

REVISED 02.20.14



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, February 20, 2014

7:00 pm

3060 Williams Drive (Ste 510), Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the January 23, 2013 Meeting**
*Recommended action: Approval [with abstentions
from those who were not present]*

Informational Briefings

- IV. I-66 Outside the Beltway Tier I EIS** Ms. Hamilton, VDOT
- V. Proposed Project Evaluation MOEs and Rating Framework**
Mr. Srikanth, VDOT

Action Items

- VI. Approval of Technical Advisory Committee Chair Appointment**
Chairman Nohe
- VII. Project Nominations for VDOT Evaluation and Rating Study** Chairman Nohe
Recommended action: Approval of nominated projects

Information/Discussion Items

- VIII. VDOT Response to NVTA/PIWG Comments on Evaluation Framework**
Ms. Cuervo, VDOT
- IX. CMAQ/RSTP Request** Ms. Backmon, Chair, JACC
- X. Status of Memoranda of Agreement** Mr. Mason, CEO
- XI. HB 2313 Funding Status** Mr. Longhi, CFO

XII. NVTa Operating Budget Report

Mr. Longhi, CFO

XIII. Executive Director's Report

Mr. Mason, CEO

Reports from Working Groups

[Briefed if requested]

XIV. Financial Working Group

Chair Euille

XV. Project Implementation Working Group

Chair Nohe

Added Action Item

A. Letter to Conference Committee

Ms. Backmon, Chair, JACC

Closed Session

XVI. Closed Session

Adjournment

XVII. Chairman's Comments

XVIII. Adjournment

Next Meeting: March 20, 2014 – 7:00 pm

3060 Williams Drive (Ste 510)

Fairfax, Virginia

Northern Virginia Transportation Authority

3060 Williams Drive (Ste 510)

Fairfax, VA 22031

www.TheNovaAuthority.org



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
The Authority for Transportation in Northern Virginia

MEETING MINUTES

Thursday, January 23, 2014

5:00 pm

3060 Williams Drive (Ste 510), Fairfax, VA 22031

Public Comment

- Chairman Nohe called the Public Comment Period to order at 5:04pm.
- Brian Faults, Government Affairs Manager for Loudoun County Chamber of Commerce, addressed three points:
 1. Supported Loudoun's request for an additional six million dollars in FY2014 PAYGO funds for the Route 28 Hot Spot Project.
 2. Asked that as the Authority considers FY2015 projects, it makes congestion relief the highest priority.
 3. Asked the Authority to get members of the General Assembly to support the proposed Bi-County Parkway.
- David Birtwistle, CEO of Northern Virginia Transportation Alliance, made the following recommendations:
 1. Northern Virginia's regional transportation Authority must be regional-network focused.
 2. The Authority must recognize that jurisdictional benefits extend beyond jurisdictional borders.
 3. The Authority's regional dollars must be leveraged with state and local dollars.
 4. The Authority's Technical Advisory Committee is an important, untapped resource that must be utilized to its fullest potential.
- Anita Grazer, President of Committee for Dulles, urged the Authority to select and fund those projects that will provide the most effective means of reducing congestion and ease citizens' commute time. She emphasized:
 1. In first years focus should be on critical transportation projects for Northern Virginia that will reduce congestion quickly and for the greatest number of citizens.
 2. Projects that provide road links to transit stations should have a high priority.
- Jonathan Cox, senior executive with AvalonBay, spoke for the Tyson's Partnership. He requested that transportation dollars raised in Tysons be spent in Tysons.

Annual Organizational Meeting

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 5:13pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Board Member Zimmerman; Chairman York; Chairman Bulova; Mayor Parrish; Mayor Silverthorne (arrived 5:38pm); Council Member Rishell; Council Member Snyder (arrived 5:30pm); Ms. Bushue; Mr. Garczynski.
- Non-Voting Members: Mrs. Cuervo; Ms. Mitchell; Mayor Umstattd.
- Staff: John Mason (Interim Executive Director); Michael Longhi (CFO); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the December 12, 2013 Meeting

- Chairman York moved to approve the minutes of December 12, 2013; seconded by Mayor Parrish. Motion carried unanimously.

Action Items

IV. Election of Chairman and Vice Chairman Chairman Bulova/Mayor Parrish

- Chairman Bulova advanced the slate of Martin Nohe as Chairman and Bill Euille as Vice Chairman for CY2014, adding that this will provide some continuity during formative years to ensure the Authority's program continues in the smoothest way possible.
- Chairman Bulova moved the election of Martin Nohe as Chairman and Bill Euille as Vice Chairman of the Authority for CY2014; seconded by Mayor Parrish. Motion carried unanimously.
- Chairman Nohe thanked the Authority for their confidence in him.

V. Appointment of Towns' Representative Chairman Nohe

- Chairman York moved to appoint Kristen Umstattd as the Towns' Representative to the Authority for CY2014; seconded by Chairman Bulova. Motion carried unanimously.
- Chairman Nohe welcomed Mayor Umstattd back to the Authority.

VI. Approval of Work Program and Meeting Schedule for Calendar Year 2014

Ms. Backmon, Chair, JACC

- Ms. Backmon presented the CY2014 Meeting Schedule and Work Program. She noted that with the exception of February all meetings are scheduled for the second Thursday of the month and highlighted changes in proposed calendar from last meeting:
 - ✓ February 13 meeting moved to February 20 to allow staff enough time to receive the VDOT congestion analysis and to use that and data from TransAction 2040 to do project nominations to the Authority.
 - ✓ Added a meeting in May to allow enough time for the Debt Subcommittee to make recommendations regarding financial issues and bond recommendations for the Authority.
- Chairman Nohe clarified that we probably won't need both the June and July meetings. Ms. Backmon responded that depending on actions at the May meeting, either the June or the July meeting will be cancelled. Left both on calendar as placeholders.
- Chairman York clarified that June is a placeholder. Chairman Nohe responded affirmatively and added that there may be time sensitive issues with the bond issuance in either June or July. Ms. Backmon clarified that the date in June is June 12.
- Chairman Bulova expressed concern regarding the March and April meeting dates, stating that Fairfax and Loudoun counties are in public budget hearings during that time. April 10 is the last night of budget hearings for Fairfax. Chairman York added that March 13 is a budget work session for Loudoun. Chairman Bulova suggested that this could be resolved by waiting until budgets are adopted before implementing the schedule and leave meetings as the fourth Thursday. Chairman Nohe stated that he understands, but the challenge is that starting next month the Authority will need to be very involved in the HB599 process. He added that the Authority needs be directly involved in this and take it beyond the staff level. Chairman York suggested meeting during the day. Chairman Bulova suggested that April 17 would resolve her conflict. Chairman York suggested that March 20 would resolve his conflict. Chairman Nohe asked if changing these dates would create a conflict for anyone else. Ms. Rishell asked for confirmation that the meeting time will be 7pm. Chairman Nohe responded affirmatively. There was general consensus that the proposed revised meeting dates of March 20 and April 17 would work.
- Chairman York suggested the following year calendar be presented to the Authority by November. Chairman Nohe agreed this makes sense. He added that there was still a desire to hold monthly meetings in conjunction with NVRC meetings. He suggested that once the HB599 process is done, the Authority re-evaluate work load and may determine to go back to fourth Thursday meetings.
- Mr. Garczynski reminded the Authority that the April meeting of the CTB is April 16 and at the proposed April 10 meeting there was to be discussion about the testimony before the CTB. Chairman Nohe responded that normal

practice is to send testimony out to members for comment prior to CTB meeting.

- Chairman York reviewed revised meeting dates:
 - ✓ February 13 moved to February 20.
 - ✓ March 13 moved to March 20.
 - ✓ April 10 moved to April 17.
 - ✓ June 12 is a placeholder.
- Chairman York moved to approve the CY2014 Meeting Schedule and Work Program with suggested changes; seconded by Chairman Bulova. Motion carried unanimously.

VII. Approval of Resolution 14-07: Increase in FY2014 PAYG Funding Allocation to Loudoun County Route 28 Hot Spot Improvement Project

Chair Zimmerman

- Board Member Zimmerman introduced Resolution 14-07 and explained that the item was discussed by the PIWG and is a result of doing this for the first time. The situation arose due to the difficulty of putting this together in a short time period. He added that there is remaining funding available to address the Loudoun request.
- Board Member Zimmerman moved to approve Resolution 14-07 to increase the funding allocation to the Route 28 Hot Spot Improvement Project from the remaining FY2014 NVTAs Pay-As-You-Go funds in the amount of \$6,000,000; seconded by Mr. Garczynski.
- Chairman York thanked the Authority for this and explained that it will help solve a critical issue in that the Route 28 spot improvement is a regional project and is now pretty much fully funded to go forward.
- Motion carried unanimously.

VIII. Ratification of NVTAs Employee Health Insurance Plan

Mr. Mason, Interim Executive Director

- Mr. Mason explained that the Authority had previously asked him to bring this item back to the Authority for ratification. After reviewing several options and looking at piggy-backing on several local jurisdictions' policies, which did not work, he has chosen to go with the Commonwealth's Local Choice Health Benefits Program (TLC). He explained that this is designed for agencies such as NVTAs and that the cities of Fairfax, Manassas and Manassas Park use the TLC Program.
- Chairman York moved to ratify the Commonwealth of Virginia's Local Choice Health Benefits Program as the provider of health, dental and related

benefit programs for employees of the Authority; seconded by Mayor Parrish. Motion carried unanimously.

IX. Approval of Transition of Working Groups

Mr. Mason, Interim Executive Director

- Mr. Mason stated that the staff has been working on the transition of working groups to committees. He summarized:
 - ✓ Three [OWG, POWG and LWG] have completed their activities and are ready to be dissolved.
 - ✓ FWG's actions continue. Suggested that when the Chair believes the Group's work is complete, the FWG can be dissolved.
 - ✓ PIWG needs more time for consideration on how best to move forward.
- Chairman Bulova moved to approve the dissolution of the Legal, Organizational and Public Outreach work groups and further moved that the Financial Working Group be dissolved when the Chair of that Working Group reports that the work of that Group has been completed and that the executive director report back at the next meeting with recommendation for the Program Implementation Working Group; seconded by Board Member Zimmerman.

(Council Member Snyder arrived.)

- Mr. Garczynski noted that this was discussed at the PIWG meeting last week. Stated it is imperative that there is more involvement from the sitting members of NVTa as program implementation moves forward, because there will be decisions that the elected officials will need to be an important part of when decision time comes after the filter process has been completed. Chairman Nohe agreed that there needs to be more Authority member representation. This is going to require reshaping what the group is and does and it is unclear how this is going to work. With the departure of Chair Zimmerman, Chairman Nohe appointed himself as Chair of PIWG. He will propose a plan and envisions that the working group may not need to exist, because the Authority is the working group. Will take some time to turn current system into something that makes this work.
- Motion carried unanimously.

X. Approval of Future NVTa Office

Mr. Mason, Interim Executive Director

- Mr. Mason explained that we have an opportunity for NVTa to move with NVRC to new office space in the adjacent building. He highlighted benefits of this move:
 - ✓ Improved conference space that will hold up to 100 people.
 - ✓ Good opportunity to continue co-location with NVRC, noting that experience to date has worked well.

- ✓ Rate is less than rate we are paying now and will have 5.5 month abatement. Anticipate some start-up costs and need an accounting software platform, so have not decided whether to take abatement up front or over time.
- ✓ Lease will be for five years, renewable, which works nicely for potential next step to also co-locate with NVTC.
- Chairman Bulova asked how much more time is left on NVTC lease. Mr. Mason responded that it is greater than five years.
- Chairman Bulova moved that the Interim Executive Director be authorized to negotiate the future co-location of NVTa with NVRC in the building adjacent to current site and that the Interim Executive Director be authorized to sign a 5-year sublease with NVRC consistent with the parameters described in this memorandum [staff], subject to approval by Council of Counsels; seconded by Chairman York.
- Board Member Zimmerman commented that this is an unfortunate location for both organizations and is not easy to get to. Not accessible by transit which is not a good thing for a public agency.
- Chairman York stated that he appreciates Mr. Zimmerman's comments, however, we need to be responsible with the money that we have. This option affords us the opportunity to move into a location that has better conference facilities and will be better for public attendance. He mentioned there will be a shuttle from the Metro. In later years, might be able to work something that is directly on transit. Will still need to be able to park and this is not always easy in a dedicated zone for transit. He added rental costs will also be higher. Perhaps in the future there might be applications along a transit route that we might be able to negotiate something in a proffer to give us better rents and an affordable price to do this.
- Chairman Bulova asked if Mr. Mason could speak to issue of the shuttle or the opportunity for people to take public transit to meetings. Mr. Mason responded that there will be improved bus service and that NVRC is in discussions with the landlord to provide on-demand shuttle service to the Metro.
- Motion carried with eight (8) yeas and one (1) abstention (Board Member Zimmerman).

XI. Recruitment of Executive Director

Mr. Mason, Interim Executive Director

(Mayor Silverthorne arrived.)

- Mr. Mason reviewed the report presented to the Authority. He mentioned the job description, coordination of the job description, search process and noted the application process.

- Chairman York moved to approve the proposed approach for recruitment of permanent executive director, associated job description and Chairman's appointment of a Selection Committee; seconded by Mayor Parrish. Motion carried unanimously.

XII. Appointment of Executive Director Search Committee Chairman Nohe

- Chairman Nohe stated that this process, by its nature as a personnel matter, has to be confidential, but needs to be transparent to the Authority. Any Authority member who would like to be on the search committee and can commit to being at all the various gatherings that will be necessary can serve.
- Chairman Nohe appointed Mayor Parrish as Chairman and appointed Chairman York, Miss Bushue, Board Member Hynes, Council Member Snyder, Chairman Bulova and himself to the committee.
- Chairman Bulova added that this is the search committee and all members will have the opportunity to interview final candidates, then the Authority will collaborate to make the appointment of the permanent director. Mayor Parrish responded that that is his expectation.
- Mayor Parrish requested that committee members look at calendar dates. He noted this is a short timeline with February 17-21 to review applications. He suggested scheduling an application review date. Brief discussion followed. Chairman Nohe asked if resumes would be received that quickly. Mayor Silverthorne responded that they will. Mr. Mason answered that our recent hiring experience indicates we will get prompt responses. Mayor Parrish suggested that the committee will meet at 5:30pm on February 20, prior to the NVTa meeting. Mr. Mason responded that staff will provide a summary sheet on each candidate prior to the meeting. Mayor Parrish clarified that this meeting will be to review the short list and identify the candidates for interviews. There was general consensus to meet on February 20 at 5:30pm at the NVTa offices.

Information/Discussion Items

XIII. Legislative Update Chairman Nohe

- Chairman Nohe stated that there are several bills that have been filed in the General Assembly this year that would have some direct impact on NVTa. Six of those were heard this morning in subcommittee. Chairman Nohe was there to testify, as well as jurisdictional staff. All six bills were tabled. Tabled does not mean they are dead. He stated his comments on all bills generally centered around, "Any change to the Northern Virginia component of HB2313 could have the impact of calling into question our bond validation." Chairman Nohe commented that one of the bills would have doubled the number of the General Assembly legislators on the Authority. The chair of the subcommittee stated that he is all for increased legislative oversight of anything, unless Mr. Nohe tells him that it is going to create a

problem for him to do the job the General Assembly gave him. Chairman Nohe added that it was a good discussion and that he believed the committee members universally understood the challenges NVTa is up against. A remaining issue is that next week the same committee is taking up HB2, which is the Speaker's transportation bill. It is designed to be an omnibus bill that will be amended several dozen different ways to take up all issues that might clean up any transportation legislative issues that may arise. Some of these issues may come back as amendments to that bill. Ms. Dominguez and others will be monitoring that closely. Chairman Nohe added that the committee requested he come back next week to be part of that discussion. He believes NVTa will be well represented and that there seems to be a high level of open-mindedness to our concerns.

XIV. VDOT Update

Ms. Cuervo, District Administrator

Ms. Cuervo presented the VDOT Update and highlighted:

1. VDOT will review 40 projects.
2. Will seek support from the CTB for additional funds to do another 25-40 in the following year.
3. Working with stakeholders on the measures of effectiveness. Have received the PIWG comments.

Returned to Legislative Update

Chairman Nohe

- Mr. Garczynski stated that although NVTa has not been directly concerned with the Bi-County Parkway, it has been a hot issue at the legislature, at VDOT, with candidates for Governor, etc. Delegate Hugo is against the Bi-County being funded or supported, on a public relations basis, and has some amendments to the budget bill. While he should not be denied the right to propose those amendments, Mr. Garczynski suggested a dangerous precedent is being set that an individual legislator is going after a specific project to try to have it defunded. He added he believes this puts us at risk for not the Bi-County itself, but any particular project. He suggested NVTa should take this into consideration, oppose those amendments to the budget bill and watch it carefully. If that were passed, next might be an I-66 project that someone doesn't like and will stop that funding. Chairman Bulova stated that the issue is with the mechanism. Chairman York responded that he appreciated Mr. Garczynski's concern, but he hoped that NVTa would not get involved in the Bi-County issue that is going on between Loudoun, Prince William and some of its delegation. Obviously we don't meet until next month; perhaps staff could come up with language under the guise of opposing the mechanism. Mr. Garczynski added that his concern is the precedent. Chairman Bulova agreed that it is not about supporting or not supporting the Parkway, it is about the mechanism of trying to impact a transportation project by tucking it into the budget. She agreed with Chairman York and Mr. Garczynski and stated that if others are in agreement, she would support asking staff to draft

language for the Authority to express concern about using a mechanism such as the budget for dealing with a transportation project. Mayor Parrish agreed, but suggested we find a way to get that information to the appropriate place sooner than a month from now. Mr. Biesiandy responded that the budget will be the last thing that the General Assembly acts on before crossover and then the last thing that they act on in the session. He suggested staff could draft some language based on this discussion and present it to the Authority at the February 6 meeting in Richmond. Mr. York asked when crossover time was. Mr. Biesiandy replied he believes it is around February 10. Chairman Nohe stated that there may not be a quorum at the Richmond meeting. He directed staff to draft language and distribute to members by email, receive markups (as with CTB testimony), take input and come to agreement. Then can have staff recommend a strategy about how to communicate that point. He added that it is important to make sure the Authority does not get dragged into the Bi-County Parkway debate. He stated that he gets asked why NVTa has not taken a position on this issue. His response has been that NVTa has a list of over 200 projects that need to be funded and cannot spend all its time on a project that has not even been adopted by the CTB. He added that NVTa has been praised for this stance. Chairman York clarified that the Parkway has not been adopted as a project to be funded, but it is in 2040 plan. Chairman Nohe replied that it is one of the 200 projects, but that there has been some concern we could get bogged down and frankly if you live in the central or eastern part of the region, you are not paying much attention to this issue.

- Chairman Nohe introduced Resolution 14-08. He stated that one of the pieces of legislation that would affect the NVTa has been filed but is not scheduled for a hearing yet. It is a bill by Delegate Albo that would legislatively place certain restrictions on how we enter into agreements for projects or systems that go beyond the NVTa area. This would most specifically apply to Metro and VRE, but there could be others as well. Chairman Nohe recommended that the Authority consider this resolution which appeared to be completely consistent with existing NVTa policy. It is our policy because we have interpreted it to be what is already existing in law. Delegate Albo would like an affirmation of this position. Delegate Albo is sympathetic to NVTa's desire that the bill, HB2313, not be tinkered with and therefore said that if we will pass this resolution, which Council of Counsels has vetted already, he will withdraw his bill. This will solve his problem and solve our problem at the same time. The purpose of this is to merely state that when NVTa is providing funding to a project or system that involves partners outside of the region, we will not provide funding that serves to subsidize those jurisdictions that are not members of NVTa. We cannot let Maryland off the hook for their funding if we are funding something for Metro, or Fredericksburg off the hook for their share if we are funding a VRE project. Chairman Nohe acknowledged that this could be addressed at the next meeting, but the longer Delegate Albo's bill works its way through committees, the more attention it will get that neither he nor we want it to have.

- Chairman Bulova asked if Council of Counsels would like to speak to the issue. She acknowledged that this has been a difficulty for trying to fund VRE, for instance rail cars when the rail cars are running to Fredericksburg and Spotsylvania and back. She stated that we [VRE] have decided not to go there right now while we are trying to sort this out.
- Ms. Posner stated that there are two interrelated issues being addressed. The first is a concern of Virginia, generally, and these jurisdictions, that collateral funding going forward that Virginia would send its money over and let it sit in Metro's funds waiting for the District of Columbia and Maryland to fund their portion. So, one issue they wanted to address is essentially that no Virginia funding from NVTa would go to Metro until there was a commitment from Maryland and the District of Columbia to fund their portions. The second issue was more on a project basis. Any external funding partner, whether revenue sharing or any type of member, there is an external funding that needs to be matched, that that external funding is committed or available before any NVTa money goes out. So that if NVTa is funding half a project and the partner is just applying for their grant. NVTa money is already out there. This resolution is designed to address both of these situations and those situations were raised as concerns by Delegate Albo and others.
- Chairman Bulova asked for clarification that Council of Counsels is comfortable with this. Mr. MacIsaac responded that the critical issues are:
 1. We have to make sure legal requirements are satisfied. This resolution recognizes we will have occasions when we are funding a project that is part of a larger project; rolling stock for VRE and Metro are classic examples. This recognizes the possibility that we might be funding projects like that, or funding a piece of it. If you look at the actual resolve clauses, item one introduces a concept we have been talking about, but haven't officially done anything about. It is the idea that assuming the project is something we can fund, the extra-territorial funding partner has to pay its appropriate, respective proportional share of the project, commensurate with the benefits they are going to get. This will be something we work out among us, so it will be a deal-by-deal kind of thing. As the attorneys we think that is an OK thing, understanding that, of course, legally we have to make sure the legislative requirements are being met.
 2. The second part is Delegate Albo's language and we are not entirely clear what this means. We think we are going to know when we see it. There may be situations where another funding partner essentially owes NVTa member jurisdictions some money, whether through an actual payment or a credit of some sort. This provision is designed to make clear that in no way should NVTa money be used to supplant what the extra-territorial funding partner was supposed to be giving to the NVTa member.
 3. He concluded that the rest is fairly straight forward.
- Board Member Zimmerman stated that if the attorneys say this is OK and if we should do this because it solves a legislative problem, he is inclined to support it. He added he is not clear what problem someone is trying to solve.

What is the fear if, let's say, Metro has a plan to expand service or replace system rail cars and there's a Virginia portion that will be covered and this is an obvious mechanism through which our mutual funds can meet that mutual transportation need. We are not going to pay for rail cars if the other partners are not putting up their share. We have been doing this for 40 years. Everybody pays their portion. It is by formula. We know what it is and they don't get bought unless everybody is in on it because you can't go forward. It is not clear to me how we would wind up with a problem here. Obviously none of us want Virginia taxpayer dollars to be subsidizing the people on the other side of the river, but that has been true all along.

- Mr. Garczynski asked if this issue had derived from a maintenance yard that might be built in Spotsylvania. Chairman Nohe responded that it was probably rail cars. Mr. Biesiandy responded that what generated the concern of Delegate Albo was that on July 24, one of the projects the Authority approved was to upgrade the traction power substations on the Orange Line for eight car trains. It was never envisioned that that would be done in isolation and that Maryland and the District would not participate in their share of that. However, it may have been misinterpreted. Delegate Albo's bill originally came out saying that NVTA could only put money into things at Metro if the shares were equal. That would be an increase in the bill for Virginia because we only pay about 22-23% of the total of Metro's capital bills. So we clearly wanted to explain to him that what he was proposing was detrimental to Northern Virginia, but what he was getting at was he did not want Virginia to put their money in without the District and Maryland also contributing. There was never any intent to do that.
- Board Member Zimmerman commented that there was a Metro Board representative in the room. Ms. Hynes stated that the Metro Board passed a similar resolution that acknowledged that NVTA monies have to be treated absolutely in concert with the law. The Metro Board tied this funding to the next Six-Year Plan, which Metro will adopt later this year. If the items NVTA funded in 2014 are not included in the plan, then the money will come back to NVTA, but she stated that she fully expects both of them to be included in the plan. The Metro Board is trying to stay in step. Maryland and the District are still working out what their capital contribution is going to be moving forward. The Metro Board understands and is trying to be as respectful as it can. She stated that she has some concerns with the language that Delegate Albo inserted in #2 that does raise a question. Currently the Virginia bill comes in as Alexandria, Arlington, Fairfax, etc., which is how much we owe. NVTA would be able to help off-set some of those costs, but this language might suggest we need to create an NVTA possibility line in order not to violate perhaps what Delegate Albo is saying. She suggested we could figure that out later. She added she does not want the jurisdictions to assume the whole amount and not be able to access NVTA funds for legitimate regional improvements to WMATA.
- Council Member Snyder suggested a revision in the Resolve section to add proportionate to the phrase "appropriate, respective share" to make it parallel

to wording in #1. He asked Council why we need appropriate, respective proportionate share or appropriate, respective share, which suggests an objective test. Why not make this purely subjective on whatever NVTA agrees to. That will give us maximum flexibility. He added that if we have to provide some additional language, then he was fine with that. Mr. MacIsaac responded that Council Member Snyder's suggested wording would be fine, but that this wording has been drafted so much with Delegate Albo that he was concerned about making changes. However, he agreed that #3 should be changed to add "proportionate." He added that the key to Council is that this will be on a basis agreed upon by NVTA, so we are going to work this out. It is not going to be an objective formula where you know what it is immediately.

- Council Member Snyder asked if Council [of Counsels] believed that even though we have put an objective test in, that on the basis agreed upon by the member localities or agreed upon with NVTA, that we are making that subjective and we are not subject to someone saying that was not an appropriate share. He added he believed the intent was to have NVTA determine what that is, and he wanted to be sure from Council that this language does not give a third party the opportunity to challenge the agreement on the basis that it was not objectively appropriate. Mr. MacIsaac responded that we always run that risk. We may be challenged on anything we do. He added that the concern is with regard to benefits derived from the money. That this is a legislative problem that we have to make sure we pay attention to. He does not think NVTA has complete discretion as to how these proportionate shares are determined, there is no particular science to that and we will have to work through it, guided by the legislation that exists.
- Chairman Nohe added that his conversation with Delegate Albo addressed the points brought up by Ms. Hynes and Council Member Snyder. To the extent that this may be driven by a lack of trust, he does not believe it is a lack of trust of the Authority, but a lack of trust of our extra-territorial partners, and lack of trust may be too strong a word. There was no suspicion that we are not able to comport with the law within Planning District 8. The question is whether folks outside of Planning District 8 understand that we are going to comport with the law. Chairman Nohe stated that he asked Delegate Albo what in the resolution says that we are going to do anything that we are not already compelled to do under HB2313. The answer was that was not his intent. To the point that we break the money into the District of Columbia versus Maryland versus Virginia, or we break it Northern Virginia versus Fredericksburg, then there is the second question. Is it Alexandria or Arlington or Fairfax's money? There did not seem to be any concern that we would not be able to manage through that because we are guided by existing law and existing policies. He did agree that this is a solution in search of a problem.
- Chairman Bulova stated that if this is what Delegate Albo needed to raise his comfort level, that if we are all being perfectly clear with being consistent

with HB2313 and if our extra-territorial neighbors understand that, and if Council feels that this is not harmful, she moved to adopt the resolution.

- Chairman Bulova moved to adopt Resolution 14-08: Northern Virginia Transportation Authority (“NVTa”) Policy for Use of 70% Funds under 2013 Va. Acts Ch. 766 Regarding Funding of Projects Undertaken by NVTa or on its Behalf with the District of Columbia, Virginia, any other State or a Political Subdivision thereof, or The United States Of America, with style change in Resolve section and spelling out WMATA and VRE; seconded by Mayor Parrish. Motion carried unanimously.

XV. HB 2313 Funding Status Mr. Longhi, CFO

- No verbal report

XVI. Financing Status Mr. Longhi, CFO

- No verbal report

XVII. Operating Budget Report Mr. Longhi, CFO

- No verbal report

XVIII. Executive Director’s Report Mr. Mason, Interim Executive Director

- No verbal report

Reports from Working Groups

XIX. Organizational Working Group

- No report

XX. Financial Working Group Chair Euille

- Mr. Biesiadny presented the FWG report and highlighted that the FWG is working the agreements between the Authority and VDOT and DRPT. He stated that they have conceptual agreement on the issues, including the Authority funds being matched by both VDOT and DRPT. Will bring agreements back at the March meeting.

XXI. Project Implementation Working Group Chair Zimmerman

- Ms. Fioretti reviewed the PIWG report, highlighting:

1. Discussed the criteria that will be used to package and review the projects that PIWG will bring before the Authority to recommend for submission to the VDOT process.
 2. Discussed the project selection criteria that will be used to screen and prioritize the projects that are submitted for the Authority's 2 ½ year Six-Year Plan process.
- Board Member Zimmerman noted that there was an issue raised at the PIWG meeting as to what happens in between approval of the plan and the next scheduled re-examination. He asked Council Member Rishell to address the issue.
 - Council Member Rishell recommended that the NVTa consider approval of amendments to the TransAction 2040 Plan for the purpose of adding worthy projects that were perhaps on the 2030, but did not make it onto the 2040 for some unforeseen strange reasons. She added that this is by no means a request for funding. There are no assumptions that a project will be chosen, amending into the 2040 would simply mean that it was a worthy project and through the amendment process would be placed into the 2040.
 - Mayor Parrish commented that he did not know what that process would be.
 - Ms. Backmon stated that this had been discussed at JACC meetings and the JACC had concluded that the Authority would have to update or not update the plan. Adding projects requires a model run and advertisement of the projects, as required per the NVTa long-range plan update. She noted that if the Authority wanted to do an update now versus what staff recommended, which was that staff come to the Authority in the fall for approval of funding and then give approval for staff to do the RFP. The JACC suggested amending the plan is not feasible.
 - Board Member Zimmerman added that it had not previously contemplated a process for consideration of a change in between rerunning the model and redoing the plan. There are a set of issues that would have to be considered in devising such a process, including whether or not the Authority thinks it is a good idea. He suggested this is something that the Authority will have to think about. There may be a good idea that should be in the plan and someone would like to see it added before the plan gets redone, but whether or not it makes sense to have a process that allows that to go forward as opposed to waiting to get in the cycle, that is not an easy question to answer. He suggested that Ms. Rishell is making a specific request, but it has an implication for a more general answer that has to be given. He suggested the Authority will have to collectively think about this.
 - Ms. Rishell asked for a good reason why the Authority would not want to have an amendment process.
 - Chairman York asked that if we had an annual or an every two year process, what kind of staff time would that take. Ms. Backmon responded that that depends on what kind of process is established, but it is a significant amount of staff time. It will depend on how detailed the amendment process should be, for example would the Authority want to have a feedback loop after the model is run. There will need to be public comment and public feedback,

which will have to be taken into consideration. Have to engage the TAC and the PCAC. Ms. Backmon suggested it is a decent effort.

- Ms. Rishell stated that it is her understanding that VDOT already has a tremendous amount of congestion data to look at to determine whether a project that was on the 2030 plan would warrant the placing of that project on the 2040 plan.
- Chairman York asked that staff outline a process. He suggested we need to be able to amend our comp plan in between normal cycles, but also understand the issues of doing that.
- Ms. Bushue asked when was the 2040 plan was adopted. Board Member Zimmerman responded December 2012.
- Ms. Bushue asked about the cycle timing. Ms. Backmon responded that based on the calendar year work plan, the process would be initiated toward the latter half of this year.
- Chairman Nohe added that one challenge faced when developing the 2040 plan was that the Authority agreed to only spend half-a-million dollars to develop the plan, instead of 1.5 million. At the time, there was no HB2313, but every penny spent running models is a penny not spent on roads. Whatever the recommendation is, we also need to have an understanding of the cost.

XXII. Public Outreach Working Group

- No report.

XXIII. Legal Working Group

- No report.

Adjournment

- Ms. Rishell asked about the expected report regarding members of the PCAC. Mr. Mason responded that this has not been sorted out yet.

XXIV. Chairman's Comments

- Chairman Nohe noted this was Board Member Zimmerman's last meeting. He commended him for being the longest standing member of this committee [NVTa] and for having perfect attendance since the day this committee was created. He said, "It is difficult to believe that we would be where we are now, an agency responsible for 300 million dollars in transportation funding, for which we have been fighting for 12 years . . . I don't believe we would be where we are, if were not for the tremendous effort Chris, that you have put into ensuring that our friends in the General Assembly understand the critical nature of dedicated funding for transportation in Northern Virginia and the commitment that you have shown in this process since before the days the

word “Transaction” was ever said out loud. In presenting Board Member Zimmerman with a certificate of appreciation, he added, “While this certificate seems incredibly inadequate, it is appropriate in so far as there is no expression or physical gift we could give you that would properly demonstrate the appreciation that we all feel and that everyone involved with transit in Northern Virginia feels for you and the appreciation we have for all the work you have done. On behalf of a grateful Authority and a grateful region, Chris, thank you for all have done.”

- Board Member Zimmermann remarked, “It has been one of my great joys in my life as a public official to be able to be involved regionally on issues that I have some passion for, with other people who share a passion for them, who represent places different than mine, who have a lot of views that are different than mine and to have found so many times over the years how possible it is for people to come together to solve problems in common, notwithstanding all those differences. The work that has been involved here since the old TCC, which I believe David served with me on that, and the Barry Commission, which I don’t know if there is anyone else in the room [that served on it], which led to the creation of this and from day one on this, which I believe Hal [Parrish] was on and Scott [York] was on and Dave [Snyder] was on, I think were the originals. When we had an initial meeting, it was at Falls Church City Hall in 2002. Through all of this it has really been a wonderful experience to work with so many people, elected officials and also staff people from all over the region and I have been very lucky, both in the colleagues I’ve had and the tremendous staff people who I have worked with. Arlington has contributed some great folks over the years to this. Ms. Fioretti is our current offering, but so have all the other jurisdictions. I see Mr. Biesiadny there who has been through so much of this and with whom I have had the opportunity to work with for so long. I can’t tell you how much it has meant to me to be part of this and my biggest disappointment as an elected official, I think, was what resulted in 2008 when we had the rug pulled out from under us after we had done so much and brought so many folks together. That might have been the end of that, but as it works out, in what is to be my last year in office, we got to start all over again and to take it out of mothballs and it means all the work we did then, instead of being for nothing, actually turned out to be really important. I thank all of you who have been a part of that and who have been a part of my life over these years. I hope you will all keep in touch. Thanks very much.”

XXV. Adjournment

- Meeting adjourned at 6:32pm.



I-66 CORRIDOR IMPROVEMENTS

Transitioning from Tier 1 to Tier 2

Rene'e Hamilton

Northern Virginia Transportation Authority

February 20, 2014

Tier 1 Improvement Concepts for I-66



Bus Rapid Transit



Communication and Technology



VRE Extension



General Purpose Lanes

General Purpose Lanes: Construction of additional highway lanes open to all traffic.

Managed Lanes: Conversion of the existing HOV lane into either a one or two lane (in each direction) facility that would operate as a high-occupancy toll facility where only high-occupant vehicles would be exempt from paying a toll.

Metrorail Extension: Metrorail service extending west from Vienna to either Centreville or Haymarket.

Light Rail Transit: Light rail service extending west from Vienna to either Centreville or Haymarket.

Bus Rapid Transit: Separate guideway bus rapid transit extending west from Vienna to Haymarket; service could extend east of Vienna.

VRE Extension: Extension of existing VRE service from Manassas to Haymarket.

Improve Spot Locations/Chokepoints: Improvements that address operations constraints at discrete locations (chokepoints) such as individual interchanges or specific junction points within the interchanges (i.e., merge, diverge, or weaving areas).

Intermodal Connectivity: Availability of a full range of travel modes within the corridor, as well as availability and functionality of connections between travel modes.

Safety Improvements: Safety improvements that address both location-specific and corridor-wide safety concerns.

Transportation Communication and Technology: Continued enhancements to ITS technology for all modes in the corridor, including traveler information, corridor and incident management, and transit technology.



Managed Lanes



Metrorail Extension



Intermodal Connectivity



Spot Improvements

I-66 Tier I Record of Decision

- No single concept of the 10 concepts included in Tier 1 can alone address existing and future transportation problems and improve multimodal mobility along the I 66 corridor.
- Any of the 10 concepts, or combinations thereof, are eligible to advance to a Tier 2 study.
- If any concept or combination concept moves forward it must not preclude or restrict consideration of any other alternative that is reasonably foreseeable.

Request for Information Responses

- 19 firms responded
- A public-private partnership (P3) could be created to help develop and deliver multi-modal transportation improvements for I-66.
- Price and schedule certainty, risk transfer, and life cycle cost management cited as potential advantages of a P3.
- Technical challenges include right-of-way, designing efficient access points, and limiting impact on existing bridges/structures.
- Several respondents interested in developing/operating managed toll lanes.
- There is interest in constructing (but not operating) a bus rapid transit (BRT) system.
- BRT and toll lanes could be replaced with Metrorail extension in the future.
- Details on RFI, responses and comments: www.I66ppta.org

Next Steps

REVIEW COMMENTS RECEIVED AT PUBLIC INFORMATION MEETINGS

CONTINUE STAKEHOLDER OUTREACH

CONTINUE TO REVIEW COMMENTS FROM REQUEST FOR INFORMATION

FURTHER EVALUATION OF CONCEPTS

BEGIN TIER II NEPA STUDY/STUDIES

STAY INVOLVED

www.helpfix66.com

www.l66ppta.org



Evaluation and Rating of Significant Transportation Projects in NoVA

Project Evaluation Framework

**Northern Virginia Transportation Authority
February 20, 2013**

Presentation Overview

- **Project Evaluation Framework Purpose**
- **Project Evaluation Framework**
 - **Performance Measures Summary**
 - **Weights for Performance Measures**
- **Stakeholder Engagement Process**
- **Stakeholder Input Session**
- **Performance Measure Weights**
- **Weighted Scores and Project Ratings**

Project Evaluation Framework Purpose

- **Ensure the project analysis and rating process is consistent with the overall intent of the law for this study**
 - *Evaluate and rate significant transportation projects that reduce congestion and improve mobility during homeland security emergency situations*
 - *Use transportation models and computer simulations to provide an objective, quantitative rating of significant transportation projects...*
- **Define and document the performance measures that will be used in the evaluation and how these measures will be used to rate the projects**

Project Evaluation Framework

- Projects will be evaluated and rated based on how well they reduce congestion and improve mobility during emergencies
 - The change in performance measures will be calculated for each project using the TPB regional demand model and TRANSIMS simulation software
- The performance measure weights developed through the stakeholder engagement process will determine the relative importance of each performance measure
- A weighted congestion reduction or mobility improvement score will be assigned to each performance measure for each project
- The sum of the weighted score of all of the performance measures will constitute the project's congestion reduction / mobility improvement rating

Stakeholder Engagement

- **December 19th Peer Review Group webinar**
- **December 27th distributed draft Project Evaluation Framework**
- **January 6th stakeholder dialogue on the draft performance measures and evaluation framework**
- **Stakeholder comments integrated into the final Project Evaluation Framework on January 30th**
- **January 31st stakeholder input session on the final project performance measures**
- **February 8th distributed maps of 2020 baseline conditions for input to the project selection process**

Performance Measure Summary

- **Transit Crowding** = reduction in the number of transit route miles experiencing crowded conditions (local bus > 1.0; express bus and commuter rail > 0.9; Metrorail > 100 passengers/car).
- **Congestion Duration** = reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions.
- **Person Hours of Delay** = reduction in the number of person hours of travel time above free flow travel time.
- **Person Hours of Congested Travel in Automobiles** = reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities.
- **Person Hours of Congested Travel in Transit Vehicles** = reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles.
- **Accessibility to Jobs** = increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.
- **Emergency Mobility** = increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making.

Weighting Performance Measures

Performance Measure	Near-term Benefits (2020)	Long-term Benefits (2040)
	Attribute Weights ¹	Attribute Weights ¹
Transit Crowding	A%	A%
Congestion Duration	B%	B%
Person Hours of Delay	C%	C%
Person Hours of Congested Travel in Automobiles	D%	D%
Person Hours of Congested Travel in Transit Vehicles	E%	E%
Accessibility to Jobs	F%	F%
Emergency Mobility	G%	G%
Total Attribute Weights	100%	100%

1. Attribute weights will be determined through a stakeholder consensus building process

Stakeholder Input Session

- **On January 31st, 15 of 18 stakeholder jurisdictions and agencies participated in a session**
 - Fairfax County Prince William County Arlington County
 - Loudoun County City of Alexandria City of Manassas
 - City of Fairfax City of Falls Church Town of Leesburg
 - Town of Herndon Town of Dumfries
 - Washington Metropolitan Area Transit Authority (WMATA)
 - Virginia Railway Express (VRE)
 - Potomac and Rappahannock Transportation Commission (PRTC)
 - Northern Virginia Transportation Commission (NVTC)
- **Towns of Vienna and Purcellville and the City of Manassas Park were unable to participate**
- **Assessed the relative importance of the 7 performance measures to be used to evaluate the project**

Stakeholder Input - Blended Weights

➤ Blended Weights

- Average of: (1) Population / Ridership Weights and (2) NVTAs Voting Weights

➤ Population / Ridership Weights

- Jurisdictional representatives' input weighted by the jurisdiction's population
- Transit agency representatives' input weighted by the annual ridership of the service providers they represent
- Transit agency inputs accounts for 18.4% of the combined inputs
(Based on the peak period transit mode share from the TPB model)

➤ NVTAs Voting Weights

- Equal inputs of the voting members (four counties and five cities)
- Verify relative weights for consistency with the 2/3 rule in the NVTAs Bylaws

Blended Performance Measure Weights

Category-Attribute		Blended Weights		
		Category	Attribute	Overall
Congestion Reduction		86.9%		
	Transit Crowding		13.3%	11.5%
	Congestion Duration		32.1%	27.9%
	Person Hours of Delay		23.3%	20.3%
	Person Hours of Congested Travel in Automobiles		17.7%	15.4%
	Person Hours of Congested Travel in Transit		13.6%	11.8%
			100.0%	86.9%
Improved Mobility		13.1%		
	Accessibility to Jobs		72.6%	9.5%
	Emergency Mobility		27.4%	3.6%
			100.0%	13.1%
Total		100.0%		100.0%

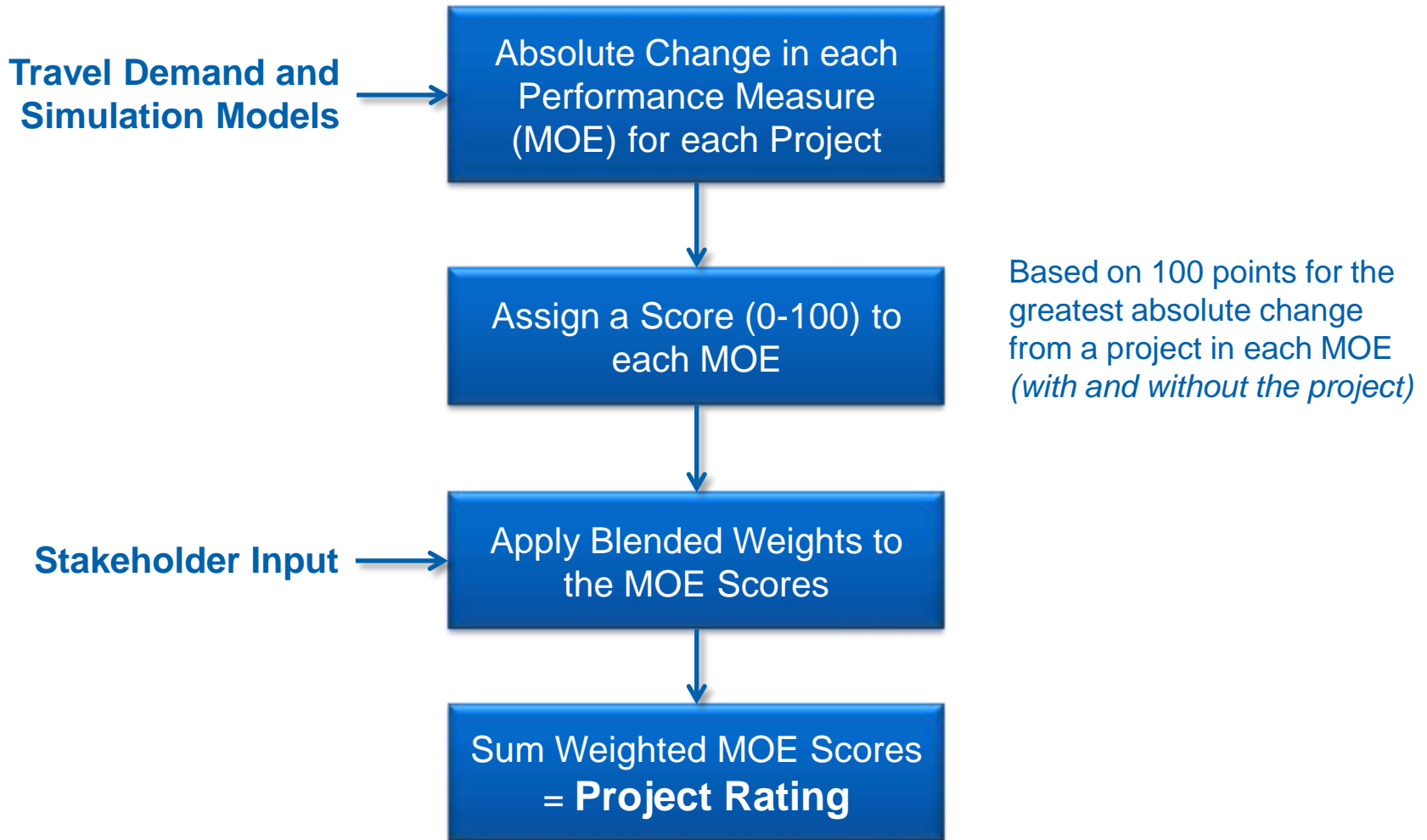
Summary of Weighted Performance Measures

- **Blended Weights used for the Project Evaluation Framework**
 - Congestion Reduction accounts for 87% of the project rating score and Mobility Improvements account for 13%
 - The performance measures sorted by relative importance include:
 - Congestion Duration (28%)
 - Person Hours of Delay (20%)
 - Person Hours of Congested Travel in Automobiles (15%)
 - Person Hours of Congestion Travel in Transit Vehicles (12%)
 - Transit Crowding (12%)
 - Accessibility to Jobs (10%)
 - Emergency Mobility (4%)

Performance Measure Scores and Project Rating

- Model run for each project for 2020 and/or 2040 study years, and compared with baseline performance
- Extract absolute change from the baseline model results for each performance measure over the entire Northern Virginia District
(similar to the TransAction 2040 approach)
- 100 points are awarded to the project that generates the greatest absolute change for each performance measure and analysis year
(top project may vary for each performance measure)
- The points for all performance measure for other projects are scaled based on how well it performs relative to the best performing project
(similar to the TransAction 2040 approach)
- The performance measure (MOE) scores are multiplied by the weight derived from the stakeholder weighting process
- The sum of the weighted MOE scores will determine the project's congestion reduction /mobility rating for each analysis year

Evaluation and Rating Process



Project Evaluation Scores and Rating

Performance Measure	Near-term Benefits (2020)		Long-term Benefits (2040)	
	Attribute Weights ¹	Weighted MOE Score ²	Attribute Weights ¹	Weighted MOE Score ²
Transit Crowding	11.5%	11.5% * S11	11.5%	11.5% * S21
Congestion Duration	27.9%	27.9% * S12	27.9%	27.9% * S22
Person Hours of Delay	20.3%	20.3% * S13	20.3%	20.3% * S23
Person Hours of Congested Travel in Automobiles	15.4%	15.4% * S14	15.4%	15.4% * S24
Person Hours of Congested Travel in Transit Vehicles	11.8%	11.8% * S15	11.8%	11.8% * S25
Accessibility to Jobs	9.5%	9.5% * S16	9.5%	9.5% * S26
Emergency Mobility	3.6%	3.6% * S17	3.6%	3.6% * S27
Congestion Reduction Rating	100%	2020 Rating	100%	2040 Rating

1. Attribute weights determined through the stakeholder consensus building process

2. S11-S27 represent the project performance score from the modeling process



Questions / Comments

THANKS!

Evaluation and Rating of Significant Transportation Projects in Northern Virginia
Project Evaluation Framework
February 20, 2014

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

Project Evaluation Framework

January 30, 2014

The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting a study to evaluate all significant projects in and near the Northern Virginia District per the mandate of Virginia Code, section 33.1-13.03:1. The following statements represent a summary of the intent of the authorizing legislation and the objectives of this study:

Authorizing Legislation

Use transportation models and computer simulations to provide an objective, quantitative rating of at least 25 significant transportation projects selected according to priorities determined by the Commonwealth Transportation Board (CTB), in coordination with the Northern Virginia Transportation Authority (NVTA).

- *Evaluate and rate significant highway, rail, bus, and/or technology projects that reduce congestion and improve mobility during homeland security emergency situations.*
- *Priority should be given to projects that most effectively reduce congestion in the most congested corridors and intersections.*

For the purposes of this study, a “project” is defined as one or more complementary investments that attempt to provide a comprehensive solution to an identified congestion problem. A project may include a combination of highway, transit, technology and/or travel demand management improvements and any access components such as pedestrian, bicycle and parking improvements which enhance the project’s effectiveness in reducing congestion. Multi-modal projects are encouraged and welcomed. The potential impact of transportation improvements will be evaluated with a single base demographic/land-use forecast. Thus, the effect, if any, of the project on land-use will not be captured by this study.

Projects will be analyzed and assigned a quantitative rating that reflects their ability to reduce congestion and, to the extent possible, their ability to improve mobility during a homeland security emergency situation. This document outlines the measures of effectiveness that will be calculated to evaluate each project. The relative weight assigned to each measure in the ultimate effectiveness rating will be developed through a stakeholder engagement process.

Project Evaluation Framework

Projects will be evaluated and rated based primarily on how well they reduce congestion. Congestion reduction can be measured in several ways and this document describes several measures and methods that should be helpful in quantifying the congestion benefits generated by each project.

Location

For the purposes of this study, congestion reduction will be measured in the area covered by VDOT's Northern Virginia District (i.e., the City of Alexandria, and Arlington, Fairfax, Loudoun, and Prince William Counties). This enables the study team to evaluate and rate each project using a common base of comparison. At the same time, the study team recognizes the potential usefulness to decision makers of summarizing performance measures for the specific impact area of a given project. As a result, the study team plans to calculate and document each performance measure within the specified impact area for information purposes, but not include these values in the project rating.

Time

The time dimension also has multiple perspectives. Since congestion is often a peak period problem, the usual practice is to focus on congestion reduction during the peak period. In Northern Virginia congestion is not limited to the peak period, so it is also desirable to consider and quantify congestion reduction during off-peak hours as well. As a result, all performance measures will be calculated for a 24 hour typical weekday.

The other major dimension of time is the year it takes place. The project selection model focused on congestion problems in the year 2020 to capture the benefits of improvements that are being implemented while at the same time giving priority to problems caused by existing development patterns. The evaluation and rating process will quantify benefits based on near-term conditions (2020), but will also consider long term impacts as well. The year 2040 has been selected for the long-term impact assessment. For projects that can be implemented in the near-term, a separate evaluation and congestion rating may be generated for both 2020 and 2040. For projects that cannot be completed until after 2025, only the long-term evaluation and congestion rating will be generated.

CLRP Considerations

The baseline for quantifying the change in each performance measure is the performance of the Constrained Long Range Plan (CLRP) for 2020 and/or 2040. This study will use the CLRP adopted by the regional Transportation Planning Board in 2013 to define what is included in the 2020 and 2040 baseline conditions. If a project proposed for evaluation by this study is included in the 2020 or 2040 CLRP, the project will be removed from the baseline network and run through the modeling process. In this case, the change in performance will measure the performance of the original 2020 or 2040 CLRP baseline against the performance of the network without the project.

Definitions of Congestion

For the purposes of this study, heavy congestion on roadway segments is defined for each network link in 15 minute time increments based on the simulated travel time during the 15 minute time period divided by the free flow travel time over the length of the link. A travel time ratio greater than or equal to 2.0 is considered heavily congested. This congestion criterion can also be viewed as a 50 percent reduction in travel speed during a 15 minute time period or taking twice the travel time to traverse the link.

In addition to the delays bus passengers experience due to roadway congestion, transit congestion will also be measured using transit vehicle load factors. From this perspective a transit route will be considered congested if it carries more passengers than it can reasonably accommodate. Separate congestion thresholds for transit load factors have been identified for different transit modes. Local bus routes are

considered congested if they carry more riders than the number of available seats (load factor > 1.0). Express bus and commuter rail routes are considered congested if they carry more riders than 90 percent of the available seats (load factor > .9). Metrorail is considered congested if a train carries more than 100 riders per train car (load factor >100 pass/car). These load factor thresholds were provided by the local transit agencies.

Performance Measures

The performance measures selected for the project evaluation framework are intended to be multi-modal criteria in that each measure focuses on the benefits received by persons rather than vehicles. Note, however, that most congestion problems will be experienced on roadway facilities or crowded trains. As a result, most multi-modal or demand management solutions will be evaluated based on how effective they are in improving travel times, delays and other performance measures for auto passengers and bus riders that travel through congested roadway segments.

The performance measures that will be used to evaluate and rate the effectiveness of each project in reducing congestion are defined as follows:

- **Transit Crowding** = reduction in the number of transit route miles experiencing crowded conditions.

Crowded conditions are defined using a mode specific load factor (i.e., local bus > 1.0; express bus > 0.9; Metrorail > 100 passengers/car; commuter rail > 0.9).

- **Congestion Duration** = reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions.

For roadways, this measure will sum the number of 15 minute time periods during the course of the day that a lane-mile of roadway exceeds a travel time ratio of 2.0. For transit, this measure will sum the number of 15 minute time periods during the course of the day that each transit route mile exceeds the mode specific load factor.

- **Person Hours of Delay** = reduction in the number of person hours of travel time above free flow travel time.

For roadways, this measure will multiply the difference between simulated travel time and free flow travel time on each link in each 15 minute time period by the number of passengers in autos and buses using the link during each 15 minute period. Person hours of delay for transit will also include the additional waiting time associated with failing to board the intended vehicle due to capacity constraints or transfer timing issues (i.e., you missed your transfer because of delays on the first route).

- **Person Hours of Congested Travel in Automobiles** = reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities.

This measure will sum the number person hours of travel during each 15 minute time period that the roadway exceeds a travel time ratio of 2.0.

- **Person Hours of Congested Travel in Transit Vehicles** = reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles.

This measure will sum the number of person hours of travel in buses for each 15 minute time period that the bus travels on a roadway that exceeds a travel time ratio of 2.0 plus the number of person hours of travel on buses or trains with ridership that exceed the mode specific load factor.

- **Accessibility to Jobs** = increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.

This measure will be calculated based on the simulated travel times on each link during a three hour AM peak period. An upper limit of 45 minutes will be used for highway trips and a 60 minute upper limit for transit in determining the number of jobs that can be accessed by households in the region¹.

- **Emergency Mobility** = increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making.

This measure will increase the number of trips leaving activity locations within TAZ's during the PM peak hour (5:00-6:00 PM) by 10 percent. This will be accomplished by changing an appropriate number of trip start times of existing travelers that are scheduled to leave their activity locations after 6:00 PM to a random time between 5:00 and 6:00 PM. The simulation process will then be re-run using the new trip start times. The increase in the total person hours of travel will be compared to the original total person hours of travel to determine the impact to the system. Projects with the smallest increase in person hours of travel will be given a higher mobility benefit.

Congestion Reduction Rating

The Congestion Reduction Rating for each project will be based on the weight sum of the Congestion Reduction Score assigned to each performance measure. The stakeholder input through the Decision Lens process will be used to define the relative importance of each performance measure in the overall project rating.

¹ More specifically, accessibility to jobs will be calculated based on the simulated 15 minute travel times on each link during a three hour AM peak period. A path is built between three activity locations within each traffic analysis zone during each 30 minutes of the AM peak period (i.e., 54 paths). The average travel time of these zone-to-zone paths is compared to the 45 minute criterion. If the path can be completed in 45 minutes or less, the number of households in the origin zone is multiplied by the number of jobs in the destination zone. This sum is divided by the number of households in Northern Virginia to determine the number of jobs that can be reached within 45 minutes by the average household. The same process is used to build transit paths and estimate the number of jobs that can be reached within 60 minutes using transit by the average household.

Performance Measure	Near-term Benefits (2020)		Long-term Benefits (2040)	
	Attribute Weights ¹	Weighted MOE Score ²	Attribute Weights ¹	Weighted MOE Score ²
Transit Crowding	A%	A% * S11	A%	A% * S21
Congestion Duration	B%	B% * S12	B%	B% * S22
Person Hours of Delay	C%	C% * S13	C%	C% * S23
Person Hours of Congested Travel in Automobiles	D%	D% * S14	D%	D% * S24
Person Hours of Congested Travel in Transit Vehicles	E%	E% * S15	E%	E% * S25
Accessibility to Jobs	F%	F% * S16	F%	F% * S26
Emergency Mobility	G%	G% * S17	G%	G% * S27
Congestion Reduction Rating	100%	2020 Rating	100%	2040 Rating

1. Attribute weights will be determined through a stakeholder consensus building process

2. S11-S27 represent the project performance score from the modeling process

The Congestion Reduction Score for a given performance measure will be based on the relative impact of all projects on the change in congestion in Northern Virginia. A maximum Congestion Reduction Score of 100 points will be assigned to each performance measure and analysis year based on the project that generates the greatest change to the performance measure. All other projects will be assigned Congestion Reduction Scores based on the ratio of their performance to the project that performed best.

For example, if project #4 is predicted to generate the greatest reduction in person hours of delay (say 100,000 hours), project #4 will receive 100 points for person hours of delay (S13 or S23). If project #8 reduces person hours of delay by 70,000 hours, project #8 will receive 70 points ($100 * 70,000 / 100,000$) for person hours of delay (S13 or S23). Note, a single project is not likely to generate the greatest improvement for all performance measures and analysis years. This means that the 100 point score is likely to be awarded to a different project for each measure.

Project Costs

As part of the Scope of Work, the study team will prepare a planning level order of magnitude cost estimate for each project. If cost estimates are provided by the project sponsor or have been prepared as part of other studies, these cost estimates will be reviewed for consistency and included in the final report along with any clarifying explanations that may be appropriate. These planning level cost estimates will be provided so that, if desired, the congestion rating can be viewed in terms of congestion reduction relative to cost.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Chairman Martin E. Nohe
Vice-Chairman Gary Garczynski
Project Implementation Working Group

SUBJECT: Approval of Project Nominations to the VDOT Evaluation and Rating Study

DATE: February 18, 2014

Recommendation. Approval of the Northern Virginia Transportation Authority's project nominations to the Virginia Department of Transportation (VDOT) Evaluation and Rating Study.

Suggested motion. *I move approval of the NVTA project nominations (Attachment A) to the Virginia Department of Transportation's Evaluation and Rating Study.*

Background. On February 3, 2014, VDOT issued a call for project nominations for the Project Evaluation and Rating Study (HB599). Project nominations are due to VDOT by February 25, 2014 and may be submitted by the Commonwealth Transportation Board (CTB) and the NVTA.

By law, NVTA cannot fund projects with revenues beyond FY 2014; with the exception of mass transit projects that increase capacity, without first having the projects rated in accordance with HB599 requirements.

The Project Implementation Working Group (hereafter, the "Group") has met four times since receiving its charge to coordinate with the Virginia Department of Transportation (VDOT) Project Evaluation and Rating Study (HB599) and to implement the Northern Virginia Transportation Authority's Six-Year Plan. Pursuant to this charge the Group discussed and developed an initial list of projects that it is recommending to NVTA for nomination to the VDOT Project Evaluation and Rating Study.

Projects recommended for nomination to the VDOT study met the following criteria:

- 1) Project nominations may include both individual projects and project packages.
- 2) All projects will be considered for inclusion in the NVTA project nominations except for mass-transit projects that increase capacity (projects that are legally exempt by HB2313 from the rating criteria).

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
February 20, 2014

- a. This subset of projects must meet the NVTA Project Selection Process Tier I Screening Criteria (Attachment C).
- b. A project that did not meet NVTA Project Selection Process Tier I Screening Criteria may be considered for inclusion in the NVTA project nominations provided that: 1) priority is given to projects that meet the NVTA Project Selection Process Tier I Screening Criteria; and 2) there is sufficient space available in the VDOT Evaluation and Rating Study to evaluate this project.

At its February 18, 2014 meeting, the group discussed, and by consensus, agreed to recommend 33 projects to NVTA for nomination to the VDOT Project Evaluation and Rating Study (Attachment A), of which two projects will be submitted as one project package. Of the 33 projects, 29 projects meet the NVTA Project Selection Tier I Screening Criteria, while four projects did not. Despite the fact that four projects did not meet the NVTA Project Selection Tier I Screening Criteria, the Group is recommending that they be included in the NVTA project nominations because there is sufficient space available for VDOT to rate these projects. As per VDOT's previous statements to the Authority, it will be able to rate up to 40 projects. Should there be an instance now or at any time in the future where the number of projects exceeds the available number of projects that VDOT can evaluate, the Group recommends that NVTA give priority to projects that meet the NVTA Project Selection Tier I Screening Criteria. The list of recommended projects represents a subset of a total of 52 projects submitted to the Authority as part of its Six-Year Plan Call for Projects. The development of the NVTA's Six-Year Plan is separate from the VDOT Evaluation and Rating Study. As such, projects recommended for inclusion in the VDOT Evaluation and Rating Study will not be given special preference for funding by the NVTA.

A total of 19 projects will not be recommended to NVTA for nomination to the study (Attachment B). All 19 projects are mass transit projects that increase capacity. Mass transit projects that increase capacity are an important ingredient to solving transportation problems in Northern Virginia. As such, the decision not to include these projects in the VDOT Evaluation and Rating Study does not mean that they are any less important to the region.

Per VDOT's initial guidance, with each project or project package submitted, the Group will submit a completed project nomination form (Attachment C) which identifies the congestion problem that it is trying to solve using baseline congestion estimates provided by VDOT as well as from data contained in the TransAction 2040 Plan.

Next Steps

Once nominated, NVTA's list of projects will be run through VDOT's Tier I Study Priorities and Tier II Project Selection Framework. Each project or project package will receive a score. At the March 2014 meeting, NVTA will receive a report from VDOT on the results of the project screening for all NVTA projects or projects packages submitted to VDOT. NVTA is also expected to take final action on the projects to be evaluated by VDOT at that time. VDOT will bring the

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
February 20, 2014

project nominations to the Commonwealth Transportation Board (CTB) on March 19, 2014 for approval. Projects approved by the CTB will be advanced to the evaluation and rating phase of the study. VDOT expects to provide a final report by December 2014.

Members of the Project Implementation Working Group and I will attend the Authority's February 20, 2014, meeting to provide additional detail and/or to answer any questions.

Attachments.

- A. Projects recommended for nomination to VDOT Rating and Evaluation Study
- B. Projects not recommended for nomination to VDOT Rating and Evaluation Study
- C. Sample VDOT Project Nomination Forms

Projects Submitted for Consideration for FY 2014 - FY2016 Funding (02/18/13 -V.3) - Projects Recommended for VDOT Evaluation and Rating Study

ALL PROJECTS (Except Mass Transit Projects that Increase Capacity)											Tier I Screen				
Item	Agency	Project Description	FY14 Funding Required	FY15 Funding Required	FY16 Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/ TIP	TA 2040	RC	Mass Transit Capacity	Within/adj . to NVTA Boundary	Meets All Requirements (Y/N)
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	0	10,000,000	0	80,000,000	9	244	Design	Y	Y	Y	N/A	Y	Y
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	0	13,850,000	13,850,000	35,200,000	5	638	Design	Y	Y	Y	N/A	Y	Y
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	0	5,000,000	5,000,000	41,000,000	6	29	Study	Y	N	N	N/A	Y	Y
4	Fairfax	Braddock Road HOV Widening	0	5,000,000	5,000,000	63,000,000	7	620	Study	Y	Y	Y	N/A	Y	Y
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	0	2,000,000	2,000,000	139,500,000	7	613/644	Study	Y	Y	Y	N/A	Y	Y
6	Fairfax	Frontier Drive Extension & Braided Ramps	0	5,000,000	4,450,000	84,500,000	N/A	2677	Study	Y	N	Y	N/A	Y	Y
7	Fairfax	Fairfax County Parkway Improvements (Study)	0	10,000,000	10,000,000	396,100,000	N/A	286	Study	Y	Y	Y	N/A	Y	Y
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	0	19,500,000	0	36,225,000	2	659	Final Design	Y	Y	N	N/A	Y	Y
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	0	7,000,000	24,000,000	51,000,000	2	607	ROW	Y/Y	Y	Y	N/A	Y	Y
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	0	6,950,000	6,950,000	34,400,000	1	7	Final Design	Y	N	Y	N/A	Y	Y
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	0	3,500,000	3,400,000	82,500,000	8	1	Study	Y/Y	Y	Y	N/A	Y	Y
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	0	6,750,000	6,750,000	90,000,000	8	1	Study	Y	N	N	N/A	Y	Y
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	0	0	1,000,000	50,000,000	1	15	Study	Y/Y	Y	Y	N/A	Y	Y
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	0	0	10,000,000	25,000,000		29/50/123	ROW	Y/Y	Y	Y	N/A	Y	Y
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	0	1,000,000	0	6,500,000		50	ROW	N	Y	Y	N/A	Y	Y
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	0	3,075,000	3,075,000	41,000,000	3	28	Study	Y	N	N	N/A	Y	Y
17	City of Fairfax	Kamp Washington Intersection Improvements	0	1,000,000	0	9,800,000		50/29/236	ROW	N/Y	Y	Y	N/A	Y	Y
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System	0	500,000	0	16,500,000	8	N/A	Study	N	Check	Y	N/A	Y	Y
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	0	0	2,000,000	2,000,000	9	120	Study	Y	Y	Y	N/A	Y	Y
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	0	2,500,000	2,500,000	29,250,000	8	638	Study	N	N	Y	N/A	Y	N
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	0	3,000,000	3,000,000	39,500,000	N/A	665	Study	N	N	Y	N/A	Y	N
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	0	0	9,400,000	13,800,000	2	259	Final Design	N	N	N	N/A	Y	N
23	Loudoun	Route 7 / 690 Interchange	0	0	6,000,000	36,687,000	1	7/690	PE	N	N	N	N/A	Y	N
24	Manassas	Route 234 Grant Avenue Study	235,000	0	0	235,000	2	234	Study	N	Y	Y	N/A	Y	Y
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	859,452	954,255	980,103	7,500,000	1	7	Final Design	N/Y	N	Y	N/A	Y	Y
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	1,000,000	1,000,000	11,000,000	58,000,000	1	7	Study	Y/Y	Y	Y	N/A	Y	Y
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	2,600,000	2,600,000	5,200,000	22,458,000	1	606/6656	Study	Y/Y	Y	Y	N/A	Y	Y
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	5,000,000	15,000,000	29,400,000	52,400,000	8	1	PE	Y	Y	Y	N/A	Y	Y
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	11,400,000	31,000,000	53,630,000	96,030,000	2	15	PE	N	Y	Y	N/A	Y	Y
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	0	3,550,000	3,550,000	47,350,000	3	28	Study	Y	N	Y	N/A	Y	Y
31 (G)	Manassas	Route 28 Widening South to the City Limits	0	3,294,000	0	11,001,000	3	28	ROW	Y/Y	Y	Y	N/A	Y	Y
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	500,000	0	0	500,000	3	1	PE	Y	Y	Y	N/A	Y	Y
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	3,800,000	5,000,000	7,900,000	16,700,000	3	28	PE	N	Y	Y	N/A	Y	Y
Subtotal Funding			25,394,452	168,023,255	230,035,103	1,715,636,000									
Total FY 14 - FY 16 Funding Requested			\$423,452,810												

NOTE: Under column "Item" - Value "G" represents a packaged project.

Projects Submitted for Consideration for FY 2014 - FY2016 Funding (02/12/13 V.3)

MASS TRANSIT PROJECTS THAT INCREASE CAPACITY											Tier I Screen				
Item	Agency	Project Description	FY14 Funding Required	FY15 Funding Required	FY16 Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/ TIP	TA2040	Reduces Congestio	Increases Capacity - transit only	Within/adj. to NVTa Boundary	Meets All Requirements (Y/N)
1	Alexandria	Potomac Yard Metrorail Station	0	500,000	1,000,000	287,484,000	8	1	Study	Y/Y	Y	Y	Y	Y	Y
2	Alexandria	Van Dorn - Beauregard Transitway	0	0	2,400,000	129,000,000	8		Study	Y/Y	Y	Y	Y	Y	Y
3	City of Fairfax	CUE 35-foot Bus Acquisition	0	3,000,000	0	3,000,000			N/A	Y	N	Y	Y	Y	Y
4	Fairfax	Richmond Highway Transit Center	0	0	24,000,000	24,000,000	8	1	FY 15 PE Sta	N	N	Y	Y	Y	N
5	Fairfax	West Ox Bus Garage	0	10,000,000	10,000,000	20,000,000			Design	N	Y	Y	Y	Y	Y
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	0	5,500,000	5,500,000	11,000,000	N/A		N/A	N	Y	Y	Y	Y	Y
7	Fairfax	Innovation Center Metrorail Station Construction	0	24,000,000	24,000,000	89,000,000	1	267	Design	Y/Y	Y	Y	Y	Y	Y
8	Loudoun	Acquisition of 4 Buses	0	1,860,000	0	1,860,000			N/A	N	Y	Y	Y	Y	Y
9	PRTC	Western Bus Maintenance and Storage Facility	0	8,000,000	8,000,000	26,000,000	6	66	Design	Y/Y	Y	Y	Y	Y	Y
10	WMATA	New Buses (10) and Bus Infrastructure Improvements	0	12,400,000	12,400,000	66,400,000	Multiple	N/A	N/A	N	Y	Y	Y	Y	Y
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	0	27,355,000	17,061,000	424,811,000	Multiple	N/A	Contract Aw	N	Y	Y	Y	Y	Y
12	Alexandria	Duke Street Transit Signal Priority	190,000	0	0	250,000	7	N/A	Study	Y/Y	Y	Y	Y	Y	Y
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	450,000	2,435,000	47,115,000	50,000,000	8	N/A	Study	Y	N	Y	Y	Y	Y
14	VRE	Manassas Park Station Parking Expansion	500,000	2,000,000	16,500,000	19,000,000	6	N/A	Study	Y/Y	Y	Y	Y	Y	Y
15	VRE	Slaters Lane Crossover	600,000	6,400,000	0	7,000,000	8	N/A	Study	Y	N	Y	Y	Y	Y
16	VRE	Franconia-Springfield Platform Expansion	775,000	4,225,000	0	5,000,000	8	N/A	Study	Y/Y	Y	Y	Y	Y	Y
17	VRE	Crystal City Platform Extension Study	2,000,000	0	0	2,000,000	8	1	Study	Y/Y	Y	Y	Y	Y	Y
18	VRE	Rippon Station Expansion and Second Platform	5,000,000	2,500,000	2,500,000	14,633,000	8	N/A	Study	Y/Y	Y	Y	Y	Y	Y
19	Arlington	Ballston Metrorail Station West Entrance	5,100,000	10,800,000	40,100,000	56,000,000	8	N/A	Design	Y	Y	Y	Y	Y	Y
Subtotal Funding			14,615,000	120,975,000	210,576,000	1,236,438,000									
Total Transit Funding Requested FY 14 - FY 16			\$346,166,000												

NOTE: Under column "Item" - Value "N/A" represents projects that are not recommended for submission to VDOT Evaluation and Rating Study

Evaluation and Rating of Significant Transportation Projects in Northern Virginia Project Nomination Form

Draft: Jan. 30, 2014



Submitting Entity

- ☐ Northern Virginia Transportation Authority ☐ Commonwealth Transportation Board

As a point of reference, the Commonwealth Transportation Board (CTB) adopted the following six priorities for the Project Selection Model (PSM) process in October, 2013. **Which CTB priorities does your project address?** (check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Preserve and Enhance Statewide Mobility Through the Region | <input type="checkbox"/> Reduce the Costs of Congestion to Virginia's Residents and Businesses |
| <input type="checkbox"/> Increase Coordinated Safety and Security Planning | <input type="checkbox"/> Increase System Performance by Making Operational Improvements |
| <input type="checkbox"/> Improve the Interconnectivity of Regions and Activity Centers | <input type="checkbox"/> Increase Travel Choices to Improve Quality of Life for Virginians |

Please keep these priorities in mind as you answer the following questions about your project.

Project Title _____

1. Project Type (check all that apply)

- | | |
|----------------------------------|--|
| <input type="checkbox"/> Highway | <input type="checkbox"/> Large scale TDM |
| <input type="checkbox"/> Rail | <input type="checkbox"/> Bike/Ped |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> ITS | |

2. Project Corridor (Refer to maps at the link below and check all that apply.)

- | | |
|--|--|
| <input type="checkbox"/> Transaction 2040 Corridor | <input type="checkbox"/> Corridor of Statewide Significance ¹ |
| <input type="checkbox"/> Statewide Mobility System | <input type="checkbox"/> SuperNova Corridor |

¹ http://www.virginiadot.org/projects/northernvirginia/evaluating_significant_projects.asp

3. Project Description/Components (termini, number of lanes, operating policies for transit & HOV improvements like HOV requirements, transit headways, etc.) No more than 2 paragraphs²

- For highway projects include project limits, changes to number or use of lanes, any changes to traffic control system, complimentary bike/ped way improvements.
- For transit projects include service route, frequency, stops/station location, station access information.
- For TDM projects include program details with anticipated nature and magnitude of change in travel.
- For ITS projects include details about the systems operations (including those at traffic signals) and information communications that would impact mode and/or route choice.

4. What congestion problem is this project designed to address?

² Please provide a schematic/map of the project's location with your submission

5. **Project Impact Area** (What other highway facilities OR transit routes are likely to be impacted and how by this specific project?)

6. **Total Cost to Complete Project** (including all components for a project package, not including operating costs)

7. **Project Implementation Year**

☐ Before 2025

☐ After 2025

8. **Project is in Transaction 2040**

☐ Yes

☐ No

9. **Project is in current CLRP** (specify implementation year) _____

☐ Yes

☐ No

10. **Does the Project connect regional activity centers? Which ones?**

(Refer to map included in the solicitation document)

☐ Yes

☐ No

11. Does the Project connect major facilities? Which ones? (interstate highways, principal arterials or transit stations, park and ride lots and DCA or IAD airports)

☐

Yes

☐

No

12. Does this project increase person moving capacity? On which modes and which facility/corridor?

☐

Yes

☐

No

13. Project's impact on mobility

☐

The project improves mobility between jurisdictions or activity centers

☐

The project improves roadway or bus capacity on radial roads

☐

The project improves reversible capabilities on the radial roadways

☐

The project expands/extends rail transit systems

Please indicate below a staff member(s) who can respond to detailed questions on the project such as project limits, number of lanes, transit stops, etc.

Thank you for taking the time to complete this form on behalf of your agency. Please return the form as a high resolution pdf. and email Valerie.Pardo@VDOT.Virginia.gov, or you may print and fax it to (703) 815-3219, no later than Friday, Month 00, 2014. If you are faxing, please call Valerie Pardo at (703) 259-1736, to notify her to expect a facsimile.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

February 14, 2014

The Honorable Martin E. Nohe
Chairman, Northern Virginia Transportation Authority
3060 William Drive, Suite 510
Fairfax, VA 22031

Dear Chairman Nohe:

Thank you for your letter of January 27, 2014, regarding the Draft Project Evaluation Framework document provided by the Virginia Department of Transportation (VDOT) on January 9, 2014.

On behalf of the study team, thank you for the work done by the Project Implementation Working Group (PIWG) in reviewing the draft framework and commenting on the same. We also received comments from other NVTa member jurisdictions and WMATA. The study team reviewed all of the comments on the proposed project evaluation framework and made significant changes in response. The study team members met with representatives of the Northern Virginia member jurisdictions and transit agencies on January 31 to review the changes made. The revised Project Evaluation framework was generally found acceptable to the stakeholder representatives and the study team was commended for the manner in which it had responded to all of the comments received as evidenced by the revised evaluation framework.

Following the review and endorsement of the revised framework, the stakeholder representatives participated in an interactive input session to provide the study team with the relative importance of each of the performance measures to be used in the study. Results of this session, adjusted using the "blended weighting" approach endorsed by the NVTa for use in the Project Selection task, are scheduled to be presented to the Authority at its February 20, 2014, meeting.

While we believe that the revised Project Evaluation Framework addresses all of the related concerns outlined by the PIWG in your January 27, 2014, letter, a response to each comment is provided as an attachment.

VDOT and DRPT are committed to working and coordinating efforts with the NVTa throughout this study. On behalf of the study team, thank you and the members of the NVTa for your help and collaboration.

The Honorable Martin E.Nohe
February 14, 2014
Page 2

If you wish to discuss any aspects of the study, please contact Mr. Kanathur Srikanth, our Transportation Planning Director, at (703) 259-2220 or kanathur.srikanth@vdot.virginia.gov.

We look forward to working with you.

Sincerely,



Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

Attachment

Copy: Mr. Gary Garzynski, Member of the CTB
Ms. Fran Fisher, Member of the CTB
Ms. Jennifer Mitchell, Director of DRPT
Ms. Renée Hamilton, Deputy District Administrator, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

The comments and responses below are to the NVTA PIWG letter, dated January 27, 2014, to Ms. Helen Cuervo, Northern Virginia District Administrator, on the draft Project Evaluation Framework.

Process

Comment: Number of projects evaluated and NVTA's ability to develop a Six Year Program

VDOT and DRPT have adopted an aggressive and expedited schedule to complete this technically challenging study partly in response to requests from the NVTA. The timeframe adopted for the study (18 months) and the detailed and rigorous nature of the technical analysis adopted for the study (needed to provide the objective quantitative rating mandated by the law) constrains the number of projects that can be analyzed. VDOT and DRPT have agreed to increase the number of projects analyzed from 30 to 40 projects within the study's limited timeframe. Additionally the study has defined a "project" to include a package of complimentary individual projects that work together to address a specific transportation problem, which actually allows for more than 40 individual projects to be evaluated in this study.

Comment: Objective and Quantitative Rating and Project Selection

The study has proposed a project evaluation and rating framework that is both objective and will provide a quantitative rating. The task of project selection and the scores assigned to a project in this task does not affect the objective evaluation of the project's ability to reduce congestion OR the rating it is assigned. The Project Selection task was found necessary to meet the mandate of the study to evaluate transportation projects that are significant and will reduce congestion and improve mobility during homeland security emergency situations. A set of eleven project attributes that refer to these three mandates were developed in consultation with the NoVA jurisdictions and transit agencies and concurred by the NVTA at its December 12, 2013 meeting. In many respects the assessment of congestion reduction potential during the project selection phase is consistent with the methodology used for TransAction 2040.

Comment: Input data for project selection purpose

VDOT does not plan to hold a series of stakeholder meetings to collect input data for project selection purposes. As has been discussed in NVTA-PIWG and JACC meetings, projects to be evaluated and rated by this study will be nominated by the NVTA and the CTB. VDOT and DRPT understand that the NVTA's PIWG has solicited projects to be included in the study and will screen the projects and recommend a set of projects for NVTA's consideration.

Evaluation and Rating Modeling Approach

Comment: Coordinate with the PIWG to solicit and accept detailed local data to help calibrate the model as accurately as possible.

VDOT and DRPT have a variety of traffic and facilities information at their disposal which has been used in model development activities. Additional information needed, such as traffic signal information and transit loading, has been obtained directly from the appropriate agencies in the region. As model

development activities continue, the study team will reach out to the appropriate agencies to request additional data including NVTa's PIWG.

Comment: Effect of projects on land-use

The goals and objectives of the study are limited to estimating the impact of a proposed project on congestion and mobility during emergency situations and do not include analyzing scenarios of changing land uses. *Accordingly and in keeping with the standard practice for planning studies this study will be using the regionally adopted land-use assumptions, MWCOG Cooperative Forecasts Round 8.2 for both the 2020 and 2040 analysis years.* While the land use assumptions (population, employment and households) is assumed to be constant and consistent across all projects, the modeling process will change travel patterns and distribution of traffic between modes and facilities based on the proposed improvement to the transportation facility (highway and transit).

Suggested Measures of Effectiveness (MOEs)

Comment: It is not clear how transit is factored into the Congestion Duration Index

The final project evaluation framework document includes specific language describing how transit will be considered in each of the performance measures. In this case, congestion duration measures the reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions. For roadways, this measure will sum the number of 15 minute time periods during the course of the day that a lane-mile of roadway exceeds a travel time ratio of 2.0. For transit, this measure will sum the number of 15 minute time periods during the course of the day that each transit route mile exceeds the mode specific load factor.

Comment: Use WMATA's suggestion that the threshold for "heavy crowding"

The transit load factors included in the final project evaluation framework were revised to match the threshold suggested by WMATA. The previously proposed thresholds (also provided by WMATA) corresponded to "severe crowding" while the revised thresholds correspond to "moderate crowding"

Comment: We support inclusion of Accessibility to Jobs as an MOE.

The final framework includes accessibility to jobs as the increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit.

Comment: Use LOS C as reference for Travel Time Index (TTI) and Person Hours of Delay (PHD) Index

In calculating TTI and PHD the relative change in speed between the estimated operating speed and a standard reference speed is used. The generally accepted practice is to use free flow speed for reference when determining the relative difference in speed to evaluate a specific project. Free flow speeds are typically constant and based on functional classification of a roadway while a LOS C speed (or any speed corresponding to a given LOS) varies within a functional classification of roadways. Furthermore changing the reference speed in and of itself will not change the relative difference in

speeds. For these reasons the study plans to use free flow speeds for reference but notes that this does not suggest that a project should aspire to generate free flow travel conditions.

Comment: Use of TransAction 2040 measures

The measures and methods used for TransAction 2040 were consulted in developing the project selection and project evaluation framework for this study. Many of the concepts regarding regional significance and congestion reduction potential have been included in this study. It is to be noted that the legislative mandate for this study, however, focuses only on congestion reduction and mobility during homeland security emergencies while many of the TransAction 2040 performance measures relate to other performance indicators considered important by the NVTa.

The TransAction 2040 evaluation process included 18 performance measures in 15 groups. The evaluation process gave equal weight to each group of performance measure (6.66 points out of a maximum of 100 points). Five of the eighteen measures used the results of a quantitative modeling process based on the MWCOG/TPB model. In this study, seven performance measures are proposed to be used, all of which are quantitatively derived from a detailed modeling process. The weights for each of these seven measures were determined with input from the representatives of the NoVA localities and transit agencies, using the blended weighting process endorsed by the NVTa for the Project Selection task of this study.

Measurement Methods

Comment: Proposed combination of the scores from the project selection process with the project evaluation scores to determine the project rating. Process proposed for evaluation is overly complicated, time consuming, and reaches beyond the HB599 requirement.

The project evaluation framework has been significantly simplified and is now similar to the approach used in TransAction 2040. The revisions were discussed with the representatives of the NoVA jurisdictions and transit agencies and have been endorsed at the technical level. The revised framework eliminates the need to weight congestion reduction scores by a measure of project significance such as the project selection score.

Rating Scores and Factoring Approach

Comment: Scores from the Project Selection Model (PSM) should not be included in the Project Evaluation Framework (PEF).

The project evaluation framework has been significantly simplified and will no longer consider the PSM scores as part of the project's rating.

Comment: Need more information about how the approach uses indexing to normalize project impacts

The proposed indexing to normalize the impact of different projects was needed under the previous measurement method of using percent change for each performance measure. The revised

measurement method proposes to use absolute changes for each performance measure and as such, this is no longer needed.

Planning Costs

Comment: Planning cost information is unnecessary and not required for project rating

Planning level cost estimate for each project will be gathered and provided in the final report as an additional information item. Decision makers may consider utilizing the results of the analysis, such as estimated change in congestion measure, in conjunction with the project costs estimates for project planning and programming consideration. The study team has received many comments from the peer review group, stakeholders, and policy makers that cost-effectiveness is in fact a more useful evaluation measure than a simple congestion reduction rating. The study, however, will remain consistent with the law by providing a congestion reduction rating rather than a cost-effectiveness ranking.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

DATE: February 18, 2014

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

FROM: Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee

SUBJECT: JACC Approval of the Congestion Mitigation Air Quality and Regional
Surface Transportation Program Reallocation Request for Fairfax County

1. **Purpose.** To inform the NVTA of approval of the JACC approved Congestion Mitigation Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) reallocation request for Fairfax County.
2. **Background.** On September 11, 2008, the NVTA delegated authority to approve requests to reallocate CMAQ and RSTP funding between projects that were previously approved by the NVTA to the JACC.

On February 4, 2014, Fairfax County requested the reallocations noted below:

- \$5 million in FY 2005 CMAQ from Fairfax County's Springfield CBD Commuter Parking project (UPC T1120) to I-66/Vienna Metrorail Access and Capacity Improvement, i.e., Vaden Ramp, (UPC 81002).
- \$76,010 in FY 2005 CMAQ from Fairfax County's Springfield CBD Commuter Parking project (UPC T1120) to the Virginia Department of Transportation (VDOT) administered Trails Projects at Various Locations (UPC 70632).
- \$330,000 in FY 2013 CMAQ funds from Fairfax County's Columbia Pike Streetcar Project (UPC 100471) to the City of Vienna's Tapawingo Rd/Cottage St sidewalk project, i.e., Walk to Metrorail, (UPC 104326). The City of Vienna will reimburse Fairfax County's Columbia Pike Streetcar Project (UPC 100471) from FY 2017 CMAQ funds for the Sidewalks to Metrorail Project (UPC 100428).
- \$300,000 in FY 2013 RSTP funds from Fairfax County's Tysons Corner Roadway Improvements (UPC 100478) to the City of Fairfax for the Pedestrian Improvement Study (UPC T14656). The City of Fairfax will reimburse Fairfax.

NVTA's delegation requires that the JACC notify the NVTA of these requests. The JACC approved these requests on February 4, 2014. Unless otherwise directed, I will send the attached letter to VDOT NOVA District Administrator, Helen Cuervo, asking that the funds be reallocated.

Attachment(s): Letter to VDOT NOVA District Administrator Cuervo, Fairfax County transfer request



IX.ATTACHMENT

Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

3060 Williams Drive ♦ Suite 510 ♦ Fairfax, VA 22031

www.TheNoVaAuthority.org

February 20, 2014

Ms. Helen Cuervo
NOVA District Administrator
Virginia Department of Transportation
4975 Alliance Drive, Suite E-42
Fairfax, Virginia 22030

Reference: Request to Reallocate Regional Surface Transportation Program and Congestion Mitigation Air Quality Funds for Fairfax County

Dear Ms. Cuervo:

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

On February 4, 2014, Fairfax County requested such reallocations. The reallocation requests are noted below:

- \$5 million in FY 2005 CMAQ from Fairfax County's Springfield CBD Commuter Parking project (UPC T1120) to I-66/Vienna Metrorail Access and Capacity Improvement, i.e., Vaden Ramp, (UPC 81002).
- \$76,010 in FY 2005 CMAQ from Fairfax County's Springfield CBD Commuter Parking project (UPC T1120) to the Virginia Department of Transportation (VDOT) administered Trails Projects at Various Locations (UPC 70632).
- \$330,000 in FY 2013 CMAQ funds from Fairfax County's Columbia Pike Streetcar Project (UPC 100471) to the City of Vienna's Tapawingo Rd/Cottage St sidewalk project, i.e., Walk to Metrorail, (UPC 104326). The City of Vienna will reimburse Fairfax County's Columbia Pike Streetcar Project (UPC 100471) from FY 2017 CMAQ funds for the Sidewalks to Metrorail Project (UPC 100428).
- \$300,000 in FY 2013 RSTP funds from Fairfax County's Tysons Corner Roadway Improvements (UPC 100478) to the City of Fairfax for the Pedestrian Improvement Study (UPC T14656). The City of Fairfax will reimburse Fairfax.

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

Sincerely,

Monica Backmon
NVTJ JACC Chairman

Cc: Jan Vaughan/Dic Burke, Transportation Planning Section, VDOT
Michael Riddle/Ray Johnson, Fairfax County
Wendy Block Sanford, City of Fairfax



County of Fairfax, Virginia

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

February 4, 2014

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

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

Dear Ms. Backmon:

Fairfax County requests the approval of the Jurisdiction and Agency Coordinating Committee (JACC) to transfer the following funds:

1. \$5 million in FY 2005 CMAQ from Fairfax County's Springfield CBD Commuter Parking project (UPC T1120) to I-66/Vienna Metrorail Access and Capacity Improvement, i.e., Vaden Ramp, (UPC 81002).
2. \$76,010 in FY 2005 CMAQ from Fairfax County's Springfield CBD Commuter Parking project (UPC T1120) to the Virginia Department of Transportation (VDOT) administered Trails Projects at Various Locations (UPC 70632).
3. \$330,000 in FY 2013 CMAQ funds from Fairfax County's Columbia Pike Streetcar Project (UPC 100471) to the City of Vienna's Tapawingo Rd/Cottage St sidewalk project, i.e., Walk to Metrorail, (UPC 104326). The City of Vienna will reimburse Fairfax County's Columbia Pike Streetcar Project (UPC 100471) from FY 2017 CMAQ funds for the Sidewalks to Metrorail Project (UPC 100428).
4. \$300,000 in FY 2013 RSTP funds from Fairfax County's Tysons Corner Roadway Improvements (UPC 100478) to the City of Fairfax for the Pedestrian Improvement Study (UPC T14656). The City of Fairfax will reimburse Fairfax County's Tysons Corner Roadway Improvements (UPC 100478) from FY 2020 RSTP funds for the Pedestrian Improvement Study (UPC T14656).

Ms. Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
February 4, 2014
Page 2 of 2

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

Sincerely,

Tom Biesiadny
Director

cc. Wendy Block Sanford, City of Fairfax
Dennis Johnson, Town of Vienna
Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, FCDOT
Ray Johnson, FCDOT
Mohamad El Kaissi, FCDOT
Bethany Mathis, Virginia Department of Transportation (VDOT)
Jan Vaughn, VDOT
Arifur Rahman, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: John Mason, Executive Director

SUBJECT: Status of Memoranda of Agreement

DATE: February 13, 2014

1. **Purpose:** Update the status of the Memoranda of Agreement (MOA) and related HB2313 required documentation, which will allow the 30% local funds transfers to begin.
2. **Background:** As the Authority Members are aware, each county and city is required to adopt a MOA as a preliminary step to receiving their 30% local funds. To execute the MOA, a questionnaire was included to exchange banking information, establish points of contact and cover other implementation issues. In addition, HB2313 requires the Authority to ascertain the following:
 - a. Establishment of a special account (fund) on the books of the locality
 - b. The transfer of the C&I taxes to that fund
 - c. Determination of a matching C&I equivalency transfer or if a deduction from the 30% share is required and executed
 - d. Establish how each locality desires to pay its share of the Authority operating costs.
3. **Comment:** As reflected in Attachment, member jurisdictions are in various stages of completion. No jurisdiction has completed the process at this time, but several are very close. Authority staff has worked with and/or offered assistance to each member jurisdiction. Based on the funds received from the Commonwealth through February 11th, there is approximately \$42 million awaiting transfer to member localities. Once the transfer process starts it will occur monthly.

Attachment: NVTa Member Jurisdiction Transfer Preparation Status

NVTa Member Jurisdiction 30% Transfer Preparation Status									
as of February 13, 2014 (Revised Feb. 18, 2014)									
	MOA					NVTa Operations			Date - NVTa
	Signed	Hard Copy		MOA Questionnaire	C&I Transfer/Match	Deduct	Direct Payment,		Signed & Returned
	By Jurisdiction	Received By NVTa		Complete	& Fund Documented	From Transfer	Received		to Jurisdiction
City of Alexandria	Yes	Yes	Yes	Yes	Advised; in process				Feb. 20, 2014
Arlington County	Yes	No		Advised; in process	Advised; in process				
City of Fairfax	Yes	Yes	Yes	Yes	Advised; in process	Yes			Feb. 20, 2014
Fairfax County	Yes	Yes	Yes	Yes	Complete	Yes			Feb. 20, 2014
City of Falls Church		No		Offered assistance	Offered Assistance				
Loudoun County	Yes	No		Advised; in process	Advised; in process				
City of Manassas		No		Advised; in process	Advised; in process				
City of Manassas Park	Yes	Yes		Yes	Offered Assistance	Yes			Feb. 20, 2014
Prince William County	Yes	Advised; in process		Yes	Advised; in process	Yes			

X.ATTACHMENT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

THROUGH: John Mason, Interim Executive Director

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: HB 2313 Funding Status

DATE: February 12, 2014

1. **Purpose:** Update of HB 2313 receipts and revenue estimates and distribution.
2. **Background:** NVTa receives funding through sales tax, grantors tax and transient occupancy tax (TOT). Revenues are received monthly from the Commonwealth for transactions that occurred in proceeding months. The attached report reflects funding received through February 11, 2014 on a cash basis.
3. **Comments:**
 - a. Revenue receipts
 - i. The Authority has received approximately \$146 million through the February transfers from the Commonwealth.
 - ii. NVTa is receiving revenue streams for the first time, therefore no prior annual month-to-month transaction history is available for comparison and evaluation purposes.
 - iii. There are no changes in the revenue estimates at this time. Member jurisdiction updates to their original revenue estimates are solicited on an ongoing basis. The gap between estimated and actual on sales tax has closed (improved) from -9% through the November receipts to -2% through the February receipts.
 - b. Distribution to localities.
 - i. Of the \$146 million received by the Authority, approximately \$42 million in 30% local funds is pending distribution.
 - ii. The initial 30% local funds transfers are waiting the completion of the MOAs and other HB2313 required documentation.
 - iii. Once the 30% transfers commence they will occur monthly as funds are received from the Commonwealth.

Attachments:

- A. Revenues Received By Tax Type, Compared to Estimates
- B. Revenues Received With Pending 30% Distribution

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO ESTIMATES
JULY 1, 2013 THROUGH FEBRUARY 11, 2014
(CASH BASIS)

Grantors Tax				Received		FY 2014	Annualized - Actual	Projected
Transaction Months			7	To Date	Annualized	Projection	To Projection	Variance
City of Alexandria				\$ 1,699,350	\$ 2,913,172	\$ 3,391,565	\$ (478,393)	
Arlington County				\$ 2,445,319	\$ 4,191,975	\$ 4,574,287	\$ (382,312)	
City of Fairfax				\$ 180,813	\$ 309,964	\$ 289,079	\$ 20,885	
Fairfax County				\$ 9,330,387	\$ 15,994,950	\$ 15,169,980	\$ 824,970	
City of Falls Church				\$ 169,592	\$ 290,728	\$ 261,761	\$ 28,967	
Loudoun County				\$ 5,132,787	\$ 8,799,063	\$ 6,093,105	\$ 2,705,958	
City of Manassas				\$ 209,159	\$ 358,558	\$ 271,303	\$ 87,255	
City of Manassas Park				\$ 160,788	\$ 275,637	\$ 148,806	\$ 126,831	
Prince William County				\$ 3,134,293	\$ 5,373,074	\$ 4,476,903	\$ 896,171	
Total Grantors Tax Revenue				\$ 22,462,487	\$ 38,507,121	\$ 34,676,789	\$ 3,830,332	11%
Regional Sales Tax*				Received		FY 2014	Annualized - Actual	
Transaction Months (Retail Sales)			6	To Date	Annualized	Projection	To Projection	
City of Alexandria				\$ 7,443,299	\$ 14,886,597	\$ 15,806,507	\$ (919,910)	
Arlington County				\$ 11,540,514	\$ 23,081,028	\$ 24,473,867	\$ (1,392,839)	
City of Fairfax				\$ 3,690,554	\$ 7,381,108	\$ 6,462,525	\$ 918,583	
Fairfax County				\$ 50,862,153	\$ 101,724,305	\$ 104,977,104	\$ (3,252,799)	
City of Falls Church				\$ 1,047,653	\$ 2,095,306	\$ 2,470,340	\$ (375,034)	
Loudoun County				\$ 19,653,969	\$ 39,307,937	\$ 39,833,324	\$ (525,387)	
City of Manassas				\$ 2,288,064	\$ 4,576,129	\$ 4,568,248	\$ 7,881	
City of Manassas Park				\$ 547,364	\$ 1,094,729	\$ 920,350	\$ 174,379	
Prince William County				\$ 16,524,762	\$ 33,049,524	\$ 32,943,958	\$ 105,566	
Total Sales Tax Revenue*				\$ 113,598,332	\$ 227,196,663	\$ 232,456,223	\$ (5,259,560)	-2%
Transient Occupancy Tax (TOT)				Received		FY 2014		
Transaction Months			**	To Date		Projection		
City of Alexandria				\$ 1,330,637		\$ 3,570,388		
Arlington County				\$ 3,788,533		\$ 8,890,830		
City of Fairfax				\$ 78,088		\$ 345,984		
Fairfax County				\$ 3,362,868		\$ 9,984,936		
City of Falls Church				\$ 30,348		\$ 141,857		
Loudoun County				\$ 878,813		\$ 806,445		
City of Manassas				\$ 28,056		\$ 77,750		
City of Manassas Park				\$ -		\$ -		
Prince William County				\$ 537,760		\$ 530,452		
Total TOT Revenue				\$ 10,035,104		\$ 24,348,642		
Total Revenue Received				\$ 146,095,922	\$ 290,052,426	\$ 291,481,654	\$ (1,429,228)	0%
				Annualized Total Revenue Includes total projection for TOT.				
*The Regional Sales Tax is reported net of the following fees:								
	October Receipt			\$ 210,894				
	November Receipt			\$ 160,884				
	December Receipt			\$ 133,857				
	January Receipt			\$ 113,412				
	February Receipt			\$ 36,110				
				\$ 655,157				
**TOT Revenues are not processed and distributed in a manner which currently permits monthly analysis. More actual transaction history is needed.								

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY PENDING 30% DISTRIBUTION BY JURISDICTION JULY 1, 2013 THROUGH FEBRUARY 11, 2014 (CASH BASIS)											
Jurisdiction	Grantor's Tax	Regional Sales Tax (1)	Transient Occupancy Tax (2)	Total	Potential Offsetting C&I Reduction (-)	NVTA Operational Budget (-)	Accrued Interest (3) (+)	Pending Distributions (-)	Actual Distributions		
City of Alexandria	\$ 1,699,350.20	\$ 7,443,298.54	\$ 1,330,637.05	\$ 10,473,285.79		\$ 37,270.49	\$ 528.61	\$ 3,105,243.86			
Arlington County	\$ 2,445,318.60	\$ 11,540,513.81	\$ 3,788,533.27	\$ 17,774,365.68		\$ 55,609.93	\$ 897.11	\$ 5,277,596.88			
City of Fairfax	\$ 180,812.55	\$ 3,690,554.11	\$ 78,087.92	\$ 3,949,454.58	\$ 1,284,247.00	\$ 5,915.95	\$ 199.34	\$ (105,127.24)			
Fairfax County	\$ 9,330,387.40	\$ 50,862,152.51	\$ 3,362,867.88	\$ 63,555,407.79		\$ 283,965.60	\$ 3,207.78	\$ 18,785,864.51			
Falls Church	\$ 169,591.55	\$ 1,047,653.19	\$ 30,348.29	\$ 1,247,593.03		\$ 3,549.57	\$ 62.97	\$ 370,791.31			
Loudoun County	\$ 5,132,786.55	\$ 19,653,968.52	\$ 878,813.23	\$ 25,665,568.30		\$ 84,006.49	\$ 1,295.40	\$ 7,616,959.40			
City of Manassas	\$ 209,158.90	\$ 2,288,064.26	\$ 28,055.64	\$ 2,525,278.80		\$ 10,057.12	\$ 127.46	\$ 747,653.98			
City of Manassas Park	\$ 160,788.30	\$ 547,364.49	\$ -	\$ 708,152.79		\$ 3,549.57	\$ 35.74	\$ 208,932.01			
Prince William County	\$ 3,134,293.08	\$ 16,524,762.21	\$ 537,760.37	\$ 20,196,815.66		\$ 107,670.29	\$ 1,019.38	\$ 5,952,393.78			
Total Revenue	\$ 22,462,487.13	\$ 113,598,331.64	\$ 10,035,103.65	\$ 146,095,922.42	\$ 1,284,247.00	\$ 591,595.00	\$ 7,373.77	\$ 41,960,308.50			
1 Net of Dept. of Taxation Fees											
2 County TOT includes any town collections											
3 Interest earned through 1/31/2014											

XI.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

THROUGH: John Mason, Interim Executive Director

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: NVTa Operating Budget

DATE: February 12, 2014

1. **Purpose:** To update the Authority on the NVTa Operating Budget.
2. **Background:** NVTa is funded through the participating jurisdictions and interest earnings. The Memorandum of Agreement (MOA) between NVTa and the member cities/counties permits the appropriate jurisdictional share of NVTa operational costs to be deducted directly from the 30% distribution or to be billed to jurisdictions.
3. **Comments:** As of this report, the rate of NVTa expenditure is below projections. Current expenses of approximately \$422,000 include approximately \$151,000 in bond preparation expenses. This results in actual cost of operations being approximately \$271,000 or 30% of the budget through over half of the fiscal year. Specific considerations include:
 - a. Pending the approval and execution of the MOAs, NVTa's operating resources are constrained to the cash on hand at the beginning of this fiscal year. Recognition of interest earnings on the 70% funding is also awaiting the MOA execution and disbursement of the 30% revenues to member jurisdictions.
 - b. Interest income is tied to the projected rate of regional (70%) project funding utilized by member jurisdiction as well as market rates. Interest earned on the 30% funding will be remitted to the member jurisdictions.
 - c. A significant amount (\$151,193) of NVTa expenses to date are related to preparation for the first bond issuance (bond validation suit and development of debt policy). These expenses are recognized as committed but are unpaid, pending receipt of cash related to the execution of the MOAs. Many of these expenses are eligible for reimbursement when the bonds are sold.
 - d. The rate of budgeted expenditures will increase as NVTa staff is hired, employee benefits are established and additional startup costs such as an accounting system are acquired.
 - e. Evaluation of prospective accounting systems is ongoing. Initial cost proposals for the system are in the \$30,000 range with web based or cloud hosting at approximately \$10,000/yr.
 - f. No changes to the operating budget are recommended at this time.

Attachment: NVTa Operating Budget for FY 2014 through January 31, 2014

XII.ATTACHMENT

Northern Virginia Transportation Authority				
Operating Budget - FY 2014				
July 1, 2013 through January 31, 2014				
	Approved Budget	Received	Anticipated	Projected Revenue
INCOME:				
Cash on hand	\$ 212,117.00	\$ 212,117.00	\$ -	\$ 212,117.00
Interest (70% Regional Revenues	\$ 100,000.00	\$ -	\$ 100,000.00	\$ 100,000.00
Billed to Member Jurisdictions	\$ 591,595.00	\$ -	\$ 591,595.00	\$ 591,595.00
Misc. Income		\$ 7,473.19		
Total Income	\$ 903,712.00	\$ 219,590.19	\$ 691,595.00	\$ 903,712.00
EXPENDITURES:	Approved Budget	Expended	Committed	Available Balance
Professional Service				
Legal	\$ 125,000.00	\$ 4,899.50	\$ 69,193.63	\$ 50,906.87
Public Outreach	\$ 30,000.00	\$ -	\$ -	\$ 30,000.00
Financial Services	\$ 80,000.00	\$ -	\$ 82,000.00	\$ (2,000.00)
Professional Subtotal	\$ 235,000.00	\$ 4,899.50	\$ 151,193.63	\$ 78,906.87
Operational Expenses				
Start Up Expenses				
Office Space Build Out	\$ 4,000.00	\$ -	\$ -	\$ 4,000.00
One-time h/w,s/w	\$ 948.00	\$ -	\$ -	\$ 948.00
IT/Telecommunications	\$ -	\$ -	\$ -	\$ -
Computers/Installation	\$ 9,972.00	\$ 11,739.41	\$ 3,075.00	\$ (4,842.41)
Start Up Subtotal	\$ 14,920.00	\$ 11,739.41	\$ 3,075.00	\$ 105.59
Annual Expenses				
Telephone Service	\$ 1,650.00	\$ -	\$ -	\$ 1,650.00
Copier/Postage	\$ 9,000.00	\$ -	\$ -	\$ 9,000.00
Annual 3d party s/w costs	\$ 895.00	\$ -	\$ -	\$ 895.00
Monthly internet fee (Cox)	\$ 840.00	\$ -	\$ -	\$ 840.00
Cell phones	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00
Lease Space	\$ 5,460.00	\$ -	\$ -	\$ 5,460.00
Mileage/Transportation	\$ 6,000.00	\$ 628.33	\$ -	\$ 5,371.67
Operating/Meeting Expenses	\$ 1,000.00	\$ 1,458.37	\$ -	\$ (458.37)
Insurance	\$ 3,000.00	\$ 2,673.00	\$ -	\$ 327.00
Annual Expenses	\$ 37,845.00	\$ 4,759.70	\$ -	\$ 33,085.30
Operational Subtotal	\$ 52,765.00	\$ 16,499.11	\$ 3,075.00	\$ 33,190.89
Personnel Expenses				
Salaries & Taxes	\$ 342,628.00	\$ 80,451.60	\$ -	\$ 262,176.40
Benefits	\$ 122,700.00	\$ 4,819.99	\$ 10,178.80	\$ 107,701.21
Personnel Subtotal	\$ 465,328.00	\$ 85,271.59	\$ 10,178.80	\$ 369,877.61
Expense Subtotal	\$ 753,093.00	\$ 106,670.20	\$ 164,447.43	\$ 481,975.37
Operating Reserve (20%)	\$ 150,619.00	\$ -	\$ 150,619.00	\$ -
Total Expenditures	\$ 903,712.00	\$ 106,670.20	\$ 315,066.43	\$ 481,975.37
Billed to Local Governments	\$591,595			
	2010	Billed		
	Population	Amounts		
City of Alexandria	6.30%	\$ 37,270		
Arlington	9.40%	\$ 55,610		
City of Fairfax	1.00%	\$ 5,916		
Fairfax County	48.00%	\$ 283,966		
City of Falls Church	0.60%	\$ 3,550		
Loudoun	14.20%	\$ 84,006		
City of Manassas	1.70%	\$ 10,057		
City of Manassas Park	0.60%	\$ 3,550		
Prince William	18.20%	\$ 107,670		
	100.00%	\$ 591,595		

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: John Mason, Interim Executive Director

DATE: February 14, 2014

SUBJECT: Executive Director's Report

1. **Purpose.** To inform Authority of items of interest not addressed in other agenda items.
2. **Recruitment of Executive Director.** As of February 14 we had received 17 applications for position. Closing date is February 17. Search Committee met prior to Authority meeting.
3. **Recruitment of Program Coordinators.** As of February 14 have received 6 applications. Hope to have sufficient by February 21 that review can begin following week.
4. **NVTA Organization.** I had planned to present recommendations on NVTA organization at February meeting, however not ready. Phasing from working group concept to NVTA staff and committees is complicated, especially in the area of JACC and whatever follows PIWG and the inter-relationships between those committees and NVTA staff. Role of NVTA not yet clearly defined. Will have recommendations for March meeting. Aim is to have solid agreement on organizational roles before permanent executive director comes on board.
5. **Operational Readiness.** In addition to preparations for the disbursement of the 30% local funds and 70% regional funds, we have been working on the selection of an accounting system, audit services, email, cell phone, and computer networking as well as the sublease agreement and office move preparations with NVRC.

**Financial Working Group
Northern Virginia Transportation Authority**

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Report of the Financial Working Group (Agenda Item XIV.)

DATE: February 14, 2014

Since the January 23, 2014, Authority meeting, the Financial Working Group has continued its efforts to implement the financial aspects of HB 2313. Several subcommittee meetings were also held. Progress on each of the working group's activities is discussed below.

Agreements

The Financial Working Group and the Legal Working Group (now being handled by the Council of Counsels) established a joint subcommittee to prepare four agreements for the Authority's consideration. Two agreements remain. The status of these agreements is summarized below. These agreements will be submitted for the Authority's consideration in the future. These agreements are:

- a) An agreement between the Authority and agencies implementing projects and services funded by the 70 percent funding that the Authority will be retaining for regional projects. Since the Authority will have limited capabilities to implement projects and services on its own, particularly in the short term, it will need to coordinate with local jurisdictions, regional transportation agencies, state transportation agencies, and potentially others to implement projects and services using the 70 percent funding that the Authority will retain. To accomplish this, the Authority will need to develop a standard project agreement with these implementing agencies establishing appropriate policies and procedures to protect the Authority, outline reimbursement practices and

specify documentation and records keeping requirements. STATUS: A draft of the project agreement has been developed and is being reviewed. Several practical issues have been discussed and resolved. It is anticipated that the standard agreement will be ready for the Authority's consideration at the March 2014 meeting. Assuming the Authority approves the standard project agreement, individual project agreements will be brought to the Authority for consideration beginning at the April 10, 2014, meeting.

- b) An agreement between the Authority and the Commonwealth (Virginia Department of Transportation and the Department of Rail and Public Transportation) related to the roles and responsibilities of each agency associated with the collection and distribution of the regional transportation revenues, the implementation of projects and the applicability of the Authority's regional funding for local matches to state transportation funding. STATUS: VDOT and DRPT have prepared a draft agreement for the Authority's consideration. The Financial and Legal Working Groups have reviewed the draft and met with VDOT and DRPT staff on January 21, 2014, to discuss various aspects of the agreement. At the meeting several critical issues were resolved in concept. The Council of Counsels is revising the agreement to reflect the consensus. It is anticipated that an agreement may be ready for the Authority's consideration at the March 2014, meeting.

Line of Credit and Initial Bond Issuance

A subcommittee of the Financial Working Group has been working with the Authority's staff, financial advisor, bond counsel and members of the Council of Counsels to support efforts for a line of credit and an initial bond sale in Spring 2014. The subcommittee reviewed a schedule for debt related activities and offered comments. The subcommittee is also reviewing revisions to the financial advisor's scope of work and a draft request for proposals for a line of credit. In addition, the subcommittee is assisting NVTa staff with the development of requests for proposals for other services needs to facilitate the line of credit and the initial bond issue.

Revenue Collections

Through February 11, 2014, the Commonwealth has transferred \$146 million in transportation revenues to the Authority. The revenues collected and transferred are reported in Agenda Item XI.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
February 12, 2014
Page Three

FY 2015 and FY 2016 Revenue Projections

The Financial Working Group has established a subcommittee to prepare revenue estimates for FY 2015 and FY 2016. The subcommittee will use the expertise of local government financial staffs and the Authority's actual FY 2014 collections to date to develop estimates for the next two years. These estimates will be used by the Project Implementation Working Group in preparing project funding recommendations for the Authority's consideration later this year.

On-Going Activities

The Financial Working Group is still working on several additional tasks with the Executive Director and the Chief Financial Officer. These include:

- developing review and verification procedures;
- discussing aspects of funding Washington Metropolitan Area Transit Authority projects;
- preparing a recommendation for the Authority related to the calculation of the long-term benefit that jurisdictions will receive from the implementation of the projects and services supported by the 70 percent of funding that the Authority will retain for regional projects.

Member of the Financial Working Group, the Council of Counsels and I will be available at the NVTa meeting on February 20, 2014, to answer questions.

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



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

3060 Williams Drive ♦ Suite 510 ♦ Fairfax, VA 22031

www.TheNoVaAuthority.org

A

February 20, 2014

Members, Committee of Conference on Budget
Virginia General Assembly
901 East Broad Street
Richmond, Virginia 23219

Reference: Amendment Related to the Northern Virginia Transportation Authority (Item 427 #1h)

Dear Members of the Committee of Conference:

On behalf of the Northern Virginia Transportation Authority (NVTA), and based on discussions that occurred at NVTA's February 20, 2014 meeting, I am writing to express our opposition to Budget Item 427 #1h, which affects future actions of the Northern Virginia Transportation Authority. If adopted, this language would prohibit the Authority from providing funding to any project after June 30, unless it has been evaluated and prioritized pursuant to the requirements of § 33.1-13.03:1 of the Code.

Last session, the Governor and General Assembly exempted FY 2014 funds from the requirement for this Virginia Department of Transportation (VDOT) evaluation to allow projects to commence quickly. Following that direction, NVTA approved a list of projects to be paid by both bonds and pay-as-you-go financing in July 2013. VDOT has also begun working on the analysis required by § 33.1-13.03:1 (as approved in 2012 in HB 599) and the first round of evaluations is not scheduled to be completed until the end of calendar year 2014. NVTA was scheduled to nominate projects for this analysis on February 20, 2014, and the Commonwealth Transportation Board (CTB) is expected to adopt a project list at its March meeting.

Additionally, HB 2313 exempts mass transit capital projects that increase capacity from this this required analysis. Therefore, the list of projects considered by NVTA on February 20, 2014, does not include transit projects as would be required by the proposed budget item. Changing the scope of projects to be evaluated, transit or otherwise, also threatens to delay the evaluation, and, consequently, project implementation. Requiring this analysis for the unallocated FY 2014 funds would also delay project implementation.

Because NVTA is in agreement with giving priority to those projects that provide the greatest congestion relief relative to cost, NVTA undertook a thorough analysis of projects considered for FY 2014 funding to ensure compliance with HB 2313 and NVTA's authorizing statutes, which include analysis documenting that its projects would provide the greatest congestion relief relative to the cost. NVTA initiated a bond validation proceeding related to the regional funds to test the validity of the bonds, processes, and authorizing statute. The Fairfax County Circuit Court ruled in NVTA's favor on all matters. It is imperative that no changes be made to the Northern Virginia portions of HB 2313 or to the code sections specifically related to NVTA, as it begins implementing these new funding provisions.

We hope that the General Assembly will not use the budget to change well defined processes for the development, review and approval of transportation projects. If you have any questions or would like additional information, please call me at (703) 792-4620.

Sincerely,

Martin E. Nohe
Chairman

Cc: Members, Northern Virginia Delegation of the General Assembly
Members, Northern Virginia Transportation Authority

DRAFT