios are based on the cost of the project in the current year. Mr. Jasper responded that they are relative to the cost submitted to the Authority. Mayor Parrish asked for further clarification that this is the total cost of the project, or the amount of the funding request in a particular year. Mr. Jasper clarified that these ratios are developed using total project cost. Chairman Nohe added that this is regardless of the funding source, or whether there is past or future money

involved. He noted this is the only way to make an apples-to-apples comparison.

- Delegate Hugo expressed appreciation that all the projects are being taken out for public comment. He noted the staff recommendation is for nine projects and asked why the staff recommendation is not for the top nine projects based on the NVTAs rankings. Mr. Jasper referenced a subsequent chart that combines the congestion reduction rankings cost (CRRC) ratios and the quantitative scores. He explained that based on the legal mandate that the NVTAs give priority to projects that achieve the greatest congestion reduction relative to cost, the CRRC ratio is the primary means for ranking the projects. The staff recommended projects are largely the projects at the top of that list, but some lower ones were chosen as well, for various reasons. Mr. Jasper further explained that the staff recommendation started with the CRRC ratios and made some adjustments based upon other considerations. Ms. Backmon added that the CRRC ratio was used in combination with the NVTAs quantitative score. She stated that two of the projects in the top of the list regarding scores are currently on the proposed HB 2 funding list. She noted these are some of the considerations staff is navigating when making a recommendation. Another consideration is the need for additional information on some projects, prior to making a full recommendation to the PPC. Ms. Backmon stated the list of nine projects on the staff recommendation list will likely change prior to the July 1, 2016, PPC meeting. Delegate Hugo asked for clarification that there is the HB 599 rating that comes from VDOT, the NVTAs rating from staff and then the CRRC rating. He asked why there is not just one rating. Ms. Backmon explained the legal requirements for NVTAs funding are that the project must be in our long range transportation plan and must undergo the HB 599 evaluation. She stated that the enabling legislation mandates other performance measures that need to be evaluated and these are encompassed in the NVTAs score. In addition, the law says that NVTAs must give priority to the projects that provide the greatest level of congestion reduction relative to cost, and document it. Ms. Backmon stated that the NVTAs has three specific evaluations that need to be considered, two combine in the quantitative score and then the CRRC ratio. Chairman Nohe summarized that the law requires the NVTAs measure many things, however, in some cases the law is unclear about what needs to be done with the measurement once it is complete. He stated the one thing that is very clear is that the NVTAs must give preference to those projects that relieve the most congestion relative to cost. Chairman Nohe explained that the CRRC ratio is based on hours of congestion relieved per dollar spent on the project, and this must be used as the first set of criteria. He noted that some projects may score well in the CRRC ratio, but for some other reason are not good candidates for funding in a particular year, so may not make the recommended list. Chairman Nohe emphasized that the Authority must use the CRRC ranks as its first level of analysis. He noted that HB 599 states that VDOT must evaluate the projects for congestion relief, but does not say how the data needs to be used. He added that the NVTAs uses that data to develop the CRRC ratio, but there are other quantitative factors that need to be

considered. Ms. Backmon noted that there are some projects that are not requesting funds until FY2019 or FY2020, so these qualitative considerations were assessed in making the staff recommendation. Chairman Nohe concluded that this is complicated.

- Chairman Nohe stated that the Federal Transit Administration (FTA) recently sent two directives to Metro suggesting a number of things Metro needs to do in the short-to-medium term to improve safety. He added that one of these directives is to run fewer rail cars per train. He noted that one of the candidate projects for the FY2017 Program is to upgrade Metro's electrical system to allow for more rail cars per train on the Blue Line. Chairman Nohe stated that the Authority needs very clear and explicit guidance from the highest levels at Metro clarifying what Metro's expectation is of the Blue Line improvements relative to the FTA directives. He noted that if Metro needs to run shorter trains, we do not need to fund a project that allows for longer trains. Chairman Nohe added that it does not seem like the solution to anything at Metro is shorter trains. He noted that this is a safety issue versus a capacity issue. Ms. Backmon responded that the Authority is aware of the directives from FTA to Metro and that she has contacted Metro to ask their interpretation of the FTA directives in regards to Metro's ability to implement 8-car traction power upgrades for the Blue Line. She added that she told Metro that the Authority needs an affirmative answer prior to the July 1, 2016, PPC meeting.
- Chairman Nohe stated that there are other projects on the candidate project list that are connected to Metro in some way, therefore, if there is a challenge with the 8-car traction power upgrades, will it have a domino effect on other projects that will be relative to NVTa funding decisions. Ms. Backmon confirmed this is a concern and that she has made the initial outreach and will have a response prior to the July 1, 2016, PPC meeting.
- Council Member Rishell requested that a copy of the FTA letter be shared with the Authority members. Ms. Backmon responded that she would send this to the members.
- Mayor Silberberg mentioned that at a recent Metropolitan Washington Council of Governments (MWCOC) meeting Washington Metropolitan Area Transit Authority (WMATA) Board Chairman Jack Evans presented a direct and forceful statement regarding what is happening at WMATA and what the region, hopefully in conjunction with the Federal Government, will need to do. She noted that while the Silver Line is great, the Blue Line has been impacted and now has less and more crowded trains. She suggested this is causing more people to drive. She added that everyone wants the system to be safe and reliable.
- Chairman Nohe clarified that the NVTa probably should fund WMATA, however, we need to know prior to the funding decision that WMATA can use the money. Mayor Parrish added that it may just be a timing issue.
- Senator Black stated that adding cars to Metro trains seems like an obvious fix that makes good sense. He added that if the FTA is saying that WMATA needs to shorten trains, they need to a compelling reason for this. He suggested it may have a safety benefit, but he doesn't see it.

- WMATA Board Member Paul Smedberg addressed the Authority from the audience upon request of Chairman Nohe and confirmed that there are two directives from FTA. One is to reduce cars from eight to six. He recommended keeping the Blue Line project on the staff's recommended funding list. He stated that the second directive is related to the SafeTrack Plan and recommends different priorities for immediate repair than those presented in the draft plan. He explained that WMATA and the FTA are working through this and SafeTrack will be moving forward, while other basic maintenance work continues as well.
- Chairman Nohe stated that getting the information from WMATA about the Blue Line project needs to be a priority.

Action

V. Approval of the Release of the Draft FY2017 Program Project List for Public Comment Chairman Nohe, PPC Chair

- Chairman Bulova moved approval to advance all 24 projects under consideration for the Draft FY2017 Program for public comment; seconded by Supervisor Buona. Motion carried unanimously.
- Chairman Bulova continued by stating that WMATA Board Chairman Evans has been making the rounds to discuss WMATA's needs with the region. She noted that he has requested several things from the region:
 - ✓ Consideration of a regional funding source for Metro, especially operating funds.
 - ✓ Focus on an additional or expanded tunnel for Metro to increase capacity.
 - ✓ Persistence in reaching out to the Federal Government, which provides funding for capital, but not for operations. Noting that the Federal Government work force is most served by Metro.
- Delegate Hugo asked where Mr. Evans is suggesting this funding come from, whether more from each locality, more state funding or a regional tax. Chairman Bulova stated this is one of the challenges, as each jurisdiction and locality is different in its funding source to WMATA. She noted that those of us in Virginia do not have the authority to adopt a consistent regional funding mechanism, so the General Assembly would need to consider this. Chairman Bulova added that the sales tax in the region has already be raised to provide HB 2313 funding and that we have a gas tax. She suggested that there needs to be a discussion on the state level in Virginia as to what our authorities would or could be.
- Mayor Silberberg suggested that the language for each jurisdiction needs to be the same. She added that Mr. Evans also stated that WMATA's finances are in terrible condition and are not transparent. Chairman Bulova added that the language Mayor Silberberg mentioned is in regard to the proposed safety bill creating a Safety Commission that would be a joint organization of Maryland,

Virginia and the District of Columbia. She stated that Mr. Evans suggested the regional funding mechanism be blended into the safety bill.

- Delegate Hugo asked about the topics of the financial discussion with Mr. Evans. Chairman Bulova responded that he was mostly discussing WMATA's dire financial situation. She added that Mr. Evans stated that there is an unfunded pension liability of \$2.5 billion that Metro would like the Federal Government to assume.
- Chairman Nohe stated that the largest fixed cost that WMATA has is salaries and benefits. He noted that there are only ten large subway systems in the country and their employees are all represented by the same union. Therefore, the ability to change the salary and benefits structure is very limited.
- Delegate Hugo stated that WMATA's labor contract is up for renewal this summer and suggested this might be a discussion item. Chairman Bulova added especially if the Federal Government is willing to help with the unfunded pension liability. Mayor Silberberg noted that of all the major rail systems, WMATA is the only one without a dedicated revenue stream.
- Delegate Minchew stated that Mr. Evans presented to the NVTC last week and discussed:
 - ✓ \$3 billion for another tunnel under the Potomac River, stating that a bridge crossing would not work.
 - ✓ Dedicated funding source.
 - ✓ Differed maintenance problems.
 - ✓ Huge unfunded pension liability.
- Delegate Hugo stated that some of the General Assembly members and staff have researched the Metro costs and it appears that the labor costs per mile are probably double other major transit systems. He suggested this is an interesting statistic, but acknowledged he is not certain this is accurate. He added this could be a discussion item.

Discussion/Information

VI. TransAction Update

Keith Jasper, Program Coordinator

- Mr. Jasper briefed the Authority on the TransAction Update. He highlighted:
 - ✓ TransAction is an unconstrained plan and new crossings for the Potomac may be in the domain of TransAction.
 - ✓ The Authority adopted the vision statement in December of last year.
 - ✓ The PPC was provided a TransAction update at their March meeting.
 - ✓ Currently the subcommittee is working on the technical and public engagement activities.
 - Technical work is looking at regional transportation needs and developing a database of candidate regional projects to address those needs.
 - Early stages of developing alternative future scenarios to help the robustness of the plan to address any uncertainty and long range transportation planning, with the premise that projects, or project

packages, that perform well under multiple future scenarios could be considered more robust.

- Working closely with the Transportation Planning Board (TPB) staff to incorporate the latest Round 9.0 employment, land use and population forecasts.
- Public engagement events so far have produced extremely positive reactions. Attendees have thanked staff for coming out to get their views on transportation in Northern Virginia. There are several more events to go and members are encouraged to participate and spread the word.
- Ms. Backmon thanked the members who have been sending TransAction updates as part of their messaging to their constituents. She added that if anyone needs more information, NVTa staff is willing to provide it.
- Chairman Nohe noted that the TransAction update is the greatest time for a Northern Virginia local or state official. He suggested that when someone complains about traffic, members can refer that person to the TransAction website and encourage people to tell us exactly what they feel and it will get incorporated into our work.

VII. Executive Director's Report

Ms. Backmon, Executive Director

- Ms. Backmon stated that the Congestion Mitigation and Air Quality (CMAQ) shortage faced in the region and mentioned at the April meeting had been resolved. She thanked the localities and agencies who agreed to give money to compensate for the deficit, adding that they will be made whole in future funding allocations. Ms. Backmon stated that there is also a deficit in the CMAQ 2.5 funding, so these adjustments will be presented to the Authority at the June meeting.

VIII. Chairman's Comments

- No comments.

IX. Adjournment

- Council Member Snyder suggested that the developments of the TPB and MWCOC Board can be fed into the NVTa's work on a regular basis. He noted that many members sit on both boards. Council Member Snyder stated that the analysis that MWCOC did on the day that Metro shut down had produced interesting results and suggested that teleworking might need to receive more priority than it traditionally does in transportation planning. He added that this will help give a picture of what other entities are doing, particularly MWCOC and TPB. Ms. Backmon responded that TPB staff are participating in the TransAction subcommittee and that she has been in communication with Mr. Srikanth regarding TPB's studies and assessments to incorporate into TransAction.

- Senator Black suggested that the TransAction vision seems to have omitted a statement about reducing traffic congestion. Ms. Backmon responded that congestion reduction is one of the objectives in TransAction and that performance measures are being developed to support this objective. She stated that the vision statement is more global, with specific goals, objectives and performance measures to provide analysis on how to achieve the vision. Senator Black suggested that reducing traffic congestion be added to the vision.
- Meeting adjourned at 8:22pm.

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman – NVTAFinance Committee

DATE: June 2, 2016

SUBJECT: VRS Alternative Rate for FY2017 and FY2018

1. **Purpose.** Presentment of the option to adopt a lower Virginia Retirement System (VRS) annual contribution rate or remain with the budgeted FY2017 employer contribution rate certified by the VRS Board of Trustees.
2. **Suggested motion.** *I move the Authority take no action to adopt the Alternate Employer Contribution Rate provided for in the 2016 Appropriation Act, Item 475(I), as recommended by the NVTAFinance Committee.*
3. **Background.**
 - a. As part of the FY2017 Operating Budget Adoption, the Authority budgeted the VRS employer contribution rate (ECR) certified by the VRS Board of Trustees for fiscal years 2017 and 2018.
 - b. The NVTAFinance ECR for FY2017 and FY2018 is 9.48%.
 - c. After the Authority adopted the FY2017 Operating Budget an alternative ECR for FY2017/18 was made available through the 2016 Appropriation Act, Item (I). This alternative rate is 8.53%.
 - d. If the lower alternative rate is selected the following will occur:
 - i. The FY2017 Operating Budget VRS contribution cost will be reduced by \$8,959.70.
 - ii. Reduced contributions will reduce investment earnings, thus further reducing assets in the VRS Plan for NVTAFinance.
 - iii. Due to lower funding in FY2017 and FY2018, the Authority will have a lower funding ratio and thus a higher future year ECR.
 - iv. Government Accounting Standards Board (GASB) required supplementary information in the Authority's financial statements will need to include disclosure of the contribution deficiency of \$8,959.70 for FY2017 and doubling to \$17,919.40 in FY2018.
 - e. Currently the Authority has a near 100% funded pension liability. The only variance taking the NVTAFinance below 100% are routine adjustments between actuarial study periods.

- f. The decision to adopt (or not) the alternative ECR rests with the Authority governing body.
 - g. The Authority has the option to adopt the alternative ECR through a resolution approved by July 1, 2016 and mailed to VRS with a postmark no later than July 5, 2016.
- 4. Staff Recommendation.** NVTa staff recommends the Authority not adopt the VRS Alternative Rate for FY2017 and FY2018 for the reasons noted in 3.d. i. through iv above.
- 5. Next Steps.** No action is required if the Authority does not wish to adopt the alternative rate for FY2017 and FY2018.

Attachment:

VRS Notice dated March 24, 2016, Received March 31, 2016



P.O. Box 2500, Richmond, Virginia 23211
Toll free: 1-888-VARETIRE (827-3827)
Web site: www.varetire.org
E-mail: vrs@varetire.org



March 24, 2016

Northern Virginia Transportation Authority – 55868

As you are aware, the Appropriation Act from prior years allowed political subdivisions to elect to pay either the employer contribution rate certified by the Virginia Retirement System (“VRS”) or to pay an alternate rate. However, the language was slightly modified in the **2016 Appropriation Act, Item 475(I)**. Let me take this opportunity to share information regarding this modification.

The modified 2016 Appropriation Act language establishes the certified rate as the default employer contribution rate. Political subdivisions may still make an election between the certified employer contribution rate and the alternate employer contribution rate for the next biennium beginning July 1, 2016. If your political subdivision wishes to pay the certified rate, no further action is needed and you are not required to send VRS any documents affirming this decision. Your rate will be the new certified rate, effective July 1, 2016.

If your political subdivision wishes to pay the alternate rate, your governing body must pass the attached resolution stating that it elects the alternate rate, beginning July 1, 2016. In addition, the Appropriation Act requires school divisions to obtain the concurrence of the local governing body if electing to pay the alternate contribution rate. Such concurrence must be documented by the attached resolution from the local governing body and sent to VRS.

Please note, the Appropriation Act will not be finalized until signed by the Governor, which occurs after the reconvened session of the General Assembly. VRS does not anticipate any further changes to this language modification; however, we will keep you apprised of any amendments that would change these options.

To assist you in your decision, please find below the certified and alternate contribution rates. Again, you only need to send VRS a resolution if your political subdivision elects the alternate employer contribution rate.

Employer Retirement Contribution Rate Election

- 9.48% – The employer contribution rate certified by the VRS Board of Trustees for the fiscal years 2017-2018.
- 8.53% – The alternate employer contribution rate, which is the higher of the rate certified by the VRS Board for fiscal year 2012 or 90 percent of the VRS Board-certified rate for fiscal years 2017-2018.

Considerations in Electing Your Contribution Rate

The 2016 Appropriation Act, Item 475(I) offers political subdivisions and schools the opportunity to elect an alternate lower employer contribution rate for budget considerations. However, this does not change the Board-certified employer contribution rate. Therefore, if you are considering using the alternate rate, please be aware that doing so will:

- Reduce contributions to your employer account and the investment earnings they would have generated, which will mean there will be fewer assets available for benefits.
- Result in a lower funded ratio when the next actuarial valuation is performed and, thus, a higher certified contribution rate at that time.
- GASB required supplementary information will need to include disclosure of contribution deficiency for the amount by which the alternate contributions are less than the actuarially determined contribution.

Deadline for Alternate Rate Resolutions

If your governing body elects to pay the alternate rate, the resolution must be passed on or before July 1, 2016 and mailed to VRS **postmarked no later than July 5, 2016**. The resolutions received by VRS must be the certified original document. Please send all resolutions to Ms. ZaeAnne Allen, employer coverage coordinator, at P.O. Box 2500, Richmond, VA 23218-2500.

If you have any questions about the information in this packet, please contact Ms. ZaeAnne Allen, employer coverage coordinator, at zallen@varetire.org or (804) 775-3514.

Sincerely,



Patricia S. Bishop
VRS Director

(Enclosure)



Virginia
Retirement
System

VIRGINIA RETIREMENT SYSTEM
P.O. Box 2500
Richmond, VA 23218-2500

Employer Contribution Rates for Counties, Cities,
Towns, School Divisions and Other Political Subdivisions
(In accordance with the 2016 Appropriation Act Item 475(I))

Resolution to Elect the Alternate Rate

WHEREAS, the 2016 Appropriation Act Item 475(I)(1) requires that an employer pay the contribution rate certified by the VRS Board of Trustees ("Certified Rate"), unless the employer elects to pay an alternate rate as described in Item 475(I)(2) ("Alternate Rate"); and

WHEREAS, if an employer wishes to pay the Certified Rate, then the employer need not take action on this resolution; and

WHEREAS, if an employer wishes to pay the Alternate Rate established in the 2016 Appropriation Act, then the employer must pass this resolution on or before July 1, 2016, to elect the Alternate Rate; and

WHEREAS, any local public school division that elects to pay the Alternate Rate must receive a concurrence of its local governing body documented by a resolution of the governing body on or before July 1, 2016;

NOW, THEREFORE, BE IT RESOLVED, that the [insert Locality, School Division, or Other Political Subdivision Name] _____ ("the Employer") [insert employer code] _____, does hereby elect to pay the Alternate Rate and acknowledges that its contribution rate effective July 1, 2016 shall be based on the higher of a) the contribution rate in effect for FY 2012, or b) ninety percent of the results of the June 30, 2015 actuarial valuation of assets and liabilities as approved by the Virginia Retirement System Board of Trustees for the 2016-18 biennium; and

BE IT FURTHER RESOLVED, that the Employer does hereby certify to the Virginia Retirement System Board of Trustees that it agrees to pay the Alternate Rate of [insert Alternate Rate provided in the attached cover letter] _____ % effective July 1, 2016; and

BE IT FURTHER RESOLVED, that the Employer does hereby acknowledge that, if it is a school division, this resolution shall not become effective unless the Virginia Retirement System receives a concurrence of its local governing body documented by a resolution of the local governing body dated on or before July 1, 2016; and

BE IT FURTHER RESOLVED, that the Employer does hereby certify to the Virginia Retirement System Board of Trustees that it has reviewed and understands the information provided by the Virginia Retirement System outlining the potential future fiscal implications of any election made under the provisions of this resolution.

Item 475(I) of the Proposed 2016 Appropriation Act

I.1. Except as authorized in Paragraph I.2. of this Item, rates paid to the Virginia Retirement System on behalf of employees of participating (i) counties, (ii) cities, (iii) towns, (iv) local public school divisions (only to the extent that the employer contribution rate is not otherwise specified in this act), and (v) other political subdivisions shall be based on the employer contribution rates certified by the Virginia Retirement System Board of Trustees pursuant to § 51.1-145(I), Code of Virginia.

2. Rates paid to the VRS on behalf of employees of participating (i) counties, (ii) cities, (iii) towns, (iv) local public school divisions (only to the extent that the employer contribution rate is not otherwise specified in this act), and (v) other political subdivisions shall be based on the employer contribution rates certified by the Virginia Retirement System Board of Trustees pursuant to § 51.1-145(I), Code of Virginia, unless the participating employer notifies VRS that it has opted to base the employer contribution rate on the higher of: a) the contribution rate in effect for FY 2012, or b) seventy percent of the results of the June 30, 2011 actuarial valuation of assets and liabilities as approved by the Virginia Retirement System Board of Trustees for the 2012-14 biennium, eighty percent of the results of the June 30, 2013 actuarial valuation of assets and liabilities as approved by the Virginia Retirement System Board of Trustees for the 2014-16 biennium, ninety percent of the results of the June 30, 2015 actuarial valuation of assets and liabilities as approved by the Virginia Retirement System Board of Trustees for the 2016-18 biennium, and one-hundred percent of the results of the June 30, 2017 actuarial valuation of assets and liabilities as approved by the Virginia Retirement System Board of Trustees for the 2018-20 biennium.

3. Every participating employer that opts not to use the employer contribution rates certified by the Virginia Retirement System Board of Trustees pursuant to § 51.1-145(I), Code of Virginia, must certify to the board of the Virginia Retirement System by resolution adopted by its local governing body that it: has reviewed and understands the information provided by the Virginia Retirement System outlining the potential future fiscal implications of electing or not electing to utilize the employer contribution rates certified by the Virginia Retirement System Board of Trustees, as provided for in paragraph I.1.

4. Local public school divisions must receive the concurrence of the local governing body if electing to pay the alternate contribution rate set out in paragraph I.2. Such concurrence must be documented by a resolution of the governing body.

5. The board of the Virginia Retirement System shall provide all employers participating in the Virginia Retirement System with a summary of the implications inherent in the use of the employer contribution rates certified by the Virginia Retirement System (VRS) Board of Trustees set out in paragraph I.1, and the alternate employer contribution rates set out in paragraph I.2.



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Policy on Electronic Participation in NVTa Meetings

DATE: June 2, 2016

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) adoption of the policy on electronic participation in NVTa meetings.
2. **Suggested Motion:** *I move adoption of the Policy Governing Electronic Participation in NVTa meetings.*
3. **Background.**
 - a. Under certain circumstances, § 2.2-3708.1 Va. Code Ann. allows for the provision of electronic participation in the meetings of state governing bodies under the Freedom of Information Act. The Authority has three members of the General Assembly that are usually unable to attend NVTa meetings from January through March due to the General Assembly being in session. Also, there may be extenuating circumstances in which an Authority member may not be able to physically attend an Authority meeting, but would like to call in to be abreast of issues on the agenda.
 - b. The NVTa Bylaws state that “ in the event the Authority adopts a written policy permitting a member to participate in meetings through electronic means in accordance with § 2.2-3708.1 Va. Code Ann., members may be allowed to participate in meetings through electronic means from remote locations in accordance with the Authority’s policy and all applicable laws.”
 - c. The Governance and Personnel Committee provided guidance on the development of the policy and recommended adoption by the Authority.

Attachment: NVTa Policy Governing Electronic Participation in Meetings

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 18 – Electronic Participation in Meetings

- I. Purpose.** The purpose of this policy is to provide governance for member electronic participation in Northern Virginia Transportation Authority (NVTa) meetings.
- II. General.** Occasions may arise when a member of the Authority is unable to be physically present at the meeting. Under certain circumstances, Virginia law permits members to participate in meetings through electronic means such as telephone and video conferencing. The law limits the instances in which this may occur, prescribes procedures that must be followed when a member participates in a meeting through electronic means, and requires that a written policy governing such participation be adopted. This Policy, as hereafter set forth, sets forth the instances when a member may participate in a meeting electronically and the procedures that apply.
- III. Circumstances When Electronic Participation Is Permitted**
- A.** An NVTa member may participate in a meeting through electronic means from a remote location not open to the public under the following circumstances:
1. A member shall notify the chair on or before the day of the meeting that such member is unable to attend the meeting due to an emergency or personal matter, and shall identify with specificity the nature of the emergency or personal matter.
 - a. The Authority shall record in its minutes the specific nature of the emergency or personal matter and the remote location from which the member participated. If the member's participation from a remote location is disapproved because such participation would violate the provisions of this Policy, such disapproval shall be recorded in the minutes.
 - b. Such participation by the member shall be limited each calendar year to two meetings or 25 percent of the meetings of the Authority, whichever is fewer.
 2. A member may notify the chair that such member is unable to attend a meeting due to a temporary or permanent disability or other medical condition that prevents the member's physical attendance. The Authority shall record this fact and the remote location from which the member participated in its minutes.

IV. Procedural Requirements

- A.** Participation by a member of the Authority as authorized above shall be only under the following conditions:
1. A quorum of the Authority is physically assembled at the primary or central meeting location.
 2. The Authority makes arrangements for the voice of the member who is participating remotely to be heard by all persons at the primary or central meeting location.

3. This Policy shall be applied strictly and uniformly, without exception, to all members and without regard to the identity of the member requesting to participate remotely or the matters that will be considered or voted on at the meeting.

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for the City of Manassas

DATE: June 3, 2016

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

On May 26, 2016, the City of Manassas requested the following reallocations:

- \$267,692 in CMAQ funds from the Manassas Traffic Signal Improvements project (UPC 96721), \$155,019 in CMAQ funds from the Manassas Traffic Signal Improvements Phase 2 project (UPC 100473), and \$10,289 in CMAQ funds from the Manassas VMS Boards project (UPC 82843), for a total of \$433,000, to the Manassas Signal Software and Equipment project (UPC T18333). The new project replaces obsolete traffic software and equipment that controls 62 citywide traffic cabinets.

At its meeting on May 26, 2016, the RJACC recommended approval of the reallocation request for the City of Manassas.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from the City of Manassas

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

June 9, 2016

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

Reference: Request to Reallocate CMAQ funds for the City of Manassas

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (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 Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On May 26, 2016, the City of Manassas requested the following reallocations:

- \$267,692 in CMAQ funds from the Manassas Traffic Signal Improvements project (UPC 96721), \$155,019 in CMAQ funds from the Manassas Traffic Signal Improvements Phase 2 project (UPC 100473), and \$10,289 in CMAQ funds from the Manassas VMS Boards project (UPC 82843), for a total of \$433,000, to the Manassas Signal Software and Equipment project (UPC T18333). The new project replaces obsolete traffic software and equipment that controls 62 citywide traffic cabinets.

On June 9, 2016, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Martin E. Nohe
 Chairman

cc: Monica Backmon, Executive Director, NVTA
 Jan Vaughn, Transportation Planning Section, VDOT
 Patrick Moore, Director of Public Works, City of Manassas



May 26, 2016

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

Re: Transfer of Congestion Mitigation Air Quality (CMAQ) Funds

Dear Noelle,

The City of Manassas requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer the following CMAQ funds:

- \$433,000 in CMAQ funds from the Manassas Traffic Signal Improvements project (UPC 96721, \$267,692), the Manassas Traffic Signal Improvements Phase 2 project (UPC 100473, \$155,019) and the Manassas VMS Boards project (UPC 82843, \$10,289) to the Manassas Signal Software and Equipment project (UPC T18333) which replaces obsolete traffic software and equipment that controls 62 citywide traffic cabinets.

A TEEM Spreadsheet is being submitted to the Virginia Department of Transportation for Approval. If you have any questions or concerns about this request please contact me at 703-257-8266.

Sincerely,

Patrick Moore
Assistant Director of Public Works
703/257-8266

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

Date: 5/26/2016

Name of Jurisdiction/Agency Requesting: City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$273,167.00

From (Donor):UPC 96719

To (Recipient): UPC T18333

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
96719	Manassas Traffic Signal Improvements- span wires to mast arms for 3 intersections on Sudley Road	CMAQ	Y		\$267,692.00	T18333	Manassas Signal Software and Equipment	N					

TOTAL OF TRANSFER \$267,692.00

Attach Signed Request of Transfer Letter

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

Date: 5/26/2016

Name of Jurisdiction/Agency Requesting: City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$1,043,515.00

From (Donor): UPC 100473

To (Recipient): UPC T18333

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
100473	Manassas Traffic Signal Improvements-Grant Avenue at Byrd Drive/Bartow Street, Dumfries Road at Hastings Drive and Hastings Drive at Battlefield Road	CMAQ	Y		\$155,019.00	T18333	Manassas Signal Software and Equipment	N					

TOTAL OF TRANSFER \$155,019.00

Attach Signed Request of Transfer Letter

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

Date: 5/26/2016

Name of Jurisdiction/Agency Requesting: City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$10,289.00

From (Donor): UPC 82843

To (Recipient): UPC T18333

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No. Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
82843	Manassas VMS Boards	CMAQ	Y		\$10,289.00	T18333	Manassas Signal Software and Equipment	N					

TOTAL OF TRANSFER \$10,289.00

Attach Signed Request of Transfer Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Silverthorne, Chairman – Governance and Personnel Committee

DATE: June 2, 2016

SUBJECT: Governance and Personnel Committee Report

1. **Purpose:** To provide a report of the activities of the Northern Virginia Transportation Authority's Governance and Personnel Committee.
2. **Background:** The Governance and Personnel Committee held its first meeting on Thursday, May 12, 2016, at 6:00pm.
3. **Discussion.**
 - a. **Electronic Meeting Participation Policy**
 - i. Under certain circumstances, § 2.2-3708.1 Va. Code Ann. allows for the provision of electronic participation in the meetings of state governing bodies under the Freedom of Information Act. The Authority has three members of the General Assembly that are usually unable to attend NVTa meetings from January through March due to the General Assembly being in session. Also, there may be extenuating circumstances in which an Authority member may not be able to physically attend an Authority meeting, but would like to call in to be abreast of issues on the agenda.
 - ii. The NVTa Bylaws state that " in the event the Authority adopts a written policy permitting a member to participate in meetings through electronic means in accordance with § 2.2-3708.1 Va. Code Ann., members may be allowed to participate in meetings through electronic means from remote locations in accordance with the Authority's policy and all applicable laws."
 - iii. It was noted that a physical quorum must be present at the meeting location and that once the quorum is met, members participating electronically are able to vote on issues.
 - iv. The Committee recommended the Electronic Meeting Participation Policy to the Authority for adoption.
 - b. **Revisions to Policy 17—FY2017 Program Drawdown Policy.**
 - i. Policy 17 requires that the first drawdown for a project approved as part of the FY2017 Program must be made by June 30, 2019 and attempts to measure project progress based on the first request for expense reimbursement.
 - ii. This policy works in conjunction with Policy 16 – Standard Project Agreement Activation within six months of project/program approval in ensuring projects move forward.

- iii. Policy 17, in conjunction with Policy 16, currently results in progress milestones at 6 months and 3 years.
- iv. The goal of the revisions to Policy 17 is to provide an opportunity for progress to be recognized and documented between these two milestones and to ensure that projects are indeed active and progressing.

c. NVTa Update – FY2017 Program Status

- i. The Authority will be asked to release the candidate list of 24 projects for public comment.
- ii. The public comment period is from May 13, 2016-June 17, 2016, with the Public Hearing on June 9, 2016.
- iii. The Finance Committee will meet on May 19, 2016, and receive a revised briefing from PFM on potential scenarios regarding debt issuance. At the June 16, 2016, Finance Committee meeting, the Committee will be asked to make a recommendation to the Planning and Programming Committee and the Authority on the total programming amount for the FY2017 Program.
- iv. The Planning and Programming Committee will meet on July 1, 2016, to review public comments and the revised NVTa staff recommendations and will be asked to make a recommendation to the Authority on which projects should be funded in the FY2017 Program.
- v. The Authority is scheduled to adopt the FY2017 Program on July 14, 2016.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman – Finance Committee

DATE: June 2, 2016

SUBJECT: Finance Committee Report for May 19th Meeting

1. **Purpose:** To provide a report of the monthly activities of the Northern Virginia Transportation Authority Finance Committee.
2. **Background:** The Finance Committee last met on May 19, 2016. The next meeting is scheduled for June 16, 2016. The following summarizes the May 19th meeting:
 - a. **Presentation - Debt Scenarios and Capacity.** The Committee received a presentation from the Chief Financial Officer (CFO) and the Authority's Financial Advisor (PFM). The presentation included:
 - i. An outline of the steps that would need to be taken and time periods related to project funding if total project costs exceed the FY2017 adopted PayGo budget.
 - ii. PFM presented an updated Debt Capacity Analysis. This presentation affirmed earlier analysis presented to the Authority in August of 2015 that the Authority has significant ability to finance projects while maintaining strong PayGo capacity.
 - iii. An analysis of the cost associated with the FY2017 funding requests was presented. The analysis included project costs relative to the staff recommendations presented on May 12th and resulting financing needs of approximately \$160 million. As part of the analysis a comparison of total debt service and average annual debt service for financed amounts of \$160, \$200 and \$250 million.
 - b. **Action Item - VRS Alternative Rate for FY2017 and FY2018.** The Committee reviewed a report and recommendation from the CFO regarding an option to use a reduced Virginia Retirement System (VRS) contribution rate for FY2017 and FY2018. As presented, use of the lower rate would decrease the VRS cost for these two fiscal years but would also result in greater future year costs to the Authority. The decision to use the alternative rate rests with the NVTa governing body. The Finance Committee recommends that no action be taken by the Authority to adopt the alternative contribution rate.
 - c. **Discussion Items**
 - i. **Draft Revisions to the FY2017 Program Drawdown Policy (Policy 17).** The Committee received a report and conferred on the draft policy revisions. The Committee will receive the final proposed draft at its June 16th meeting.

- ii. **Monthly Revenue Report.** The Committee received a report on Authority revenues for FY2016 through April 2016. During the report it was noted that while the media has reported downturns in the Commonwealth's revenues, these are mostly related to income taxes and statewide sales taxes. The Authority's revenues continue to perform above the adopted projections.
- iii. **Monthly Operating Budget Report.** The Committee received a report on the Authority FY2016 Operating Budget through April.

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
TECHNICAL ADVISORY COMMITTEE**

M E M O R A N D U M

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

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

DATE: June 2, 2016

SUBJECT: Report from the Technical Advisory Committee

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

2. Background. The TAC met on May 18, 2016. The Committee received an update on the action and information items of the May 12, 2016 Authority meeting. The Committee received a presentation on the evaluation results of the FY2017 Program candidate projects and the schedule of activities leading to the adoption of the program in July. The Committee also received a brief update on the progress of the TransAction plan update.

3. Next steps. The Committee will review the evaluation results and provide feedback on the 24 candidate projects at the next meeting. We will continue to be engaged with the FY2017 Program development and the TransAction update, and providing technical input and advice as needed.

4. Next Meeting. The next meeting of the Technical Advisory Committee is scheduled for June 15, 2016, 7:00PM at the NVTa offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Monthly Revenue Report

DATE: June 2, 2016

1. **Purpose:** Monthly report of revenue receipts and 30% funds distribution to member localities.
2. **Background:** The attached reports reflect funding received through April 2016.
3. **Comments:**
 - a. **FY 2016 Revenues (Attachment A)**
 - i. The Authority has received approximately \$207.3 million through the April 2016 transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through April show a 23.05% positive variance in Grants Tax, a 1.36% positive variance in Sales Tax and a 1.63% positive variance in Transient Occupancy Tax compared to the adopted revenue estimates.
 - iii. Overall revenue receipts are tracking at 4.12% above estimate. No changes to the FY2016 revenue estimates are recommended at this time.
 - b. **FY 2016 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, all jurisdictions have completed the HB2313 required annual certification process to receive FY2016 30% funds.
 - ii. Of the \$207.3 million received by the Authority for FY2016, approximately \$62.2 million represents 30% local funds of which \$62.2 million has been distributed.
 - iii. The April Regional Sales Tax distribution from the Commonwealth Department of Taxation included the correction of a \$266,473.72 error from March 2016. All amounts are reported net of this error.
 - c. **FY2014 to FY2016 Year over Year Revenue Comparison (Attachment C).**
 - i. This chart reflects a month to month comparison of revenue by tax type and a year to year comparison of total revenues received through April 2016.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTa Estimates, Through April 2016
- B. FY2016 30% Distribution by Jurisdiction, through April 2016
- C. Month to Month Comparison By Tax Type and YTD Receipts for April 2016, 2015 and 2014

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET
Based on: Revenue Data Through April 2016
FYE June 30, 2016

Grantors Tax			Received		NVTA		Projected Variance
Transaction Months	9		To Date	Annualized	FY 2016 Budget	Annualized - Actual To Budget	
City of Alexandria		\$	2,612,714	\$ 3,483,618	\$ 3,226,950	\$ 256,668	
Arlington County		\$	3,792,986	\$ 5,057,314	\$ 4,574,287	\$ 483,027	
City of Fairfax		\$	346,318	\$ 461,758	\$ 292,916	\$ 168,842	
Fairfax County		\$	14,794,651	\$ 19,726,201	\$ 15,169,980	\$ 4,556,221	
City of Falls Church		\$	173,897	\$ 231,862	\$ 265,235	\$ (33,373)	
Loudoun County		\$	6,941,557	\$ 9,255,409	\$ 8,635,320	\$ 620,089	
City of Manassas		\$	460,701	\$ 614,269	\$ 274,904	\$ 339,365	
City of Manassas Park		\$	123,306	\$ 164,408	\$ 150,781	\$ 13,627	
Prince William County		\$	5,087,062	\$ 6,782,749	\$ 4,612,105	\$ 2,170,644	
Total Grantors Tax Revenue		\$	34,333,191	\$ 45,777,588	\$ 37,202,478	\$ 8,575,110	23.05%
Regional Sales Tax*			Received		FY 2016		Projected Variance
Transaction Months	8		To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria			\$9,839,702	\$ 14,759,552	\$ 15,039,910	\$ (280,358)	
Arlington County			\$15,570,454	\$ 23,355,681	\$ 23,984,390	\$ (628,709)	
City of Fairfax			\$4,655,876	\$ 6,983,814	\$ 6,626,350	\$ 357,464	
Fairfax County			\$70,271,465	\$ 105,407,197	\$ 103,110,900	\$ 2,296,297	
City of Falls Church			\$1,483,551	\$ 2,225,326	\$ 2,532,963	\$ (307,637)	
Loudoun County			\$29,145,143	\$ 43,717,714	\$ 40,887,720	\$ 2,829,994	
City of Manassas			\$3,102,904	\$ 4,654,356	\$ 4,684,053	\$ (29,697)	
City of Manassas Park			\$817,458	\$ 1,226,187	\$ 943,681	\$ 282,506	
Prince William County			\$22,402,626	\$ 33,603,939	\$ 34,946,852	\$ (1,342,913)	
Total Sales Tax Revenue*		\$	157,289,178	\$ 235,933,767	\$ 232,756,819	\$ 3,176,948	1.36%
Transient Occupancy Tax (TOT)			Received		FY 2016		Projected Variance
Transaction Months			To Date	Annualized	Budget	Annualized - Actual To Budget	
City of Alexandria	Months	8.00	\$ 1,813,289	\$ 2,719,934	\$ 3,397,640	\$ (677,706)	
Arlington County	Months	8.00	\$ 5,507,094	\$ 8,260,641	\$ 8,890,830	\$ (630,189)	
City of Fairfax	Quarters	3.00	\$ 279,891	\$ 373,187	\$ 354,803	\$ 18,384	
Fairfax County	Quarters	2.00	\$ 5,264,802	\$ 10,529,603	\$ 9,234,774	\$ 1,294,829	
City of Falls Church	Months	8.00	\$ 95,141	\$ 142,711	\$ 145,473	\$ (2,762)	
Loudoun County	Quarters	2.66	\$ 1,730,291	\$ 2,601,941	\$ 2,040,200	\$ 561,741	
City of Manassas	Months	8.00	\$ 34,990	\$ 52,485	\$ 79,732	\$ (27,247)	
City of Manassas Park	n/a		\$ -		\$ -	\$ -	
Prince William County	Quarters	2.66	\$ 911,108	\$ 1,370,087	\$ 1,488,946	\$ (118,859)	
Total TOT Revenue			15,636,605	26,050,590	\$ 25,632,398	418,192	1.63%
Total Revenue Received			\$ 207,258,974	\$ 307,761,945	\$ 295,591,695	\$ 12,170,250	4.12%
			\$ 207,258,974				

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

XI.B

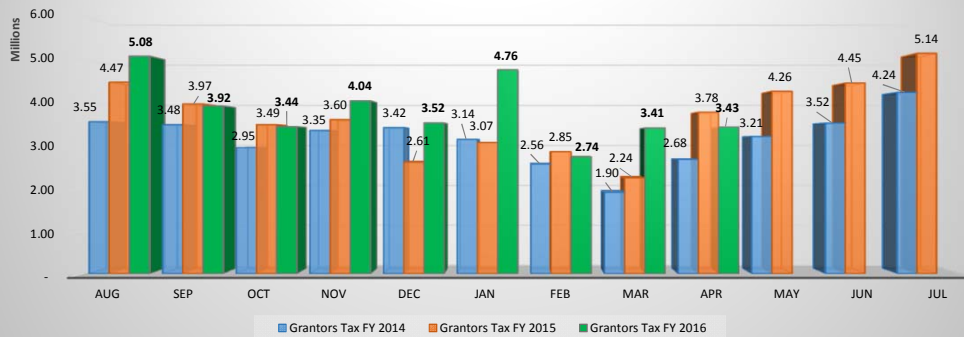
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY 2016 30% DISTRIBUTION BY JURISDICTION

Based on: Receipts through April 2016

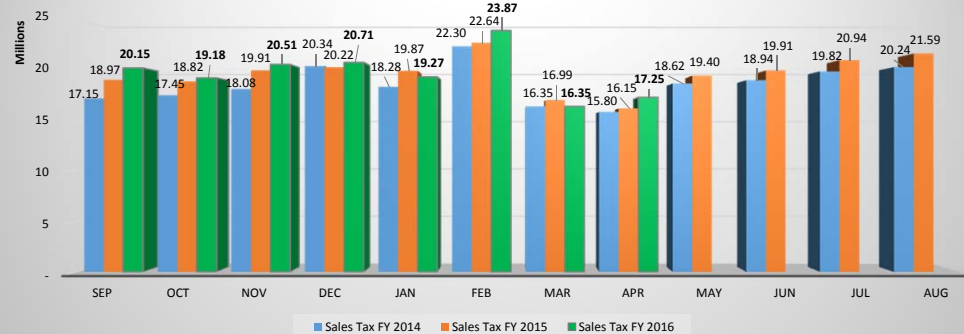
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April 2016

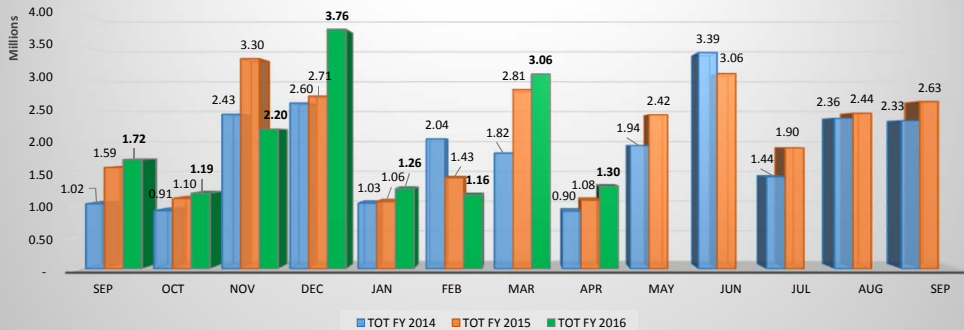
Grantors Tax (month received)



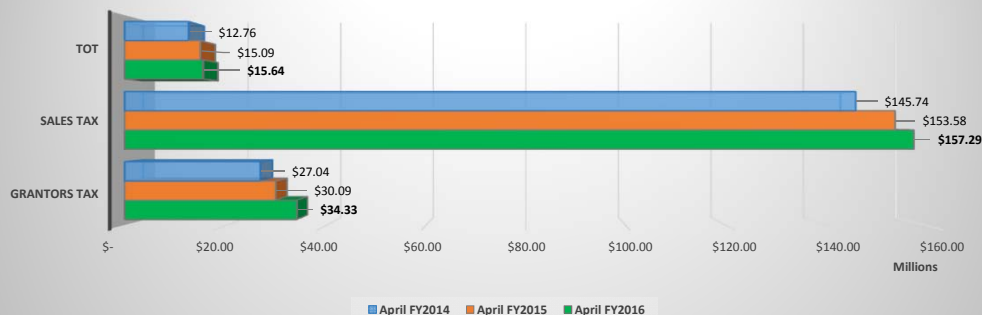
Sales Tax (month received)



Transient Occupancy Tax (month received)



YTD Receipt Comparison April FY2014, FY2015 & FY2016



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 2, 2016

SUBJECT: NVTA Operating Budget

1. **Purpose:** To update the Authority on the NVTA Operating Budget for FY2016.
2. **Background:** The NVTA operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2016 operating budget.
3. **Comments:**
 - a. Operating revenue is at 100% of estimate.
 - b. April 2016 represents 83% of the fiscal year. Through April 2016, the Authority has utilized 72% of its adjusted expenditure budget.
 - c. No changes are expected to the Operating Budget at this time.

Attachment: FY2016 Operating Budget through April 30, 2016

05/11/16
08:23:43

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 4 / 16

Page: 1 of 2
Report ID: LB170A

1000 General Fund

			----- Current Year -----				
Account	Object	Description	Current Month	Current YTD	Budget	Variance	%
Revenue							
	330100	Contribution Member Jurisdiction		1,100,262.02	1,100,264.00	-1.98	100
							100
		Total Revenue	0.00	1,100,262.02	1,100,264.00	-1.98	100
Expenses							
410000		Personnel Expenses					
	110	Salaries-Regular Pay	80,144.07	572,240.74	678,632.00	106,391.26	84
	130	Health & Dental Benefits	5,342.12	66,264.88	82,752.00	16,487.12	80
	131	Payroll Taxes	5,914.80	38,267.55	53,279.00	15,011.45	72
	132	Retirement VRS	518.46	36,858.44	50,542.00	13,683.56	73
	133	Life Insurance		6,068.88	8,076.00	2,007.12	75
	134	Flex Spending/Dependent Care	26.25	325.00	478.00	153.00	68
	135	Workers Comp		789.00	747.00	-42.00	106
	137	Disability Insurance	446.75	9,094.18	13,573.00	4,478.82	67
		Total Account	92,392.45	729,908.67	888,079.00	158,170.33	82
420000		Professional Services					
	210	Audit & Accounting Services		20,000.00	27,500.00	7,500.00	73
	220	Bank Service			750.00	750.00	
	230	Insurance		3,759.00	3,900.00	141.00	96
	240	Payroll Services	79.54	878.47	1,300.00	421.53	68
	250	TransAction Update Outreach	502.13	502.13	46,200.00	45,697.87	1
	260	Public Outreach	68.76	8,961.97	46,300.00	37,338.03	19
	261	Legal/Bond Council Services			50,000.00	50,000.00	
	262	Financial Services	18,000.00	54,000.00	72,000.00	18,000.00	75
	263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
		Total Account	18,650.43	90,789.07	250,650.00	159,860.93	36
430000		Technology/Communication					
	310	Acctg & Financial Report System			12,000.00	12,000.00	
	320	HW SW & Peripheral Purchase		555.99	4,000.00	3,444.01	14
	330	IT Support Svc Incl Hosting	929.00	9,868.93	10,420.00	551.07	95
	340	Phone Service	440.91	4,590.95	7,680.00	3,089.05	60
	350	Web Develop & Hosting	462.00	21,469.00	38,920.00	17,451.00	55
		Total Account	1,831.91	36,484.87	73,020.00	36,535.13	50
440000		Administrative Expenses					
	410	Advertisement	25.00	75.00	1,500.00	1,425.00	5
	411	Dues & Subscriptions		1,602.00	3,000.00	1,398.00	53
	412	Duplication & Printing	507.00	8,619.28	17,000.00	8,380.72	51
	413	Furniture & Fixture			1,500.00	1,500.00	
	414	Meeting Expenses	4,503.12	6,795.07	3,600.00	-3,195.07	189
	415	Mileage/Transportation		3,434.40	7,200.00	3,765.60	48
	416	Misc Exp		5,762.57		-5,762.57	

05/11/16
08:23:43

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 4 / 16

Page: 2 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account	Object	Description	Current Month	Current YTD	Budget	Variance
						%
	417	Office Lease	8,676.79	94,935.27	93,900.00	-1,035.27
	418	Office Supplies	140.49	1,668.65	10,000.00	8,331.35
	419	Postage & Delivery		473.09	600.00	126.91
	420	Professional Develop & Training	252.27	4,268.99	9,750.00	5,481.01
	421	Industry Conferences	-252.27	2,861.02	3,000.00	138.98
		Total Account	13,852.40	130,495.34	151,050.00	20,554.66
						86
		Total Expenses	126,727.19	987,677.95	1,362,799.00	375,121.05
						72
		Net Income from Operations	-126,727.19	112,584.07		
Other Expenses						
521000		Transfers				
	820	Transfer to Operating Reserve			247,619.00	247,619.00
		Total Account			247,619.00	247,619.00
		Total Other Expenses	0.00	0.00	247,619.00	247,619.00
		Net Income	-126,727.19	112,584.07		

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2016

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **TransAction Update Work-Sessions and Pop Ups:** Work-sessions and Pop-Up events for the update to TransAction are being held throughout the region. See attachment for details regarding times and locations.
3. **Transportation Planning Board (TPB) Long Range Plan Task Force:** The TPB staff have developed a preliminary set of selection criteria that the TPB could potentially use to select a list of unfunded regional priority projects.

TPB staff developed a set of eight criteria based upon the goals and objectives in the TPB Vision and the Regional Transportation Priorities Plan. Attachment C notes the draft selection criteria as developed by TPB staff. TPB staff sent the criteria out for review and comment with a deadline of Friday, June 3, 2016.

It should be noted that the final set of criteria would not only be used to identify unfunded regional priority projects; they would also be used by the TPB to promote regional priorities in the project selection processes of the TPB's members.

NVTA is preparing a draft response to the proposed selection criteria.

The next meeting of the TPB's Long Range Plan Task Force is Wednesday, June 15, 2016 at 10:30am. NVTA staff will provide a briefing on the activities of this task force at the July 14, 2016 Authority meeting.

4. **FY2017-2022 CMAQ Deficit:** As was stated at the May 12, 2016 Authority meeting, staff was notified of revised Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) yearly allocations. Due to the revisions, the Northern Virginia region now has a deficit of \$6,553,354 in CMAQ funds for FY2017 through FY2021.

In coordination with the Regional Jurisdiction and Agency Coordinating Committee (RJACC), staff proposed that the CMAQ deficit be deducted for the following projects:

- Arlington County Commuter Services Program (\$5,395,120);

- PRTC Western Maintenance Facility (\$127,709);
- VRE Rippon Platform Improvements (\$598,742);
- VRE Broad Run Park & Ride Garage (\$367,033); and
- VRE Quantico Parking Expansion (\$64,750).

As has been the practice in previous years when there was a deficit in CMAQ/RSTP funding, these projects will be made whole through the additional/surplus CMAQ PM 2.5 and/or RSTP money available to the region for the same six year period.

NVTA staff in collaboration with the RJACC, have made recommendations on the reallocation of the remaining CMAQ PM 2.5 and RSTP funds to make the above referenced projects “whole.” The recommended adjustments are noted in attachment B —FY2017-2021 CMAQ/RSTP Draft Additional Allocations.

5. NVTA Standing Committee Meetings:

- a. Finance Committee:** The NVTA Finance Committee will meet on Thursday, June 16, 2016 at 1:00pm.
- b. Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Friday, July 1, 2016 at 10:00am.

Attachments:

- A.** Approval of Fairfax County CMAQ/RSTP Reallocation Request
- B.** Approval of the Reprogramming of CMAQ PM2.5 Funds
- C.** Draft TPB Selection Criteria
- D.** FY2014-2016 NVTA Regional Projects Status
- E.** NVTA Comment Letter to TPB on Long-Range Plan Criteria

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for Fairfax County

DATE: June 3, 2016

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

On May 26, 2016, Fairfax County requested the following reallocation:

- \$8,498,205 in CMAQ funds (\$25,700 in FY 2017 funds and \$8,472,505 in FY 2020 funds) from the Columbia Pike Streetcar project (UPC 100471) to the Springfield CBC Commuter Parking Garage project (UPC 106274). This transfer is needed due to revised construction cost estimates.

The RJACC approved these requests on May 26, 2016.

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

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 9, 2016

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County.

Dear Ms. Cuervo:

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

On May 26, 2016, Fairfax County requested the following reallocation:

- \$8,498,205 in CMAQ funds (\$25,700 in FY 2017 funds and \$8,472,505 in FY 2020 funds) from the Columbia Pike Streetcar project (UPC 100471) to the Springfield CBC Commuter Parking Garage project (UPC 106274). This transfer is needed due to revised construction cost estimates.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on May 26, 2016, and the NVTA was informed at their June 9, 2016, meeting. The NVTA has not objected to these reallocations.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)



County of Fairfax, Virginia

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

May 26, 2016

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

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds

Dear Ms. ~~Dominguez~~: *Noelle*

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority to transfer the following CMAQ funds:

- \$8,498,205 in FY 2017 (\$25,700) and FY 2020 (\$8,472,505) CMAQ funds from the Columbia Pike Streetcar project (UPC 100471) to the Springfield CBC Commuter Parking Garage project (UPC 106274). This transfer is needed due to revised construction cost estimates. The transfer, combined with the additional \$1,227,305 of CMAQ 2.5 funding available in FY 2017, should fully fund the project. The Columbia Pike Streetcar project was cancelled by Arlington County.

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

Sincerely,

Todd Wigglesworth for TB

Tom Biesiadny
Director

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

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



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

Date: 5/26/2016

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$10,824,760

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
100471	Columbia Pike Streetcar Project	CMAQ	N	FY17, FY20	\$8,498,205.00	106274	Springfield CBC Commuter Parking Garage	Y	FY15				

TOTAL OF TRANSFER \$8,498,205.00

Attach Signed Request of Transfer Letter

XIII.B

Table 1: CMAQ 2.5 Additional Allocation for FY2017

	FY17
ALEXANDRIA, CITY	
Bike Sharing	\$ 207,532
ARLINGTON COUNTY	
ACCS	\$ 3,545,897
TSM Fiber (UPC 94652)	\$ 369,774
DUMFRIES, TOWN	
FAIRFAX, CITY	
FAIRFAX COUNTY	
Springfield CBC Commuter Parking Garage (UPC 106274)	\$ 1,227,305
FALLS CHURCH, CITY	
HERNDON, TOWN	
Trails to Metrorail (UPC 104342)	\$ 33,693
LEESBURG, TOWN	
LOUDOUN COUNTY	
Bike/Ped for Silver Line Metrorail	\$ 442,936
MANASSAS, CITY	
MANASSAS PARK, CITY	
PRINCE WILLIAM COUNTY	
PURCELLVILLE, TOWN	
VIENNA, TOWN	
Signal Reconstruction (UPC100489)	\$ 22,685
VRE	
Rippon Station Platform	\$ 600,000
PRTC	
Bus Purchase	\$ 622,681
VDOT	
Traffic Signal Optimization	\$ 516,568
TOTAL	\$ 7,589,071

Table 2: RSTP Additional Allocations for FY2017-FY2021

	FY17	FY18	FY19	FY20	FY21
ALEXANDRIA, CITY					
Parking Technologies (UPC 102943)	\$ -	\$ 108,150	\$ 152,400	\$ 203,079	\$ 223,123
Bus Shelters (UPC 102943)	\$ -	\$ 108,150	\$ 152,401	\$ 203,079	\$ 223,123
ITS Integration (UPC 70580)	\$ -	\$ 108,150	\$ 152,400	\$ 203,079	\$ 223,123
Transportation Master Plan (UPC 106964)	\$ 340,077	\$ -	\$ -	\$ -	\$ -
ARLINGTON COUNTY					
ACCS	\$ -	\$ 1,178,083	\$ 1,374,144	\$ 1,219,697	\$ 1,008,701
TSM Fiber (UPC 94652)	\$ 228,742	\$ 335,336	\$ -	\$ -	\$ -
DUMFRIES, TOWN					
US Route 1 Widening	\$ 18,882	\$ 11,188	\$ 15,764	\$ 21,007	\$ 23,081
FAIRFAX, CITY					
Roberts Road Sidewalk (UPC 100423)	\$ 64,652	\$ 52,755			
Draper Drive Signal (UPC100462)	\$ 89,039				
Pedestrian Improvements (UPC 105573)			\$ 74,339	\$ 99,060	
Bridge Deck Rehabilitation (UPC 105572)					\$ 108,837
FAIRFAX COUNTY					
Jones Beach Connector (UPC 103907)	\$ 2,569,155	\$ 1,430,846	\$ -	\$ -	\$ -
Reston Roadway Improvements (UPC 106939)	\$ -	\$ 1,020,256	\$ 3,453,982	\$ 4,602,556	\$ 5,056,832
FALLS CHURCH, CITY					
Ped-Bike-Bridge (UPC 100411)	\$ 49,464	\$ 29,307	\$ 41,298	\$ 55,031	\$ 60,462
HERNDON, TOWN					
East Elden Widening & Improvements (UPC 50100)	\$ 55,212	\$ 52,675	\$ 74,227	\$ 98,910	\$ 108,673
LEESBURG, TOWN					
Sycolin Rd (UPC 102895)	\$ 180,007	\$ 106,651	\$ 150,288	\$ 200,264	\$ 220,030
LOUDOUN COUNTY					
Route 606 Loudoun County Parkway (UPC 97529)	\$ 819,956	\$ 782,280	\$ 1,102,353	\$ 1,468,925	\$ 1,613,909
MANASSAS, CITY					
Route 28 Widening (UPC 96721)	\$ 153,040	\$ 90,674	\$ 127,773	\$ 170,263	\$ 187,068
MANASSAS PARK, CITY					
Manassas Dr at Euclid Ave Intersection (UPC 76683)	\$ 55,185	\$ 32,696	\$ 46,074	\$ 61,395	\$ 67,454
PRINCE WILLIAM COUNTY					
Neabsco Mills Road Widening (UPC 107947)	\$ 1,007,513	\$ 961,217	\$ 1,300,000	\$ 1,800,000	\$ 1,983,074
PURCELLVILLE, TOWN					
Main Street and Maple Avenue Intersection (UPC 70578)	\$ 32,471	\$ 19,240	\$ 27,112	\$ 36,127	\$ 39,693
VIENNA, TOWN					
Signal Reconstruction (UPC100489)	\$ 37,173	\$ 35,465	\$ 49,976	\$ 66,594	\$ 73,167
VRE					
Broad Run P&R Parking Deck	\$ -	\$ 219,940	\$ 201,598	\$ -	\$ -
Quantico Parking Expansion	\$ -	\$ -	\$ -	\$ 69,678	\$ -
TOTAL	\$ 5,700,568	\$ 6,683,058	\$ 8,496,128	\$ 10,578,745	\$ 11,220,350

**TPB Long Range Plan Task Force:
Regional Criteria to Select a Limited Set of Unfunded Priority Projects
to Improve Performance at a Regional Scale**

The Draft Regional Criteria and Project Assessment information in the table below are drawn from a memo to the Long-Range Plan Task Force dated May 12, 2016. This table also includes information (3rd column) linking the draft criteria with the goals from the Regional Transportation Priorities Plan.

Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a *Regionally Significant Transportation Network*. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network.

In the second phase, *Regional Criteria* would be used to guide the selection of a limited number of unfunded projects that will represent the TPB's Regional Priority Projects. The Regional Criteria will be multi-modal and will be grounded in the TPB's Vision and Regional Transportation Priorities Plan. Unfunded projects that are on the Regionally Significant Transportation Network will be qualitatively assessed (see 4th column) and selected based on their potential to serve one or more Regional Criteria. These priority projects will be anticipated to positively affect the transportation system's performance at a regional level.

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
1	Increase Person Throughput	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System	<ul style="list-style-type: none"> • Tool: Maps of congested travel corridors with low person-throughput. • Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system.
2	Provide Targeted Congestion Relief	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> • Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD). Comparable measure(s) will be used to identify congested transit facilities/services. • Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system.

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
3	Increase Non-SOV Travel Mode	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> • Tool: None (Yes/No) • Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.
4	Connect Activity Centers	2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> • Tool: Maps of Activity Centers with current and planned road and transit connections. • Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.
5	Improve Access to Environmental Justice Communities	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> • Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections. • Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.
6	Improve Safety	3. Ensure Adequate System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> • Tool: Maps identifying locations with high rates of safety incidents. • Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.
7	Address Freight Needs	6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> • Tool: Map of the Regionally Freight-Significant Network • Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.
8	Improve Non-Motorized Connectivity	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> • Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study). • Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations or close gaps in the regional trail network will be given credit in the evaluation system.



NVTA FY2014-16 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway; construction of the interchange begins in Fiscal Year 2018; construction of the local road that connects to the interchange (Long Bridge Drive) begins in Fiscal Year 2017.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2020 (interchange)	2020
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release June 2016, with construction expected to be under way in fall 2016.	Fall 2018	Fall 2018
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering Construction	PE started by early 2014. Final design will start by fall 2016.	Start of construction in Fall 2017	Start of construction in Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015 with expected significant completion in early June 2016. Final paving and striping will be completed in January 2017 at the same time as an adjacent County project.	January 2017	June 2016
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	Design work to run for two years from summer 2016.	Start of construction in winter 2019	Summer 2018
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	PE began in January 2016.	Start of construction in June 2017	Start of construction in June 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Construction	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Utility and site preparation work is currently underway for station entrances. The County design team is working toward 100% construction drawings for the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The employee parking lot is complete, FCDOT takes possession on June 16, 2016. Demolition of the asphalt for the maintenance building expansion has started; materials are ordered for the administration building expansion; and, demolition on the conference room for the new office space has started.	July 2017	July 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Notice to Proceed (NTP) issued to consultant mid-January 2016, 15% plans received on 6/1/16. Survey: Substantial completion on 5/15/16. Environmental: NTP issued late-February 2016 for PEI, received Preliminary Environmental Inventory on 5/1/16. Traffic: NTP issued mid-March 2016, counts completed in May 2016, modeling complete in September 2016. Utility Designation: Designation estimate was provided in September 2015. NTP given to consultant in March 2016. Utility designation survey completed in May 2016.	2020	February 2018
Fairfax County	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT has the final RFP for a design consultant, and planning to advertise the project in June/July 2016.	2020	2018
Fairfax County	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Design is 20% completed. Staff met with elected officials to discuss the typical section. The consultant is preparing for a Public Information Meeting (PIM) scheduled on June 22, 2016.	2018	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project and the design contract has been finalized with NTP issued by VDOT to the consultant on March 21, 2016. A project scoping/kickoff meeting was held on April 13, 2016 and IMR Framework Document Meeting was held on April 26, 2016. Data collection and IMR development are underway with the delivery of the Draft IMR and Final IMR scheduled in September, 2016 and February, 2017, respectively. Design approval anticipated in early 2018.	2020	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Fairfax County	US 1 (Richmond Highway) Widening – Widen US 1 for 2.9 miles from Mt. Vernon Memorial Highway (south) to Napper Road. This project will provide a 6 lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. Project includes both pedestrian and bicycle facilities and provision for future transit.	\$1,000,000 (FY2015-16)	PE, Environmental	Project is administered by VDOT and currently is in the very early stage of the project development. Consultant has been selected. The scope and fee proposal is being negotiated. NTP is expected by June 14, 2016. VDOT has also initiated survey of the corridor and the development of the NEPA document. Survey data is expected to be available by June 2016. Environmental document development is under way. The first citizen information meeting for the environmental document is anticipated to happen in early fall 2016.	2019	2018
Fairfax County/ Virginia Department of Transportation	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	A Pardon our Dust meeting was held on March 9, 2016. Construction is ongoing.	Spring 2018	Spring 2017
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	Negotiations underway for the acquisition.	Acquisition of land anticipated by Summer 2016.	Summer 2016
Loudoun County	LC Transit Buses – New transit buses to introduce Silver Line connecting service.	\$880,000 (FY2014)	Asset Acquisition	Buses have been ordered.	Anticipated delivery by May 2016.	May 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW Acquisition Construction	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. Final ROW plans were approved on April 25, 2016. Design and ROW to be completed by Spring 2016 and construction to begin in late 2016. Coordinating with property owners who have approved land development applications along this segment. The next phases of the project include approval of the construction plans and right-of-way acquisition.	December 2018	December 2018
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	30% plans have been completed, and a public design hearing was held on 6/23/2015. 60% design plans were submitted on 6/29/2015. Currently coordinating utility relocation with utility companies; 90% design plans were submitted to B&D and VDOT on April 6, 2016. The next phase of this project will be submission of the dedication and easement plats.	February 2018	February 2018
Loudoun County	Acquisition of Four Buses – Add additional bus capacity in peak commuter periods to connect new park and ride lots in Loudoun County to the Silver Line of Metro.	\$1,860,000 (FY2015-16)	Asset Acquisition	Buses have been ordered.	Winter 2016	Winter 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Loudoun County	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	Project is administered by VDOT as a Design Build contract. Dewberry prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. Ongoing activities: clearing along the project limits (5.5 miles) with the exception of the area adjacent to the National Oceanographic Atmospheric Administration (NOAA); easement documents were sent to NOAA; construction of the emergency spillway at the Horsepen Dam; construction of piers for the bridge over the dam; excavation for some of the storm water management ponds.	Fall 2017	Fall 2017
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on the west side and a sidewalk on the east side.	\$3,000,000 (FY2014)	Design	The roadway design activities have been started. VDOT Project day held in Jan 2016. NEPA is ongoing.	Construction advertisement July 2018.	Design October 2017.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	Route 1 Widening from Featherstone Road to Marys Way - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multimodal trail and a five foot wide sidewalk along the sides of the route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	VDOT Preliminary Field Inspection Plans were submitted to VDOT in Nov 2015. Construction to begin in January 2017. There are approximately 73 parcels impacted with 7 properties with possible major impacts, 10 parcels with total takes, and 7 probable total takes. Over 75 people attended the citizen information meeting held on March 23. Public hearing to be held in June 2016.	May 2021	May 2021
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes relocation and re-alignment of Route 215 (Vint Hill Road) and construction of a multi-use trails on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW appraisals and negotiations are complete. Utility relocation to be completed by summer 2016. All utilities, plans and estimates have been approved. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Route 234 Bypass to Linton Hall Road project.	December 2018	December 2018
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Scoping documentation began in early 2016 and construction to start in May 2018. Project to be bid together with Vint Hill Road Extension project and Route 28 Widening from Linton Hall Road to Fitzwater Drive project.	May 2020	May 2020

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Study to start in Spring 2016	Location study (phase 1 of the overall study) to be completed early by 2017	Location study (phase 1 of the overall study) to be completed by early 2017
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Final Environmental Impact Statement is under review by the Federal Transit Administration and the National Park Service. Release of Final EIS expected in June 2016. Records of Decision expected in Summer 2016.	Expected to open by year-end 2020.	2017
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Conceptual design of the station began in Fall 2015. Design-build package being prepared for advertisement of the contract by WMATA in Summer 2016.	2020	2017
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition	Notification of award for bus shelter construction was given on May 17, 2016 to the Russell Gage Corporation. Purchase order to Russell Gage being processed by the City of Alexandria. Once the purchase order is approved, a preconstruction meeting will be held.	September 2018	September 2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Committee evaluated the RFP responses and is in process of preparing the letter of recommendation for selection of design consultant. Design will begin in Summer of 2016 and project is expected to be completed by Summer 2017.	Summer 2017	Summer 2017
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	Committee evaluated the RFP responses and is in the process of preparing the letter of recommendation for selection of design consultant. Design will begin in Summer 2016 and project is expected to be completed by Summer 2017. City has contacted NVTA to seek guidance on using TSP system for WMATA buses instead of DASH buses.	Summer 2017	Summer 2017
City of 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.	\$1,462,500 (FY2014)	Asset Acquisition	Buses have been delivered. In process of completing final invoice documentation for NVTA.	April 2016	March 2016
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	FONSI is expected in June 2016	2021	2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	Utility relocations. Project is currently out to bid. Construction is expected to commence in summer 2016.	2018	2018
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	Utility relocations. Project is currently out to bid. Construction is expected to commence in summer 2016.	2018	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015.	April 2017	April 2017
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began March 2015. Project is on schedule with construction expected to be complete in May 2016	May 2016	May 2016

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering Construction Inspection Services	Construction of four shelters began in March. Easement acquisition is on-going with construction of the shelters in summer of 2016.	Summer 2016	Summer 2016
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	90% design completed. Final plans anticipated August 2016. Finalizing utility undergrounding plans.	Summer 2017	Summer 2017
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design Construction	90% design completed. Final plans anticipated July 2016. Coordinating easement needs with Arlington County, anticipated completion August 2016.	Early 2017	Early 2017
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 75%. Awaiting public hearing advertisement approval from VDOT.	October 2019	October 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The conceptual plan is being finalized. The project is being reviewed for potential phasing to accommodate full funding requests.	FY2025	FY2018
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in early 2017.	Early 2017
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering ROW Acquisition Construction	Procurement approved and awarded in March 2015. ROW acquisition/street dedication is to begin in early 2016 to be ready for construction in 2018.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018
Town of Herndon	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Environmental review completed and Preliminary Field Inspection completed. 35% Design is completed. Utility duct-bank design advanced to 30% design. VDOT's Location and Design Public Hearing scheduled for Winter 2016.	2021	December 2018
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design Environmental	Public Information Meeting was held on March 10. Interchange Justification Report Traffic Framework document approval expected next week. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Design approval expected May 2017.	May 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Public Information Meeting was held on March 10. Interchange Justification Report Traffic Framework document approval expected next week. Traffic modeling, NEPA document scoping review, and preliminary alternatives preparation are underway and expected to complete in 6 months. Next public meeting in fall 2016.	Construction to begin in 2022.	
Town of Leesburg	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	Kickoff meeting held on 4/29/16. Traffic Modeling coordination meeting held on 4/8/16. Interchange Justification Report Traffic Framework document is being prepared. The consultant is preparing an updated schedule.	2020	2018
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to study transit options on Route 7.	\$838,000 (FY2014)	Planning for Phase 2 of Study	Presented preferred alignment, mode, and funding strategy to the Commission in April. Public meetings scheduled for June 6, 8, and 14. Commission is expected to approve the final report at the July meeting.	Expected completion July 2016.	July 2016.
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 153 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. .	Winter 2017	Winter 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Department of Transportation	Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1 – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	ROW acquisition, storm water installation, clearing, and grubbing are complete. Work currently underway includes installation of the base asphalt for the added travel lane, construction of added travel lane 50% complete, applicable earth work, MSE wall between Sterling Blvd & Route 606, overhead signs foundations is (60 % complete). Shoulder construction from RT606 to Innovation Ave will likely be delayed till fall.	Summer 2017	Summer 2017
Virginia Department of Transportation	Route 28 Widening Dulles Toll Road to Route 50/Area 2 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	ROW acquisition and clearing within existing ROW are complete. Construction of double box culvert extension is underway – barrels are done; wing wall will be done next month. Roadway work pending MWAA permit.	Summer 2017	Summer 2017
Virginia Department of Transportation	Route 28 Widening McLearen Road to Dulles Toll Road/Area 3 – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Clearing within existing ROW is complete. Work in progress to widen the Horsepen Bridge. Roadway construction between Frying Pan Road and the Dulles Toll Road is ongoing. Excavation for roadway construction between Frying Pan and DTR underway. Installation of drainage items between McLearen and Frying Pan planned for next month. Final slope grading will likely be delayed till fall.	Summer 2017	Summer 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Moving design forward with 60% due in May 2016.	Fall 2017	Fall 2017
Virginia Railway Express	Gainesville to Haymarket Extension – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning Project Development Conceptual Design	Station, service and railroad alignment alternatives analysis underway. Second round of public/stakeholder meetings scheduled for April 2016.	Summer 2017	Summer 2017
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	PE to begin May 2016, final design in April 2017, and construction May 2018.	Summer 2019	Summer 2019
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	RFP issued on April 15, 2016. Contract award estimated July 2016.	Fall 2017	Fall 2017
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 550 feet to allow the north-side platform at the station to be usable by VRE trains on a regular basis. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design Construction	PE to begin May 2016, final design in April 2017, and construction in May 2018.	Summer 2019	Summer 2019

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	PE to begin May 2016, final design in April 2017, and construction in May 2018.	Summer 2019	Summer 2019
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design to begin in May 2016 and construction in January 2017.	Summer 2017	Summer 2017
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the short- and long-term expansion potential of the VRE Crystal City station to alleviate existing crowding and accommodate future service expansion and bi-directional service.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. RFP under development. Contract award estimated September 2016.	Fall 2017	Fall 2017

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)
Washington Metropolitan Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Lowest bidder documentation is under review and award is anticipated mid May 2016.	Projected Contract Close-out September 2017	July 2017

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Kanti Srikanth, Director of Transportation Planning
Metropolitan Washington Council of Governments

FROM: Monica Backmon, Executive Director
Northern Virginia Transportation Authority

DATE: June 6, 2016

SUBJECT: Comments on the Long-Range Plan Regional Criteria for Project Selection

The Northern Virginia Transportation Authority (NVTA) appreciates the opportunity to review and provide comments on the Transportation Planning Board's (TPB) proposed Long-Range Plan Regional Criteria for Project Selection.

NVTA Chairman Martin E. Nohe, who is also a member of the TPB, would like to discuss the NVTA's project evaluation and selection process at an upcoming TPB meeting to inform the TPB of the Authority's regional prioritization process that is both cumulative and robust in evaluation and analysis. We hope that a presentation of this nature would prove useful and demonstrate how the Authority's process could be embraced by the TPB.

The following bullets denotes comments that the NVTA staff have regarding the draft criteria as proposed:

- In general, NVTA staff notes that the proposed criteria are duplicative of the project selection criteria used by the NVTA (under HB 599 and the NVTA Quantitative Criteria) and the criteria that the Commonwealth Transportation Board (CTB) uses for HB 2 evaluation. Therefore, NVTA wishes to prevent the development of a process that is different from that which is currently being utilized in Northern Virginia. NVTA and VDOT have also developed the tools to provide the quantitative measure used in these processes. These could easily fit into the TPB process. We therefore recommend that the TPB utilize the NVTA project selection process as currently developed and adopted by the Authority which includes representatives from Planning District Commission Eight, General Assembly members, and two gubernatorial appointees; one from the CTB and a person who has significant experience in transportation planning, finance, engineering, construction, or management. We also note that this process has been used for three successful funding programs, will be incorporated into the update of Northern Virginia's Long Range Transportation Plan, and has been validated by the Fairfax County Circuit Court.

- With the existence of several project selection systems as mentioned above, any additional project selection system may offer more confusion to the public within Northern Virginia.
- The projects that the NVTa selects for funding are regional projects and go through a rigorous project evaluation and selection process with multiple layers of analysis, including an evaluation of congestion reduction, accessibility, and mobility under the HB 599 process and the NVTa quantitative evaluation. For your convenience, we have noted the performance measures used for the NVTa quantitative evaluation and for the HB 599 evaluation, below:
 - NVTa quantitative evaluation criteria:
 - Reduction in person hours delay;
 - Project readiness;
 - Reduction in Vehicle Miles Traveled (VMT);
 - Improvement in safety;
 - Connectivity between Activity Centers;
 - Connectivity between jurisdictions and modes;
 - Improved bike-ped options;
 - Improved management and operations (ITS); and
 - Cost sharing.
 - HB 599 performance measures:
 - Reduction in congestion duration;
 - Person hours of delay;
 - Person hours of congested travel in automobile;
 - Person hours of congested travel in transit vehicles;
 - Transit crowding (reduction in hours of crowded transit person miles);
 - Accessibility to number of jobs (within 45 minutes by auto and 60 minutes by transit); and
 - Emergency mobility.
- NVTa's current long range transportation plan, TransAction 2040, and the update that is underway, include a robust evaluation of a large number of projects based on similar criteria as suggested in the current proposal by TPB. The updated TransAction, expected to be adopted in the fall of 2017, will include projects that will achieve regional goals and score well on multiple criteria. Please note that TransAction is also a multi-modal unconstrained plan with a 25 year horizon.
- As noted in the TPB proposal, "Regionally Significant Transportation Network" is comprised of 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network." There are also many jurisdictional transit routes that are regionally significant. NVTa staff recommends the TPB discuss this with the jurisdictions and agencies to ensure that all priority transit service will be considered.

- There are other determining factors regarding projects that should be considered for inclusion in the proposed regional criteria. These include, and are not limited to, funding (availability of other funds), project readiness, land use impacts/implications, geographical balance, modal balance, etc.
- The NVTa recommends that the Long Range Plan Task Force ensures that the transportation needs throughout the metropolitan region are well balanced and represent both the needs of the inner and outer jurisdictions.
- Please refer to the attached mark-up file for specific comments on the proposed criteria.

Again, the NVTa is appreciative of the work of the TPB and the continued collaboration to positively affect the transportation system's performance at a regional level.

May 25, 2016

**TPB Long Range Plan Task Force:
Regional Criteria to Select a Limited Set of Unfunded Priority Projects
to Improve Performance at a Regional Scale**

The Draft Regional Criteria and Project Assessment information in the table below are drawn from a memo to the Long-Range Plan Task Force dated May 12, 2016. This table also includes information (3rd column) linking the draft criteria with the goals from the Regional Transportation Priorities Plan.

Staff has proposed that project selection would occur in two phases. In the first phase, a full inventory of unfunded projects (the basis for the All-Build Scenario) would be screened to identify those projects that are deemed to be part of a *Regionally Significant Transportation Network*. Staff has proposed that the Regionally Significant Transportation Network be comprised of: 1) Interstate highways and roadways on the National Highway System; 2) all fixed-guideway transit systems, WMATA's Priority Corridor Network and bus rapid transit projects; 3) roadways on the TPB's Regional Freight-Significant Network.

In the second phase, *Regional Criteria* would be used to guide the selection of a limited number of unfunded projects that will represent the TPB's Regional Priority Projects. The Regional Criteria will be multi-modal and will be grounded in the TPB's Vision and Regional Transportation Priorities Plan. Unfunded projects that are on the Regionally Significant Transportation Network will be qualitatively assessed (see 4th column) and selected based on their potential to serve one or more Regional Criteria. These priority projects will be anticipated to positively affect the transportation system's performance at a regional level.

Commented [SN1]: All criteria except freight needs are part of NVTa's HB599 and Quantitative Score criteria. Some are part of State's HB2 criteria.

Commented [SN2]: There are many jurisdictional transit routes that are significant to the region. If you consider only WMATA priority networks, these will be excluded

Commented [SN3]: And quantitatively (some are quantifiable within the model)

No.	Draft Regional Criteria	RTTP Goal Served	Project Assessment
1	Increase Person Throughput HB2: NVTa Quant Score	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System	<ul style="list-style-type: none"> • Tool: Maps of congested travel corridors with low person-throughput. • Assessment: Projects deemed likely to increase person throughput in the above key corridors will be given credit in the selection system. • ITS improvements
2	Provide Targeted Congestion Relief HB599; HB2	1. Provide a Comprehensive Range of Transportation Options 4. Maximize Operational Effectiveness and Safety of the Transportation System 6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> • Tool: Maps identifying facilities/corridors with the heaviest congestion – separate maps for vehicle hours or delay (VHD) and auto person hours of delay (PHD). Comparable measure(s) will be used to identify congested transit facilities/services. • Assessment: Projects deemed likely to relieve congestion in highlighted corridors will be given credit in the selection system. • Congestion duration • Person hours of delay (PHD), PHD in auto, PHD in transit • Transit crowding

No.	Draft Regional Criteria	RTPP Goal Served	Project Assessment
3	Increase Non-SOV Travel Mode NVTA Quant Score (bike-ped connection: reduce VMT)	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> Tool: None (Yes/No) Assessment: Projects aimed at increasing non-SOV travel will be given credit in the selection system.
4	Connect Activity Centers NVTA Quant Score (activity center: jurisdictions/modes)	2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> Tool: Maps of Activity Centers with current and planned road and transit connections. Assessment: Projects that connect two or more Activity Centers will be given credit in the evaluation system.
5	Improve Access to Environmental Justice Communities HB599 (general accessibility): HB2	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers	<ul style="list-style-type: none"> Tool: Maps of Communities of EJ Concern that will also include current and planned road and transit connections. Assessment: Projects that address transportation challenges of the Community of EJ Concern will be given credit in the evaluation system.
6	Improve Safety NVTA Quant Score: HB2	3. Ensure Adequate System Maintenance, Preservation, and Safety	<ul style="list-style-type: none"> Tool: Maps identifying locations with high rates of safety incidents. Assessment: Projects that specifically alleviate a safety issue identified by member jurisdictions will be given credit in the evaluation system.
7	Address Freight Needs	6. Support Inter-Regional and International Travel and Commerce	<ul style="list-style-type: none"> Tool: Map of the Regionally Freight-Significant Network Assessment: Projects designed to enhance and/or improve freight movement on the Regionally Freight-Significant Network will be given credit in the evaluation system.
8	Improve Non-Motorized Connectivity NVTA Quant Score (bike-ped connection: reduce VMT)	1. Provide a Comprehensive Range of Transportation Options 2. Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers 5. Enhance Environmental Quality, and Protect Natural and Cultural Resources	<ul style="list-style-type: none"> Tool: Under the guidance of the TPB Bicycle and Pedestrian Subcommittee, staff will provide: 1) a map of a regional trail network (currently under development) with built and unbuilt facilities and 2) a map of transit stations with constrained walksheds (WMATA's station access improvement study). Assessment: Projects (packaged in groups) that are deemed likely to increase access to transit stations and activity centers, or close gaps in the regional trail network will be given credit in the evaluation system.

[NVTA is in the process of incorporating the current HB599 and NVTA Quant score measures into its long range plan analysis \(TransAction\).](#)

Correspondence Section



David S. Butler
Mayor

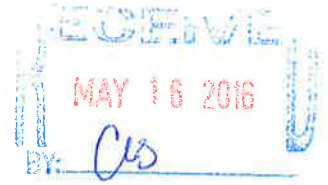
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May 10, 2016



The Honorable Martin Nohe
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Chairman Nohe:

The Leesburg Town Council was disappointed to learn that the Route 7/Battlefield Parkway interchange project was not included among the projects recommended for funding by the NVTa in Fiscal Year 2017. We urge you to reconsider this decision, and offer the following facts in support of funding this important project

The Route 7 Corridor is a major commuter route through Leesburg and Loudoun County and continues to be one of Northern Virginia's worst bottlenecks. The Route 7 Corridor Plan calls for the corridor to become fully limited access, from Algonkian Parkway to Leesburg. All of the remaining at-grade intersections along that section of Route 7 are under construction or in the planning stages for transition to grade-separated interchanges – with the exception of the Battlefield Parkway intersection. If not funded, the Route 7/Battlefield Parkway intersection will be the last intersection with a traffic signal from Route 28 to Berryville in Clarke County.

Further, this intersection has been consistently identified as the highest accident intersection in Leesburg by the Leesburg Police Department, with over 450 crashes, including two fatal and 50 with personal injuries, reported since 2009. A grade-separated interchange will improve traffic safety significantly in this area.

Finally, we would like to note that the Route 7/Battlefield Parkway interchange project is the only one of the 24 candidate projects located in Loudoun County. Thank you for your consideration of our request.

Sincerely,

David S. Butler
Mayor