

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Acceptance on FY 2008 NVTa Audit (Item 5.A.)

**DATE:** December 5, 2008

**Recommendation:**

**It is recommended that the NVTa accept the FY 2008 audit prepared by PBGH LLP.**

**Background:**

Using a cooperative rider on the Northern Virginia Transportation Commission (NVTC)'s competitively procured audit contract, NVTa's Finance Committee selected PBGH LLP to conduct an audit on NVTa's FY 2008 financial statements. The audit documents are attached. Since it was not possible to schedule a Finance Committee meeting prior to the NVTa meeting, the audit is being submitted directly to the entire NVTa.

The audit indicates that the financial statements "...present fairly, in all material respects, the financial position of the Authority, as of June 30, 2008..." There is no management letter.

Scott Kalkwarf, NVTC's Chief Financial Officer, who has also served as NVTa's accountant, as well as, representatives on PBGH LLP will be available at the December 11, 2008, NVTa meeting to answer questions regarding the audit.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

**NORTHERN VIRGINIA  
TRANSPORTATION AUTHORITY**

**Financial and Compliance Reports  
Year Ended June 30, 2008**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**Table of Contents**

	<b>Page</b>
Independent Auditors' Report	1 - 2
Basic Financial Statements:	
Statement of Net Assets	3
Statement of Activities	4
Balance Sheet - Governmental Fund	5
Statement of Revenues, Expenditures and Changes in Fund Balance - Governmental Fund	6
Notes to the Financial Statements	7 - 11
Supplementary Information:	
Schedule of General and Administrative Expenditures - General Fund	12
Schedule of Tax and Fee Collections and Refunds - General Fund	13
Compliance Section:	
Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance With <i>Government Auditing Standards</i>	14 - 15

## INDEPENDENT AUDITORS' REPORT

To the Honorable Board Members  
Northern Virginia Transportation Authority  
Fairfax, Virginia

We have audited the accompanying financial statements of the Northern Virginia Transportation Authority (the "Authority") as of and for the year ended June 30, 2008, as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia. Those standards and specifications require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

The Authority has not presented the Management Discussion and Analysis that the Government Accounting Standards Board has determined is necessary to supplement, although not required to be part of the basic financial statements.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2008, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated November 13, 2008 on our consideration of the Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Our audit was conducted for the purpose of forming an opinion on the financial statements. The supplementary information listed in the table of contents is presented for purposes of additional analysis and is not a required part of the financial statements. Such information has been subjected to the auditing procedures applied in the audit of the financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the financial statements taken as a whole.

PBGH, LLP

Harrisonburg, Virginia  
November 13, 2008

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**BASIC FINANCIAL STATEMENTS**

**YEAR ENDED JUNE 30, 2008**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**STATEMENT OF NET ASSETS**  
June 30, 2008

	<u>Governmental Activities</u>
<b>ASSETS</b>	
Cash and cash equivalents	\$ 50,017
Deposits and other	<u>2,375</u>
Total assets	<u>52,392</u>
<b>LIABILITIES</b>	
Accounts payable	18,241
Due to other governments -	
Commonwealth of Virginia	7,171
Payroll tax withholding	<u>5,041</u>
Total liabilities	<u>30,453</u>
<b>NET ASSETS</b>	
Unrestricted	21,939
Total net assets	<u><u>\$ 21,939</u></u>

*The accompanying notes are an integral part of the financial statements.*

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**STATEMENT OF ACTIVITIES**

Year Ended June 30, 2008

	<u>Governmental Activities</u>	
	<u>Functions / Programs</u>	
	<u>Totals</u>	<u>General and Administrative</u>
Expenses:		
General and administration	\$ 292,451	\$ 292,451
Total expenses	<u>292,451</u>	<u>292,451</u>
Program revenues:		
Operating grants and contributions	<u>270,000</u>	<u>270,000</u>
Net program expense	<u>(22,451)</u>	<u>\$ (22,451)</u>
General revenues:		
Interest income	<u>44,390</u>	
Change in net assets	<u>21,939</u>	
Net assets, beginning of year	<u>-</u>	
Net assets, end of year	<u>\$ 21,939</u>	

*The accompanying notes are an integral part of the financial statements.*

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**BALANCE SHEET**  
**GOVERNMENTAL FUND**  
June 30, 2008

	<u>General Fund</u>
<b>ASSETS</b>	
Cash and cash equivalents	\$ 50,017
Deposits and other	<u>2,375</u>
Total assets	<u><u>\$ 52,392</u></u>
<b>LIABILITIES</b>	
Accounts payable	\$ 18,241
Due to other governments - Commonwealth of Virginia	7,171
Payroll tax withholding	<u>5,041</u>
Total liabilities	<u><u>30,453</u></u>
<b>FUND BALANCES</b>	
Unreserved	<u>21,939</u>
Total fund balance	<u><u>21,939</u></u>
Total liabilities and fund balance	<u><u>\$ 52,392</u></u>

*The accompanying notes are an integral part of the financial statements.*

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**GOVERNMENTAL FUND**  
Year Ended June 30, 2008

	<u>General Fund</u>
Revenues:	
Intergovernmental revenues:	
Grants:	
Commonwealth of Virginia	\$ 50,000
Local jurisdictions	220,000
Interest income	<u>44,390</u>
Total revenues	<u>314,390</u>
Expenditures:	
Current:	
General and administration	<u>292,451</u>
Total expenditures	<u>292,451</u>
Change in fund balance	21,939
Fund balance at beginning of year	-
Fund balance at end of year	<u><u>\$ 21,939</u></u>

*The accompanying notes are an integral part of the financial statements.*

# **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

## **NOTES TO THE FINANCIAL STATEMENTS**

**YEAR ENDED JUNE 30, 2008**

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS

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### Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The financial statements of the Northern Virginia Transportation Authority ("NVTa") have been prepared in accordance with accounting principles generally accepted in the United States of America ("GAAP"). The Governmental Accounting Standards Board ("GASB") is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). Governments are also required to follow the pronouncements of the Financial Accounting Standards Board ("FASB") issued through November 30, 1989 (when applicable) that do not conflict with or contradict GASB pronouncements.

#### A. Reporting Entity

The NVTa is a political subdivision of the Commonwealth of Virginia, created by the Northern Virginia Transportation Authority Act, Chapter 48.2, title 15.2, of the *Code of Virginia* of 1950, as amended, and was granted the following powers, functions, and responsibilities:

- Shall prepare a regional transportation plan for Planning District Eight, to include, but not necessarily be limited to, transportation improvements of regional significance, and shall from time to time revise and amend the plan.
- May construct or otherwise implement the transportation facilities in the plan.
- May contract with others to provide transportation facilities or to operate its facilities, or NVTa may provide and/or operate such facilities itself.
- May acquire land for the purposes of providing transportation facilities or services.
- May prepare a plan for mass transportation services and may contract with others to provide the necessary facilities, equipment, operations, etc., needed to implement the plan.
- General oversight of regional programs involving mass transit or congestion mitigation.
- Long-range regional planning, both financially constrained and unconstrained.
- Recommending to state, regional, and federal agencies regional transportation priorities.
- Developing, in coordination with affected counties and cities, regional priorities and policies to improve air quality.
- Allocating to priority regional transportation projects any funds made available to the NVTa and, at the discretion of the NVTa, directly overseeing such projects.
- Recommending to the Commonwealth Transportation Board priority regional transportation projects for receipt of federal and state funds.
- Imposing, collecting, and setting the amount of certain tolls.
- General oversight of regional transportation issues of a multijurisdictional nature.
- Serving as an advocate for the transportation needs of Northern Virginia before the state and federal governments.
- Authority to issue bonds.

# **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

## **NOTES TO THE FINANCIAL STATEMENTS**

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### **Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

#### **A. Reporting Entity (Continued)**

The counties and cities embraced by the NVTa include the counties of Arlington, Fairfax, Loudoun and Prince William, and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The voting membership of the NVTa is composed of the chief elected officer of the governing body of each county and city embraced by the NVTa, or his designee, who shall be a current elected officer of such governing body (nine). Two members of the House of Delegates and one member of the senate are appointed by their respective bodies, and two citizens are appointed by the Governor. The non-voting membership includes the Director of the Virginia Department of Rail and Public Transportation, or his designee, the Commonwealth Transportation Commissioner, or his designee, and the chief elected officer of one town in a county which the NVTa embraces to be chosen by the NVTa.

All moneys received by the NVTa and the proceeds of bonds shall be used solely for transportation purposes benefiting those counties and cities that are embraced by the NVTa.

The 2007 General Assembly adopted and enacted into law the Governor's substitute for House Bill 3202 (codified at chapter 896) which authorized the NVTa to impose any one or more of seven regional taxes and fees for the purpose of generating revenues for transportation projects and service in Northern Virginia. At its July 12, 2007 meeting, the NVTa resolved to impose all seven regional taxes and fees effective January 1, 2008. On February 27, 2008, the Virginia Supreme Court ruled that the code granting authority to the NVTa to collect taxes and fees was unconstitutional. On March 25, 2008, the Governor signed into law an Act that declared the taxes and fees null and void in accordance with the Virginia Supreme Court's decision, and which provided for the refund of the fees and taxes. Of the funds deposited into NVTa's accounts, the Grantor's tax was refunded to the respective clerk of the circuit court which collected and remitted the tax to the NVTa. The Safety Inspection and Transient Occupancy Tax was remitted to unclaimed property of the State of Virginia.

#### **B. Government-wide and Fund Financial Statements**

The government-wide financial statements (the Statement of Net Assets and the Statement of Activities) report information of the governmental activities supported by intergovernmental revenues.

The government-wide Statement of Activities is designed to report the degree to which the direct expenses of a given function are offset by program revenues. Program revenues include grants and contributions that are restricted to meeting the operational requirements of a particular function.

The government-wide Statement of Net Assets reports net assets as restricted when externally imposed constraints on those net assets are in effect. Internally imposed designations of resources are not presented as restricted net assets.

Fund financial statements are provided for the governmental fund. The governmental fund is reported on a Balance Sheet and a Statement of Revenues, Expenditures and Changes in Fund Balance (fund equity).

# **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

## **NOTES TO THE FINANCIAL STATEMENTS**

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### **Note 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

#### **C. Measurement Focus, Basis of Accounting and Financial Statement Presentation**

**Government-wide Financial Statements** – The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Intergovernmental revenues, consisting of Commonwealth of Virginia and local operating grants, are recognized in the period the funding is made available.

**Governmental Fund Financial Statements** – The Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, NVTa considers revenues to be available if they are collected within 90 days of the end of the current fiscal year end. Expenditures are recorded when a liability is incurred under the full accrual method of accounting.

#### **D. Fund Accounting**

The financial activities are recorded in individual funds, each of which is deemed to be a separate accounting entity with a self-balancing set of accounts. For fiscal year 2008, the financial activities have been classified into one governmental fund. This General Fund accounts for all financial activities of the NVTa, which includes administrative activities, and the collection and refund of those taxes and fees declared null and void.

#### **E. Estimates**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

#### **F. Restricted Cash and Cash Equivalents**

Restricted cash and cash equivalents represent taxes and fees declared null and void, and payable to the Treasurer of Virginia under the refund plan signed into law on March 25, 2008.

# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## NOTES TO THE FINANCIAL STATEMENTS

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### Note 2. DEPOSITS AND INVESTMENTS

At June 30, 2008, cash and cash equivalents consisted of the following, at cost which approximates fair value:

	Governmental <u>Activities</u>
Cash	\$ 40,460
Local Government Investment Pool	<u>2,386</u>
	42,846
Restricted:	
Cash	<u>7,171</u>
<b>Total</b>	<b><u>\$ 50,017</u></b>

Deposits: All cash of NVTa is maintained in accounts collateralized in accordance with the Virginia Security for Public Deposits Act, Section 2.2-4400 et. seq. of the *Code of Virginia* or covered by federal depository insurance.

Investments: State statutes authorize local governments and other public bodies to invest in obligations of the United States or its agencies thereof, obligations of the Commonwealth of Virginia or political subdivisions thereof, obligations of the International Bank for Reconstruction and Development (World Bank), the Asian Development Bank, the African Development Bank, "prime quality" commercial paper and certain corporate notes; bankers' acceptances, repurchase agreements and the State Treasurer's Local Government Investment Pool (LGIP).

NVTa has investments in the LGIP. The LGIP is a professionally managed money market fund which invests in qualifying obligations and securities as permitted by Virginia statutes. Pursuant to Section 2.2-4605 *Code of Virginia*, the Treasury Board of the Commonwealth sponsors the LGIP and has delegated certain functions to the State Treasurer. The LGIP reports to the Treasury Board at their regularly scheduled monthly meetings. The fair value of the position of the LGIP is the same as the value of the pool shares, i.e., the LGIP maintains a stable net asset value of \$1 per share. The LGIP has been assigned an "AAAm" rating by Standard and Poor's and all of the investments made by NVTa are held here. The maturity of the LGIP is less than one year.

NVTa does not have a written formal investment policy.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### NOTES TO THE BASIC FINANCIAL STATEMENTS

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#### **Note 3. DUE TO OTHER GOVERNMENTS**

On June 30, 2008 the NVTa was holding tax and fee revenue declared null and void in the amount of \$7,171. These funds were subsequently remitted to the Treasurer of the Commonwealth of Virginia in accordance with the refund plan signed into law by the Governor of Virginia on March 25, 2008.

#### **Note 4. PENDING GASB STATEMENTS**

At June 30, 2008 the Governmental Accounting Standards Board (GASB) had issued several statements not yet implemented by NVTa. The statements which might impact NVTa are as follows:

GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, establishes standards for the measurement, recognition, and display of OPEB expense/expenditures and related liabilities (assets), note disclosures, and required supplemental information. Statement No. 45 will be effective for periods beginning after December 15, 2007.

GASB Statement No. 51, *Accounting and Financial Reporting for Intangible Assets*, establishes standards of accounting and financial reporting for intangible assets. Statement No. 51 will be effective for periods beginning after June 15, 2009.

GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, addresses the recognition, measurement, and disclosure of information regarding derivative instruments entered into by state and local governments. Statement No. 53 will be effective for periods beginning after June 15, 2009.

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**SUPPLEMENTARY INFORMATION**

**YEAR ENDED JUNE 30, 2008**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**SUPPLEMENTARY INFORMATION**  
**SCHEDULE OF GENERAL AND ADMINISTRATIVE EXPENDITURES**  
**GENERAL FUND**  
**Year Ended June 30, 2008**

Expenditures

Payroll and benefits			
Salaries and wages	\$	62,500	
Temporary employment		25,016	
Payroll taxes		5,058	
Total payroll and benefits			\$ 92,574
Office expenses			
Office rent		14,100	
Office supplies		1,302	
Copier, duplication and printing		2,613	
Postage and delivery		1,008	
Telephone		800	
Computer hardware / software		3,871	
Insurance		1,183	
Bank fees		13,988	
Total office expenses			38,865
Travel and meetings			
Conference registration		125	
Automobile allowance		2,885	
Meeting expenses - NVT		2,061	
Board per diems		2,200	
Total travel and meetings			7,271
Public information			
Public information and outreach		50,711	
Website development and hosting		3,942	
Personnel recruiting and advertising		926	
Total public information			55,579
Professional fees			
Financial services		64,000	
Legal fees		33,922	
Other		240	
Total professional fees			98,162
Total expenditures			\$ 292,451

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
SUPPLEMENTARY INFORMATION  
SCHEDULE OF TAX AND FEE COLLECTIONS AND REFUNDS  
GENERAL FUND  
Year Ended June 30, 2008**

**Grantor's Tax**

Collections

Grantor's Tax-Alexandria	\$ 258,017	
Grantor's Tax-Arlington	1,499,010	
Grantor's Tax-City of Fairfax	73,487	
Grantor's Tax-Fairfax County	4,538,780	
Grantor's Tax-Falls Church	147,225	
Grantor's Tax-Loudoun	2,234,390	
Grantor's Tax-Manassas	270,611	
Grantor's Tax-Manassas Park	130,700	
Grantor's Tax-Prince William	2,748,592	
Total Collections		\$ 11,900,812

Refunds

GT Refund - Alexandria	(258,017)	
GT Refund - Arlington	(1,499,010)	
GT Refund - City of Fairfax	(73,487)	
GT Refund - Fairfax County	(4,538,780)	
GT Refund - Falls Church	(147,225)	
GT Refund - Loudoun	(2,234,390)	
GT Refund - Manassas	(270,611)	
GT Refund - Manassas Park	(130,700)	
GT Refund - Prince William	(2,748,592)	
Total Refunds		(11,900,812)

**Safety Inspection Fee**

Collections

Safety Inspection-Alexandria	172,490	
Safety Inspection-Arlington	146,300	
Safety Inspection-City of Fairfax	122,490	
Safety Inspection-Fairfax County	875,310	
Safety Inspection-Falls Church	29,530	
Safety Inspection-Loudoun	266,019	
Safety Inspection-Manassas	99,908	
Safety Inspection-Manassas Park	16,240	
Safety Inspection-Prince William	298,416	
Total Collections		2,026,703

Refunds

SI Refund - Alexandria	(172,490)	
SI Refund - Arlington	(146,300)	
SI Refund - City of Fairfax	(122,490)	
SI Refund - Fairfax County	(875,310)	
SI Refund - Falls Church	(29,530)	
SI Refund - Loudoun	(266,019)	
SI Refund - Manassas	(99,908)	
SI Refund - Manassas Park	(16,240)	
SI Refund - Prince William	(298,416)	
Total Refunds		(2,026,703)

**Transient Occupancy Tax**

Collections

Transient Occupancy-Loudoun	340,524	
Transient Occupancy-Manassas	3,113	
Transient Occupancy-Prince William	15,264	
Total Collections		358,901

Refunds

TOT Refund - Loudoun	(340,524)	
TOT Refund - Manassas	(3,113)	
TOT Refund - Prince William	(15,264)	
Total Refunds		(358,901)

**Net Collections**

\$ -

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**COMPLIANCE SECTION**

**YEAR ENDED JUNE 30, 2008**

**INDEPENDENT AUDITORS' REPORT ON  
INTERNAL CONTROL OVER FINANCIAL REPORTING  
AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF FINANCIAL STATEMENTS  
PERFORMED IN ACCORDANCE WITH  
GOVERNMENT AUDITING STANDARDS**

To the Honorable Board Members  
Northern Virginia Transportation Authority  
Fairfax, Virginia

We have audited the financial statements of the Northern Virginia Transportation Authority (the "Authority"), as of and for the year ended June 30, 2008, and have issued our report thereon dated November 13, 2008. We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *Specifications for Audits of Authorities, Boards, and Commissions*, issued by the Auditor of Public Accounts of the Commonwealth of Virginia.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over financial reporting.

A control deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the Authority's ability to initiate, authorize, record, process, or report financial data reliability in accordance with accounting principles generally accepted in the United States of America such that there is more than a remote likelihood that a misstatement of the Authority's financial statements that is more than inconsequential will be prevented or detected by the Authority's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that a material misstatement of the financial statements will not be prevented or detected by the Authority's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

#### Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions and specifications was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the Board members, management, the Auditor of Public Accounts, and other Federal and state agencies and is not intended to be and should not be used by anyone other than these specified parties.

PBGH, LLP

Harrisonburg, Virginia  
November 13, 2008

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** CY 2009 Work Program and Meeting Schedule (Item 5.B.)

**DATE:** December 5, 2008

#### **Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the NVTA approve the attached 2009 meeting schedule and work program.**

#### **Background:**

Following the practice established in 2002, the JACC met to discuss a proposed NVTA work program for 2009. In preparing the proposed CY 2009 work program, the JACC reviewed the CY 2008 work program and noted the progress that was made on each of the items included in the work program. A copy of the analysis is attached.

The proposed work program continues many of the activities undertaken by the NVTA during CY 2008, and updates information presented to the NVTA in September 2008. Very few new activities have been added. In addition, the JACC has prepared a draft schedule showing how these activities might be addressed during the year. The work program and meeting schedule reflect the current status of regional transportation funding. If the General Assembly restores funding for NVTA during the 2009 General Assembly session, the work program and schedule will likely be revised.

The schedule includes one public forum in November 2009 to give the public the opportunity to comment on transportation issues, NVTA's legislative program and NVTA's pre-allocation testimony to the Commonwealth Transportation Board.

Christopher Zimmerman

Members, Northern Virginia Transportation Authority  
December 5, 2008  
Page Two

Jurisdiction and Agency Coordinating Committee members and I will be available at the December 11, 2008, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Proposed CY 2009 Meeting Schedule  
Northern Virginia Transportation Authority  
December 5, 2008

February 5, 2009 – 5:30 p.m. (Joint Meeting with NVTC in Richmond) VaCo/VML Day schedule

May 14, 2009 – 7:30 p.m.

November 12, 2009 – 7:30 p.m.

Proposed CY 2009 Work Activities  
Northern Virginia Transportation Authority  
December 5, 2008

Continuation of Past Activities

- Adopt an FY 2010 NVTA Budget
- Participate in Securing Federal Appropriation of Dedicated Funding for WMATA and appropriate WMATA Compact Amendments
- Discuss and Participate in the Regional TIP/CLRP Update
- Discuss regional air quality issues, including strategies to reduce greenhouse gases
- Participate in next phase of I-66 Inside the Beltway Study and Transit/TDM Study
- Adopt Presentation to CTB Fall Transportation Meeting (Pre-Allocation Public Hearing)
- Seek Public Input on Transportation Issues
- Follow Up on ATLAS Study Recommendations
- Endorse an FY 2011 CMAQ/RSTP Project List
- Endorse a 2010 Legislative Agenda
- Begin Process of Updating TransAction 2030
  
- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including
  - Projects to Address the Base Realignment and Closure Commission (BRAC) Recommendations
  - I-95/395 HOT Lanes Project
  - I-495 (Beltway) HOT Lanes Program
  - Idea-66 Study & I-66 Multimodal Study
  - I-66/Route 29 (Gainesville) Interchange Program
  - VRE Extension to Haymarket
  - 14<sup>th</sup> Street Bridget Project
  - VTrans 2035
  - Statewide Rail Plan
  
- Discuss TPB/MWAQC/MWCOG Issues, as needed

Proposed CY 2009 Work Program  
Northern Virginia Transportation Authority  
December 5, 2008

February 5, 2009 (*VaCo/VML Day in Richmond; Joint Meeting with NVTC*)

- Discuss Relevant Transportation Legislation Introduced During the General Assembly Session
- Receive Briefing on the TIP/CLRP Update and Northern Virginia submissions
- Adopt Guidance for Testimony for CTB Public Hearing on Six Year Program
- Discuss and Provide Direction regarding continuation of virtual office after March 31, 2009
- Discuss TPB/MWAQC/MWCOG Issues, if any

May 8, 2009

- Discuss Outcome of Relevant Transportation Legislation Considered by the General Assembly
- Discuss Next Steps for Securing Federal Appropriation of Dedicated Funding for WMATA and appropriate WMATA Compact Amendments
- Adopt Presentation for CTB Public Hearing on Six Year Program
- Receive Briefing on next phase of I-66 Inside the Beltway Study and Transit/TDM Study
- Receive Briefing on Progress on I-95/395 HOT Lanes Project
- Receive Briefing on Regional Air Quality Activities
- Discuss TPB/MWAQC/MWCOG Issues

November 12, 2009

- Public Discussion – Open Forum on Transportation Issues and Legislative Program
- Establish Nominating Committee for 2010 Officers
- Accept FY 2009 Audit, if appropriate
- Endorse Testimony for the CTB's Fall Transportation (Pre-Allocation) Public Hearing
- Adopt 2010 Legislative Program
- Adopt FY 2011 CMAQ/RSTP Project List
- Discuss Approach for Updating TransAction 2030
- Discuss Proposed CY 2008 Work Program and Meeting Schedule
- Receive Briefing on a Major Regional Transportation Study or Project, if appropriate
- Discuss TPB/MWAQC/MWCOG Issues, if any

CY 2008 Work Activities  
Northern Virginia Transportation Authority  
Approved: January 10, 2008  
Updated: December 5, 2008

Continuation of Past Activities

- Adopt an FY 2009 NVTB Budget
  - *Full Operations and Reduced Operations Budget Adopted in June 2008*
- Participate in Securing Dedicated Funding for Metro
  - *Congress authorized \$1.5 Billion in Dedicated Funding for Metro*
- Discuss and Participate in the Regional TIP/CLRP Update
  - *Received Regular Briefings on TIP and CLRP Process*
  - *NVTB funded projects were submitted for inclusion in the TIP and subsequently removed*
- Discuss Regional Preparation for PM 2.5 Emissions Standards, including the review of opportunities to assist the region in meeting new clean air standards for both ozone and particulate matter
  - *Received Regular Briefings on air quality issues, including regional efforts to address greenhouse gases*
- Participate in next phase of I-66 Inside the Beltway Study/Alternatives Analysis (Idea-66)
  - *Received briefing on plans for I-66 Improvements*
- Adopt Presentation to CTB Fall Transportation Meeting (Pre-Allocation Public Hearing)
  - *Adopted testimony for May 2008 CTB Public Meeting; adopted guidelines for Fall 2008 testimony*
- Seek Public Input on Transportation Issues
  - *Conducted public hearings on January 10, 2008 and July 10, 2008*
- Follow Up on ATLAS Study Recommendations
  - *Activities placed on hold, due to focus on implementation of HB 3202*
- Endorse an FY 2010 CMAQ/RSTP Project List
  - *Recommended project list being considered on December 11, 2008*
- Endorse a 2009 Legislative Agenda
  - *Recommended agenda being considered on December 11, 2008*
- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including
  - Projects to Address the Base Realignment and Closure Commission (BRAC) Recommendations
    - *No specific BRAC briefing scheduled during 2008*
  - I-95/395 HOT Lanes Project
    - *Numerous discussions regarding I-95/395 HOT Lanes project held during 2008*
  - I-495 (Beltway) HOT Lanes Program
    - *No specific Beltway HOT Lanes briefing scheduled during 2008*
  - Capital Beltway Southside Mobility Study
    - *Update provided on June 12, 2008*
  - Idea-66 Study & I-66 Multimodal Study
    - *Update provided as part of DRPT Briefings*
  - I-66/Route 29 (Gainesville) Interchange Program
    - *No specific briefing scheduled during 2008*
  - VRE Extension to Haymarket
    - *No specific briefing scheduled during 2008*

- 14<sup>th</sup> Street Bridget Project
  - *No specific briefing scheduled during 2008*
- Discuss TPB/MWAQC/MWCOG Issues, as needed
  - *Received regular briefings on TPB/MWAQC/MWCOG Issues*

#### New Activities

- Administer collection and allocations of revenues from seven regional taxes and fees
  - *Revenue collection began on January 1, 2008, and terminated on March 3, 2008*
- Complete litigation related to NVTB bond validation suit
  - *Litigation resolved by Virginia Supreme Court on February 29, 2008*
- Issue bonds to fund transportation projects
  - *No bond issues, due to lack of revenue source*
- Develop an annual update of a Six Year Program
  - *Initial Six Year Program approved on January 10, 2008; however, no update was prepared due to lack of funding.*
- Establish key policies (e.g. ethics, audit, procurement, audit, and human resources, etc.)
  - *A number of organizational policies were established and documented*
- Establish office and its operating procedures
  - *Office was established and operating procedures were developed; virtual office continues until March 31, 2009*
- Hire staff
  - *Executive Director hired on January 10, 2008. Employment contract terminated on September 30, 2008, due to lack of funding*
- Transition selected activities from working groups to staff
  - *Some work was transferred from jurisdictional staff to the executive director. This work was subsequently returned to jurisdictional staff on September 30, 2008.*
- Establish Technical Advisory Committee and Planning Coordination Advisory Committee, including operating procedures
  - *Steps were taken to establish both committees; however, the committees were not established due to the lack of funding.*

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Interim Technical Committee  
Northern Virginia Transportation Authority

**SUBJECT:** FY 2010 Congestion Mitigation and Air Quality Program/Regional Surface  
Transportation Program Recommendations (Agenda Item 5.C.)

**DATE:** December 5, 2008

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding through the FY 2010 Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP).**

**Background:**

On July 10, 2008, the Northern Virginia Transportation Authority (NVTA) established Friday, September 26, 2008, as the submission deadline for FY 2010 CMAQ and RSTP applications.

Virginia Department of Transportation (VDOT) staff have provided estimates of the CMAQ and RSTP funding that will be available for distribution in FY 2010. In addition, there are also some RSTP funds from prior year available to be allocated in FY 2010. These additional funds partially offset the fact that the FY 2009 CMAQ funding levels were \$715,000 less than expected, based on a Federal Highway Administration adjustment after the FY 2009 project list was approved. Consistent with past NVTA and Transportation Coordinating Committee (TCC) practices, the FY 2009 project (I-66/Vaden Ramp) selected by NVTA, but not funded, is recommended for funding “off the top” of the FY 2010 program.

Mr. Christopher Zimmerman

The funding available for distribution is:

**Projected FY 2010 Regional Funding**  
(subject to change based on final Federal allocations)

- **FY 2009 carryover funds available for distribution in the FY 2010-2015 Six Year Program:**
  - RSTP up to \$ 1.457 million (depending on projects)
- **Projected funding available for FY 2010, per FY 2009-2014 Six Year Program:**
  - CMAQ up to \$24.233 million (depending on projects)
  - RSTP \$35.319 million (including state match)
- **Total funding projected available for NVTa FY 2010 Program:**
  - CMAQ up to \$24.233 million (depending on projects)
  - RSTP \$36.776 million (including state match)

The VDOT FY 2010 –FY 2015 Six Year Program is expected to provide the local matches for both the CMAQ and the RSTP funds.

NVTa received 27 CMAQ applications and 28 RSTP Applications. The JACC reviewed the projects submitted, and recommends that the NVTa endorse the attached list of CMAQ and RSTP projects for submission to VDOT.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTa meeting on December 11, 2008, to answer questions.

Attachment: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

## FY10 Recommended CMAQ/RSTP Program

	<b>Total Requested (\$000)</b>	<b>Proposed Amount (\$000)</b>
<b>CMAQ</b>		
Repayment of Previously Allocated Funds to Vaden Drive Ramp (I-66/Vienna Improvements)	\$715	\$715
Regional - COG/TPB Commuter Connections Operations Center	\$164	\$164
Regional - Clean Air Partners	\$108	\$108
Rebuild King Street Metrorail Station Parking Lot and Bus Lanes	\$2,240	\$2,240
Alexandria Transportation Demand Management Advancement	\$300	\$300
Arlington Commuter Services Program (ACCS)	\$4,000	\$3,700
Fairfax Circle Short Term Intersection Improvements	\$150	\$150
VRE Lorton Platform Extension	\$1,750	\$1,500
Vaden Drive Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements)	\$2,000	\$854
Bike and Pedestrian Access to Dulles Corridor Metrorail Stations	\$4,000	\$4,000
Franconia-Springfield Mall Transit Store	\$300	\$300
Hybrid Vehicles - Falls Church	\$300	\$275
W&OD Trail Crossing Improvements (Bridge Overpass at Crestview Road)	\$300	\$150
Leesburg Park-and-Ride Lot	\$100	\$100
Dulles Parkway Center Park-and-Ride Lot	\$25	\$25
Purchase and Operate a Wireless Vehicle Management System - Manassas	\$155	\$155
Purchase Hybrid/Alternative Fuel Vehicles - Manassas	\$72	\$72
PRTC Commuter Assistance Program	\$300	\$300
PRTC Western Maintenance & Storage Facility	\$1,500	\$1,000
I-66/234 Bypass Commuter Parking Lot	\$1,400	\$1,400
VRE Broad Run Station Parking Garage	\$1,500	\$1,500
Extension of Traffic Signal Video Detection Project - Vienna	\$225	\$225
WMATA Metrobus Replacement	\$6,000	\$5,000
<b>FY10 Total CMAQ (Projected Available - \$24,233,000)</b>	<b>\$27,604</b>	<b>\$24,233</b>

	<b>Total Requested (\$000)</b>	<b>Proposed Amount (\$000)</b>
<b>RSTP</b>		
TransAction 2030 Update	\$1,200	\$1,200
Preliminary Engineering of Exclusive Transitway Improvements in Alexandria	\$600	\$300
Holmes Run Pedestrian/Bicycle Tunnel Construction Phase II	\$500	\$200
Arlington Transportation System Management & Operations	\$2,100	\$800
Chain Bridge Road (Route 123)/Eaton Place Multi-Modal Intersection Improvements	\$2,500	\$500
Route 29/Gallows Intersection Improvements	\$10,000	\$7,000
Fairfax County Parkway - Fair Lakes/Monument Drive	\$10,000	\$10,000
Mulligan Road - Phase 2A	\$9,100	\$2,151
Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	\$500	\$500

Route 15 (South King Street) Widening	\$5,000	\$950
Route 659 (Belmont Ridge Road) Improvements	\$7,200	\$5,725
Route 28 Overpass in Manassas	\$2,000	\$700
Intersection Improvements on Manassas Drive @ Euclid Ave	\$300	\$300
Route 28 Widening from Route 234 to Fitzwater Drive	\$2,500	\$2,500
Purcell Road Widening	\$2,000	\$2,000
Balls Ford Road Widening	\$2,500	\$1,800
Main Street & South Maple Avenue (Route 7) Intesection Improvements in Purcellville	\$3,260	\$150

**FY10 Total RSTP (Projected Available - \$36,776,000 )**

**\$113,241**

**\$36,776**

**FY10 Total CMAQ and RSTP (Projected Available \$61,009,000)**

**\$140,845**

**\$61,009**

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

### **MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Approval of 2009 Legislative Program (Item 5.D.)

**DATE:** December 5, 2008

#### **Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that NVTa approve the proposed legislative program and direct staff to transmit it to the Northern Virginia delegation of the General Assembly and Congress.**

#### **Background:**

In 2007, the General Assembly approved legislation (HB 3202) that resulted in increased transportation funding both in Northern Virginia and statewide. Unfortunately, the Virginia Supreme Court ruled that the General Assembly's delegation of taxing authority NVTa was unconstitutional. Despite an extended Special Session during Summer 2008, the General Assembly did not enact legislation to replace the regional transportation revenue included in HB 3202. As a result, increased transportation funding remains a high priority in the proposed 2009 legislative program. Attached is a draft 2009 Legislative Program. Although the proposed program is similar to the 2008 Program, there have been several changes. These include:

- A position requesting authority to streamline the implementation of transportation projects has been removed, because the two specific recommendations were accomplished during the 2008 General Assembly Session;
- The position regarding dedicated funding for WMATA has been updated to reflect Congressional action during 2008;

Chairman Zimmerman

Member, Northern Virginia Transportation Authority  
December 5, 2008  
Page Two

- A position seeking to improvements to the Chapter 527 Traffic Impact Analyses process has been added.
- A significant new federal position regarding the authorization of the next surface transportation program has been added. This position include several recommendations for improvements to the program in the areas of additional transportation funding, reducing the number of funding programs, streamlining project implementation, standardizing the project approval process to be mode-neutral, transferring greater decision making authority to local governments; streamlining environmental reviews and promoting energy efficiency, safety and security.
- A new federal position seeking funding for the Metropolitan Area Transportation Operations Coordination (MATOC) Program has been added.
- A past position regarding Amtrak restructuring has been deleted to reflect the passage of Amtrak's reauthorization bill during 2008.

Since NVTa adopted an initial bond project list in July 2007 and an initial Six Year Program in January 2008, and neither is currently funded, the Jurisdiction and Agency Coordinating Committee has not developed a new list of priority projects for this General Assembly session.

Jurisdiction and Agency Coordinating Committee members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

# **Suggested 2009 Legislative Positions**

## **December 5, 2008**

### **STATE**

#### ***TRANSPORTATION FUNDING***

Support additional state and regional transportation funding for highway, transit, bicycle and pedestrian improvements. (*Updates and reaffirms previous position.*)

Specifically, the NVTa seeks reinstatement of exclusive Northern Virginia revenues in the range of \$300 million annually, as well as Northern Virginia's portion of additional statewide revenues to address transportation needs not originally covered by the HB 3202 funding approved for Northern Virginia. Both the regional and statewide revenues should be provided from stable, reliable, proven and permanent source(s). The regional revenues should provide at least \$50 million annually for Washington Metropolitan Area Transit Authority capital improvements and \$25 million annually for Virginia Railway Express capital and operating expenses.

The NVTa asks the General Assembly to adopt new statewide transportation revenue sources to replenish highway and transit revenue sources which are not generating sufficient funding to meet the Commonwealth's critical transportation needs or to meet the Commonwealth's statutory 95 percent share of transit operating and capital costs (net of fares and federal assistance). This additional transit funding alone would require approximately \$188 million annually in new funds for the limited transit projects and eligible operating costs included in CTB's six-year program.

#### ***BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS***

Support the inclusion of sufficient funding in the 2009-2010 budget to ensure significant fiscal resources to address the enormous planning and transportation issues associated with the Base Realignment and Closure Commission recommendations. This is particularly critical, because the BRAC relocations will occur in 2011, and there is significant lead time required to implement needed transportation improvements. (*Reaffirms previous position.*)

#### ***PEDESTRIAN SAFETY***

Support revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less. Recent events throughout the region have highlighted a growing concern for the safety of pedestrians attempting to cross streets. Many Northern Virginia jurisdictions are exploring a variety of means to effectively provide for pedestrian safety while avoiding both the potential for serious vehicular accidents and the potential for creating a false sense of security for the pedestrians. (*Reaffirms previous position.*)

## **CHAPTER 527 TRAFFIC IMPACT ANALYSES**

Modify Chapter 527 Transportation and Land Use regulations to adjust timeframes for traffic impact analyses to be more consistent with local government review times and scheduled public hearings. In addition, the Comprehensive Plan amendment/updates section of the regulations should be further developed and improved to meet the needs of the process (especially dealing with multiple amendments at same time), and Low-volume rule traffic impact analysis requirements should be revised to address situations when existing roadway capacity is obviously sufficient to meet demands of a new development even though the development might otherwise cross the threshold for a traffic impact analysis.

## **SECONDARY ROAD DEVOLUTION**

Oppose any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance. Also oppose any legislation that would require the transfer of secondary road construction and maintenance responsibilities to counties. *(Reaffirms previous position.)*

## **FEDERAL**

### ***SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION (new position)***

The current Federal Surface Transportation Program was authorized in July 2005 by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This legislation authorizes both highway and transit funding over a six-year period (FY 2004 to FY 2009) and establishes the policies and grant programs for distributing these funds. This authorization expires on September 30, 2009. Efforts are underway to develop a new surface transportation program for the period from Federal FY 2010 to FY 2015.

In preparation for discussions of the new authorization bill, various transportation groups, including the Transportation Planning Board, the American Association of State Highway and Transportation Officials and the American Public Transportation Associations are adopting principles and/or position statements. In addition, the National Surface Transportation Policy and Revenue Study Commission, one of two established by SAFETEA-LU, has released their report on the future structure of the surface transportation program. The other commission, called the National Surface Transportation Infrastructure Financing Commission, is working on a report regarding potential future revenue sources. The U.S. Department of Transportation has also released a position paper on the new authorization.

Throughout these various documents there are some common themes that are relevant to Northern Virginia. In general, there seems to be agreement that the current surface transportation program should not be “reauthorized.” Instead, a number of significant changes should be considered. These changes include:

- The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly;
- The distribution of funding within the Federal Surface Transportation Program must be simplified and the number of funding programs streamlined and consolidated, successful program such as the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) program should be retained in some form;
- The time required to complete the federal review process of significant new transportation projects must be reduced, and the approval process must be consistent across all modal administrations. In addition, federal implementation regulations should be streamlined;
- To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority;
- Energy efficiency and environmental protection must be addressed in the development of transportation projects; however environmental reviews should be conducted within specified timeframes, so that a project's environmental impacts can be identified and adequately addressed; and
- Safety and security must continue to be an important focus of transportation projects.

### ***DEDICATED FUNDING FOR WMATA***

Now that Congress has authorized \$1.5 billion for the Washington Metropolitan Area Transit Authority's capital needs, NVTa calls upon Congress to actually appropriate these funds. In addition, NVTa request that the General Assembly approve the WMATA Compact Amendments that will allow WMATA to qualify for these funds. *(Updates previous position).*

### ***FUNDING FOR THE VIRGINIA RAILWAY EXPRESS***

NVTa calls upon Congress to provide a minimum of \$50 million for the acquisition of new VRE locomotives during the remainder of the SAFETEA-LU authorization to help the Commonwealth and the region fully fund this critical capital need. Also, the NVTa supports federal legislation that would authorize and appropriate monies for expansion of VRE beyond its current operation, specifically the Gainesville-Haymarket expansion. In addition, the NVTa supports federal legislation that would authorize funding for the completion of expansion capacity demands within the existing territory as set forth in SAFETEA-LU. *(Reaffirms previous position.)*

### ***FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS***

NVTa calls upon Congress to provide increased security funding to local and regional transportation agencies in the metropolitan Washington area. *(Reaffirms previous position.)*

### ***FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM***

NVTA calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to meet MATOC objectives. *(New position, under review).*

### ***COMMUTER BENEFITS***

NVTA supports legislation that would increase the level of tax-free transit benefits employers can provide to employees above the current \$120 per month, as a way to make transit service more attractive to commuters who currently drive alone. In addition, NVTA supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Reaffirms previous position.)*

### ***FUNDING FOR CONSTRUCTION OF AN I-66 TRUCK INSPECTION AND WEIGH STATION***

NVTA advocates that funding be included in the Homeland Security budget for these I-66 inspection and weigh stations. *(Reaffirms previous position.)*

**5.E.**

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Approval of Projects Suggestions for Federal Economic Stimulus Package

**DATE:** December 10, 2008

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approve the attached list of suggested projects for consideration in federal stimulus package discussions.**

**Background:**

As the economy continues to struggle, there seems to be growing interest in the Federal government adopting an economic stimulus package specifically related to infrastructure. This could occur early in January 2009 when the new Congress convenes. To ensure that Northern Virginia's projects are included in the discussion in a timely manner, the Jurisdiction and Agency Coordinating Committee prepared the attached list of ready to go projects. It is not clear which time horizon Congress will include in a final stimulus package. In developing the list, staff focused only on projects primarily of a regional nature that are ready to move into the next phase within the next three months, the next six months and the next 18 months. If approved by NVTAA, this list will be submitted to Northern Virginia's Congressional delegation and key committee chairman, as well as Secretary of Transportation Pierce Homer.

Mr. Christopher Zimmerman  
Members, Northern Virginia Transportation Authority  
December 10, 2008  
Page Two

JACC Members and I will be available at the Authority meeting on December 11, 2008, to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority List of  
Northern Virginia Projects for Considering in the  
Federal Economic Stimulus Package [1]  
December 10, 2008

**Execute Contract for Next Phase Within Three Months**

Highway Projects

- **Route 1 widening to six lanes (Joplin Road to Bradys Hill Road)** - Needs \$15.8 million to complete construction funding
- **Route 28 widening (Manassas to Fitzwater Drive)** - Needs \$56 million to complete construction funding
- **Route 28 Overpass at Norfolk Southern Railway in Manassas** – Needs \$12 million to complete construction funding
- **Prince William Parkway widening to six lanes (Minnieville Road to Hoadly Road)** - Needs \$37.5 million to complete construction funding
- **Route 234 (Dumfries Road) Intersection Improvements** - Needs \$1.2 million for construction
- **Columbia Pike Complete Streets Project** – Needs \$2.5 Million to complete local design funding
- **Signals and Roadway Improvements in Manassas** – Needs \$2.4 million
- **Intersection Improvements in Manassas Park** – Needs \$1 million for construction
- **Eisenhower Trail Underpass** – Needs \$0.5 million for construction

Transit Projects

- **Virginia Railway Express Locomotives (15)**– Needs \$60 million
- **OmniRide Buses** (Nine 57-passenger and one 30-passenger) and PRTC security system upgrades – Needs \$5.1 million

Multimodal Projects

- **Street and sidewalk improvements in the City of Falls Church** – Needs \$0.25 Million to complete construction funding

Base Realignment and Closure (BRAC) Projects

- **Fairfax County Parkway through the Engineering Proving Grounds** – Needs additional \$60 million to complete construction of Phases III and IV

[1] Projects included on this list are primarily of a regional nature that can be ready to move into the next phase (design, right-of-way, construction or acquisition) within the next three months, the next six months and the next 18 months.

## **Execute Contract for Next Phase Within Six Months**

### Highway Projects

- **Fairfax County Parkway Interchange at Fairfax Lakes Parkway/Monument Drive** – *Needs additional \$20 million to complete construction funding*
- **Washington Boulevard (Route 27) Bridge and Interchange at Columbia Pike** – *Needs \$6 million to complete construction funding*
- **Route 29/Gallows Road Intersection Improvements** – *Needs additional \$20 million to complete construction funding*
- **Minnieville Road widening (Spriggs Road to Route 234)** - *Needs \$37.5 million to complete construction funding*
- **Rollins Ford Road widening (Linton Hall Road to Vint Hill Road)** - *Needs \$19.5 million to complete construction funding*
- **Route 659 (Belmont Ridge Road) widening to four lanes between Route 7 and the Dulles Greenway** – *Needs \$91.2 million to complete construction funding*
- **Route 50 Widening to six lanes (Poland Road in Loudoun County to Lee Road in Fairfax County)** – *Needs \$75 million to complete construction funding*
- **Route 50 widening and intersection improvements at Jermantown Road** – *Needs \$1.5 million to complete construction funding*
- **South Kings Street widening in Leesburg** – *Needs \$8.0 Million to complete construction funding*
- **Mulligan Road (Old Mill Connector Road) Richmond Highway to Telegraph Road through Ft. Belvoir – Main Post** – *Needs additional \$11 million to complete construction funding*
- **Herndon Downtown Elden Streetscape Revitalization Project** - *\$3.0 million for construction.*

### Base Realignment and Closure (BRAC) Commission Related Secondary Roads

- **Rolling Road from Old Keene Mill Road to the Fairfax County Parkway** – *Needs additional \$9 million to complete construction funding*
- **Telegraph Road from South Kings Highway to Hayfield Road** – *Needs additional \$49 million to complete construction funding*

### Transit Projects

- **Dulles Rail Project (Phases 1 and 2)** – *Total federal share for Phase 1 is \$900 million. Phase 2 contributions to be determined*
- **Washington Metropolitan Area Transit Authority Capital Improvement Program** – *Needs a federal appropriation of \$150 million per year, as recently authorized by Congress*
- **Additional Washington Metropolitan Area Transit Authority Capital Needs:**
  - **Vehicles and Vehicle Parts** – *Needs \$121 million*
  - **Maintenance Facilities** – *Needs \$176.7 million*
  - **Passenger Facilities** – *Needs \$161.7 million*
  - **Safety and Security** – *Needs \$4.2 million*
  - **Maintenance and Repair Equipment** – *Needs \$42.5 million*

- **Operations Systems** – Needs \$10.8 million
  - **Information Technology** – Needs \$12.1 million
- **PRTC Transit Center Security System** – Needs \$0.25 million
- **Rosslyn Metrorail Station Second Entrance** – Needs \$27 Million to complete construction funding
- **Crystal City/Potomac Yard Transitway** (Glebe Road to Arlington County Line) – Needs \$4.6 Million to complete construction funding
- **ART Bus Replacement** – Needs \$2.7 Million for six buses.
- **New Trolleys for Alexandria** – Needs \$2.4 million for four trolleys
- **New Buses for DASH** – Needs \$2.7 million for five buses
- **Rebuild King Street Metrorail Station Bus Loading Area** – Needs \$2.24 million for construction

#### Multimodal Projects

- **Clarendon Metrorail Station Area Improvements** – Needs \$0.25 Million to complete construction.
- **Route 110 South Trail** - Needs \$300,000 to complete construction funding
- **I-66/Custis, Four Mile Run and W&OD trails Enhancements** – Needs \$2,000,000 for construction funding

## **Execute Contract for Next Phase Within 18 Months**

### Highway Projects

- **Route 7/Route 659 Interchange** - *Needs \$45 million to complete construction funding*
- **Grade Separation Sycolin Road over the Route 7/15 Bypass** – *Needs \$24.3 million to complete construction funding*
- **King Street/Beauregard Intersection Improvements** – *Needs \$14 million*
- **Eisenhower Avenue widening** to six lanes from Holland Road to Stovall Road - *Needs \$18 million for construction*
- **Edsel Road (Whiting to the western Alexandria City Limits)-** *Needs \$5.1 million for construction.*
- **Intersection Improvements in Alexandria** - *Needs \$6.4 million for construction*
- **Reconstruction bike trail on Holmes Run at I-395** – *Needs \$3 million*
- **Pedestrian-Bicycle Bridge from Commonwealth Ave. to Eads Street** - *Needs \$6 million for construction*
- **Old Cameron Run Bicycle Trail (Between Eisenhower Avenue and Hoof's Run)** - *Needs \$2 million for construction.*

### Transit Projects

- **Columbia Pike Streetcar** - *\$50 million for construction*
- **New North Entrance to the Eisenhower Metro Station** - *Needs \$16.4 million for construction.*
- **Build the Alexandria Portion of the Crystal City-Potomac Yard Transitway from Monroe Street to East Glebe Road** - *Need \$8.5 million for construction*

### Multimodal Projects

- **Arlington Boulevard (Route 50)/Court House Road/10<sup>th</sup> Street Interchange - Project.** *Additional \$1 Million for construction for trail upgrades, lighting for safety, public art and landscaping enhancements*
- **Washington Boulevard Trail Phase 2 Construction** - *\$1 Million for construction*
- **Old Dominion Drive Phase 2** - *\$0.7 Million for construction*
- **Shirlington Road /Four Mile Run Bridge** – *Needs \$0.9 Million for design and installation*

### Base Realignment and Closure (BRAC) Commission Related

- **Crystal City Arterial Street Improvements** – *\$2 Million for design*

## 5.F.

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

#### **MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdictional and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Reallocation of Regional Surface Transportation Program Funds for Prince William Counties (Agenda Item 5.F.)

**DATE:** December 5, 2008

#### **Recommendation:**

**The Jurisdictional and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority approve the attached letter to VDOT's Northern Virginia District Administrator Morteza Salehi endorsing Prince William County's request to reallocate Regional Surface Transportation Program (RTSP) funds.**

#### **Background:**

Attached is a request from Tom Blaser, Director, Prince William County Department of Transportation, requesting reallocation of the following RSTP funds:

- Reallocate \$1,500,000 in RSTP grant funding from the Route 234/Balls Ford Road Interchange Project (UPC 85089) as follows: \$1,000,000 to the Route 28 widening project from Linton Hall Road to Fitzwater Drive (UPC 92080) and \$500,000 to the Purcell Road realignment project (UPC 90499). This transfer is possible because the cost of right-of-way for the Route 234 project was less than budgeted.

This request was discussed at the JACC meeting on November 20, 2008, and no objections were raised. Prince William County staff, JACC Members and I will be available at the Authority meeting on December 11, 2008, to answer questions.

Cc: Members, NVTAA Jurisdictional and Agency Coordinating Committee

# Northern Virginia Transportation Authority

4031 University Drive, Suite 200  
Fairfax, Virginia 22030

December 12, 2008

Mr. Morteza Salehi  
District Administrator  
Virginia Department of Transportation  
14685 Avion Parkway  
Chantilly, Virginia 20151-1104

Reference: Request to Reallocate Prince William County RSTP Funds

Dear Mr. Salehi:

On December 11, 2008, the Northern Virginia Transportation Authority endorsed the attached requests from Prince William Counties to reallocate the following Regional Surface Transportation Program (RSTP) funds:

- Reallocate \$1,500,000 in RSTP grant funding from the Route 234/Balls Ford Road Interchange Project (UPC 85089) as follows: \$1,000,000 to the Route 28 widening project from Linton Hall Road to Fitzwater Drive (UPC 92080) and \$500,000 to the Purcell Road realignment project (UPC 90499). This transfer is possible, because the cost of right-of-way for the Route 234 project was less than budgeted.

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

Sincerely,

Christopher Zimmerman  
Chairman

Robert McDonald, Transportation Planning Section, VDOT  
Randy Hodgson, Transportation Planning Section, VDOT  
Tom Blaser, Director, Prince William County Department of Transportation



## COUNTY OF PRINCE WILLIAM

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

DEPARTMENT OF  
TRANSPORTATION

Thomas Blaser  
Director

December 11, 2008

Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority  
4031 University Drive, Suite 200  
Fairfax, VA 22030

Dear Chairman Zimmerman:

Prince William County seeks the approval of the Northern Virginia Transportation Authority (NVTA) to re-allocate one million five-hundred thousand dollars (\$1,500,000) of previously approved Regional Surface Transportation Program (RSTP) funds for the Route 234/Balls Ford Road Interchange Project (UPC-85089). The right-of-way costs for this project is less expensive than previously budgeted resulting in the \$1,500,000 excess in RSTP funds.

One million dollars (\$1,000,000) of these previously approved RSTP funds will be moved to the Route 28 widening (Linton Hall Road to Fitzwater Dr) project (UPC-92080).

Prince William County would also like to re-allocate the remaining five-hundred thousand dollars (\$500,000), to the Purcell Road realignment project (UPC-90499) in Prince William County.

If you have any questions or comments on this request, please contact Monica Backmon from my staff at (703) 792-6273.

Sincerely,

Thomas Blaser  
Director of Transportation

cc: Coles District Supervisor

Rick Canizales, Transportation Planning Manager, Prince William County  
Maria Sinner, Prince William Preliminary Engineering Manager, VDOT  
Randy Hodgson, Transportation Planning Manager, VDOT  
Linda Obis, Transportation Planning, VDOT

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** I-95/395 HOT Lanes Letter

**DATE:** Revised: December 10, 2008

**Recommendation:**

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority (NVTA) approve the attached letter regarding the safety analysis, bus-only lane and average speed on the I-95/395 HOT Lanes project.

**Background:**

Recently, VDOT staff and members of the Fluor/Transurban team have provided individual briefings to the elected officials of each jurisdiction on the status of the HOT Lanes project. The attached letter is intended to formalize all the outstanding questions and concerns that were raised by the jurisdictions at these meetings and request that before the project team completes the NEPA process, the requested information is provided.

Jurisdiction and Agency Coordination Committee members and I will be available at the December 11, 2008, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee



## The Northern Virginia Transportation Authority

December 11, 2008

The Honorable Pierce Homer  
Secretary of Transportation  
1111 East Broad Street, Third Floor  
Richmond, Virginia 23219

Dear Secretary Homer:

VDOT staff and members of the Fluor/Transurban team have provided individual briefings to the elected officials of each jurisdiction on the status of the HOT Lanes project. Many issues were raised during these briefings; I am writing to formalize these questions and to ask that all the requested information be provided to the NVTAA before final National Environmental Policy Act (NEPA) documentation is submitted to the Federal Highway Administration (FHWA).

We appreciate the additional information that the project team briefings have provided, much of it in response to previous requests for information. However, the added detail has raised questions in addition to those that have been articulated by the NVTAA in the past. As you can see from the attached list, the questions and concerns range from transit/HOV issues to enforcement and local street impacts, to safety and public outreach concerns. Some of these issues, like narrow shoulder widths and commuter parking, have been raised many times before. Others, like questions about the impacts to local streets and public outreach are a result of the new detail that was provided by the project team.

We hope you will take adequately address these points before you move forward with submitting the NEPA documentation for the project. NVTAA believes that in order for the I-95/395 HOT Lanes project to be adequate, it cannot degrade safety, transit and HOV level of service, or the operations of the adjacent local streets. In order for the project to be successful in providing an added benefit to the region, the project team must work with the local governments to build on the multi-modal success that exists today. Please do not hesitate to contact me should you wish to discuss this further.

Sincerely,

Christopher Zimmerman  
Chairman

Cc: Members, Northern Virginia Transportation Authority

**NVTA 1-95/395 HOT Lanes Issues**  
**12/11/08**

**Transit/HOV**

1. In Northern Virginia, the informal carpooling arrangement, “slugging,” has been very successful in moving large numbers of people in the corridor. This project must ensure that this arrangement continues at its current levels. NVTA would like to see the specific model results for the HOV share of trips on the HOT lanes, and in particular slugs.
2. The project partners must provide transit priority at choke points, such as the ramps. The existing HOV lanes serve transit well; however with the introduction of low occupancy vehicles on the lanes, transit’s efficiency could be compromised. We understand that the state is reconsidering a more robust BRT system in this corridor, which the NVTA fully supports. However, we believe that in order to ensure the success of the state’s BRT concept and make this a truly multi-modal corridor, there must be some type of priority given to transit at especially congested points along the facility, such as the access/egress points. The Eads Street ramp in particular must provide priority to transit vehicles.
3. The project team must ensure that at a minimum, it meets the federal performance thresholds for HOV lanes that are converted to HOT lanes. These lanes provide the fixed guideway miles that allow Northern Virginia transit systems to qualify for federal funding. Therefore, it is critical to the region that this level of service does not fall below the minimum standards. If the facility is not able to meet the standards to receive federal money, the project partners must replace the lost funding.
4. In addition, HOV and transit users today are experiencing a higher average speed than the federally mandated 45 mph threshold, and therefore mere adherence to the threshold is a degradation. NVTA maintains that the average speeds experienced today on the HOV lanes should continue when these lanes are converted to HOT lanes and this threshold should be formalized in the final agreement.
5. Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor in order to ensure they can adequately and safely accommodate buses. There are concerns about the lanes not being wide enough to accommodate buses and about the discontinuous / substandard width shoulders. In addition, some of the ramp geometry, particularly at Eads, has come into question in terms of the turning radii and grade changes accommodating buses.
6. Commuter parking should be placed where it is most needed, rather than where it is most convenient for the project team. Part of the original commitment from the project team was to construct an initial 3,000 park and ride spaces. The project team must work with staff to build those spaces where they would be most effective. Also, the project team should examine locations where better access is needed to take advantage of unused spaces (e.g. I-95/Route 123 Commuter Lot).
7. Fluor is proceeding with the design for the Lorton in-line station without any associated parking. The existing VRE parking lot is sized to accommodate current and future VRE demand only. If the in-line station is accessed via the VRE Lorton Station, parking to meet the anticipated demand generated by the in-line station should be identified independent of

| the VRE station parking. The project partners should provide NVTa with an estimate of parking demand generated by the in-line station, along with a proposal to accommodate this demand.

### **Enforcement**

8. Originally the project proposed using new technology to ensure that there were no toll evaders. We understand that technology is not yet available, and that instead pull-out areas will be provided for police to enforce proper toll paying. Today the state estimates that there is a 20% violation rate on the existing lanes. Because the Fluor/Transurban proposal for enforcement in the near future is the same as exists today, how do the project partners propose to eliminate violators?
9. The right-of-way inside the beltway is very constrained and it will be difficult to provide pull-out areas for enforcement. It is our understanding that the planned pull-outs inside the beltway are tightly clustered (as the geometry allows), and thus the distance from one pull-out to the next is as far as three miles. Moreover, the pull-outs are not consistently on one side of the travel lanes, so there will be weaving as vehicles try to make their way to one of the pull-outs (or are forced to one of the pull-outs). The planned placement and configuration of these pull-outs makes for a potentially hazardous set of conditions. The project team must provide a detailed plan for how these pull-outs will work, and what the impacts will be on the flow of traffic based on these locations.

### **Impacts to Local Streets**

10. The addition of low-occupancy vehicles will likely cause impacts to the region's local streets, in particular those surrounding the access/egress points along the corridor. As the project moves forward, the team should be providing adequate documentation to local staff in order to determine what these impacts are projected to be. This includes coordinating the modeling assumptions with local jurisdictions, and modeling an adequate impact area at each access/egress point. Based on experience with recent regional projects, each local jurisdiction should have an MOU with the project team outlining how the project's adverse impacts to local traffic movement will be mitigated before the state and Fluor/Transurban enter financial close.
11. Both the operations of the signals and the surrounding local streets of each access/egress point should be revisited annually by both the project team and the local jurisdictions. This review should include an examination of volumes and how they compare to the model projections. If the impacts are determined to be worse than projected, the project team must work with local jurisdictions to mitigate the additional impacts. This review should be part of the MOU referenced in the above bullet.
12. The project team should also have a separate MOU with the local jurisdictions regarding the maintenance of traffic plan during construction. The plan should outline various strategies to manage overflow traffic on the local street network and be consistent with local jurisdictions' traffic management plans and policies.

### **Safety**

13. We are particularly concerned about narrow shoulder widths along the length of the corridor. The project partners should provide NVTa the design exception documentation, and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
14. The NVTa was very disappointed with the Safety Study. The Safety Study did not specifically address the I-95/395 HOT Lanes facility and potential safety issues, but rather provided a review of existing literature. Moreover, none of the other HOT lanes experiences cited in the Safety Study featured the combined complexities of the subject project, including: narrow lane widths; discontinuous / substandard shoulders; a high incidence of buses / HOV-3+ users; and frequent on and off ramps that will become even more frequent if the project is implemented as proposed. When these observations were made at the meeting where the Safety Study results were discussed, VDOT staff indicated that the lessons learned would be applied to the I-95/395 HOT Lanes facility during the course of design. To that end, NVTa is expecting to see the project team address specific areas along the corridor where these concerns are present, developing a detailed plan for remediation. We must also see the incident management plan that includes transit and auto scenarios.

### **Public Outreach**

15. A public meeting should be held in every jurisdiction along the corridor. The northern segment of this project covers 56 miles. In order to adequately provide out-reach in this large of an area, there must be a public hearing in every impacted jurisdiction, much like the first round of Public Information meetings.
16. There must be ongoing coordination with the local jurisdictions and agencies, especially with respect to the design exception requests. As these have impacts on the operations of transit service and streets within local control, a satisfactory resolution of these issues must involve all stakeholders so that these operations can continue in a safe and efficient manner.

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Transportation Planning Board (TPB) Coordination Meetings

**DATE:** December 5, 2008

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority (NVTa) establish a brief meeting of Virginia Transportation Planning Board (TPB) representatives before each TPB meeting and approve the attached letter to be sent to the Virginia TPB members.**

**Background:**

Currently, the NVTa meetings provide an opportunity for the Northern Virginia jurisdictions to discuss TPB issues. Due to the limited NVTa meeting schedule proposed for 2009, staff is recommending that the Virginia TPB members convene briefly before each meeting to discuss Northern Virginia positions on TPB agenda items.

The third floor conference room at the Metropolitan Washington Council of Governments (MwCOG) has been reserved for these meetings starting at 11:15 AM each month before the TPB meeting. The meetings are anticipated to take no more than 30-45 minutes. The attached letter provides this information to each of the Virginia TPB members.

Jurisdiction and Agency Coordination Committee members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



## The Northern Virginia Transportation Authority

December 11, 2008

Dear Virginia TPB member:

I am writing to inform you of the establishment of a monthly meeting of the Virginia representatives to the Transportation Planning Board (TPB). Currently, the Northern Virginia Transportation Authority (NVTA) meetings provide an opportunity for the Virginia jurisdictions to discuss TPB issues. However, due to the limited NVTA meeting schedule proposed for 2009, establishing this brief meeting will allow the Virginia TPB members to continue to discuss items on the TPB agenda prior to the meeting.

The third floor conference room at the Metropolitan Washington Council of Governments (MWCOG) (777 North Capitol Street, N.E. Suite 300 Washington, D.C. 20002-4290) has been reserved for these meetings starting at 11:15 AM each month before the TPB meeting. The meetings are anticipated to take no more than 30-45 minutes.

Please do not hesitate to contact me should you have any questions.

Sincerely,

Christopher Zimmerman  
Chairman

Cc: Members, Northern Virginia Transportation Authority

**6.A.**

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority  
  
Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Update on VDOT Six Year Program (Agenda Item 6.A.)

**DATE:** December 10, 2008

The State's Transportation Trust Fund is funded by several different revenue sources, including the state motor fuels tax, a portion of the statewide sales tax, vehicle registration fees, sales tax on automobiles and others. Unfortunately, the revenue being generated by most of these sources is significantly less than projected. To address these reduced revenues, the Commonwealth Transportation Board is expected to release a revised FY 2009-2014 Six Year Program for public comment on December 18, 2008. This revised Six Year Program is expected to significantly reduce funding for new highway projects. Cuts in transit funding are also anticipated. Staff will be evaluating the impact of the changes included in the new Six Year Program after it is released. Based on the principles NVTa adopted in September 2008 (attached), staff will prepare testimony for the NVTa. One additional comment that has been raised is that the CTB should consider treating transit operating expenses like VDOT maintenance expenses and make them a higher priority than new capital projects.

The Northern Virginia public hearing on the Six Year Program is scheduled for Tuesday, January 13, 2009, at the Fairfax County Government Center. The CTB may take action on a revised Six Year Program on January 22, 2009.

JACC members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Approval of Testimony for Commonwealth Transportation Board's Fall Transportation Meeting (Item IX.)

**DATE:** September 5, 2008

**Recommendation:**

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority approved the basis elements of testimony for the Commonwealth Transportation Board (CTB)'s Fall Transportation Meeting, in concept, and authorize NVTa's Chairman to approve any adjustments that may be necessary, due to information that may become available between now and the hearing, particularly regarding an reductions in state transportation funding levels.

**Background:**

Each fall, the Commonwealth Transportation Board holds public hearings around the state to receive suggestions for projects that should be included in the Six Year Program. The Northern Virginia public hearing will likely be in November. Since the NVTa will not be meeting again until December 11, 2008, the JACC is seeking NVTa's approval of conceptual the basic elements for the testimony that will be refined over the next two months. In particular, since state transportation revenues are apparently not meeting expectations, the CTB will likely be required to make additional reduction in the Six Year Program.

Any reductions will be on top of the 44 percent cuts in the Primary, Secondary and Urban Highway Program and the 10 percent reductions in transit assistance adopted by the CTB in June 2008. With this in mind, the JACC is recrafting the testimony to recognize the difficult situation the CTB faces, update local efforts in Northern Virginia, reiterate NVTa's principles and to focus primarily on non-monetary changes the CTB can implement to assist Northern Virginia.

Christopher Zimmerman, Chairman  
Members, Northern Virginia Transportation Authority  
September 5, 2008  
Page Two

The proposed basic elements of testimony include:

- Acknowledging the challenges that the CTB faces in trying to balance projects and revenues in the Six Year Program;
- Updating the CTB on NVTA's reduction in Operations
- Summarizing efforts that the NVTA local governments are making to raise transportation funding;
- Reiterating the NVTA's Eight Principles for Transportation Funding;
- Reiterating the affects of inflation and economic factors on the availability of transportation funding;
- Highlighting that VDOT is quickly becoming a maintenance-only agency;
- Requesting that construction projects that are funded continue to be implemented as scheduled;
- Requesting continued funding for VRE's track leases from federal funds;
- Allowing NVTA to help set priorities for federal bonus obligation funding;
- Encouraging additional training on VDOT's Chapter 527 land use review regulations;
- Considering comments from local governments and regional transportation agencies on Secondary Street Acceptance standards and Access Management Standards;
- Streamlining environmental reviews for locally administered projects;
- Addressing Northern Virginia concerns with the I-95/395 High Occupancy Toll project, including distribution of a bus only lane study and a safety study for public comment;
- Addressing Northern Virginia concerns with the I-66 Transit/TDM Study, including inclusion of incentives, operational parameters (hours and occupancy) and pricing as part of the study.

Since the CTB's public hearing will likely be two months away, the JACC requests that NVTA's Chairman be authorized to approve the final the testimony, including changes to address circumstances between now and then. If substantive changes are made to the basic elements, the JACC will return to the NVTA on December 11, 2008, to seek ratification of the final testimony.

JACC Members and I will be available at the Authority meeting on September 11, 2008, to answer questions.

Attachments: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee  
John Mason, Executive Director

**6.B.**

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority  
  
Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Update on TIP Amendments (Agenda Item 6.B.)

**DATE:** December 10, 2008

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

On November 20, 2008, Prince William County requested two such reallocations. These reallocations are:

- Reallocate \$650,000 in RSTP funds from the I-66/Cushing Road Park-and-Ride Lot (UPC 72803) to the Route 28 Widening Project (UPC 92080).
- Reallocate \$1,000,000 in CMAQ funds from the Horner Road Park-and-Ride Lot to the Cushing Road Park-and-Ride Lot.

NVTa's delegation requires that the JACC notify the NVTa of these requests. If you have questions or concerns, please let me know.

Jurisdiction and Agency Coordinating Committee members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



## COUNTY OF PRINCE WILLIAM

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

DEPARTMENT OF  
TRANSPORTATION

Thomas Blaser  
Director

November 20, 2008

Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
4031 University Drive, Suite 200  
Fairfax, VA 22030

Dear Chairman Biesiadny:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) approved Prince William County's request to reallocate previously approved Regional Surface Transportation Program (RSTP) funds. The request was to reallocate six-hundred fifty thousand dollars (\$650,000) of previously approved RSTP funds from the I-66/Cushing Rd Park & Ride Lot (UPC-72803) to the Route 28 Widening (UPC-92080) in Prince William County.

The NVTA also approved the reallocation of one-million dollars (\$1,000,000) of previously approved Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from the Horner Road Commuter Lot (UPC-87948) to the Cushing Rd Park & Ride Lot.

Since the Route 28 project is now federalized and a VDOT UPC is required, Prince William County requests the approval of the Jurisdiction and Agency Coordinating Committee (JACC) to change the UPC for the Route 28 project from PWC0007 to 92080. The change in the UPC will allow the County to continue with the above referenced reallocation which was previously approved by the NVTA.

If you have any questions or comments on this request, please contact Monica Backmon from my staff at (703) 792-6273.

Sincerely,

Thomas Blaser  
Director of Transportation

cc: Coles District Supervisor  
Rick Canizales, Transportation Planning Manager, Prince William County  
Kanathur Srikanth, Transportation Planning, VDOT Northern Virginia District  
Maria Sinner, Prince William Preliminary Engineering Manager, VDOT

## 6.C.

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

#### **MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority  
  
Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) Project Update (Agenda Item 6.C.)

**DATE:** December 10, 2008

On November 19, 2008, the Transportation Planning Board (TPB) adopted an FY 2009-2014 TIP and a 2008 CLRP. This new TIP excluded all proposed projects that relied on anticipated Northern Virginia Transportation Authority funding. These NVTa-funded projects had to be excluded, because, during its Special Session in July, the Virginia General Assembly did not restore the Northern Virginia funding invalidated by the Virginia Supreme Court on February 29, 2008.

In addition, the TPB is beginning the process of developing the FY 2010-2015 TIP and 2009 CLRP. Project submissions for these documents were due on December 5, 2008. The schedule for development of the FY 2010-2015 TIP and 2009 CLRP is attached. However, the Commonwealth Transportation Board is expected to release a revised FY 2009-2014 Six Year Program for public comment on December 18, 2008. This revised Six Year Program is expected to significantly reduce funding for new highway projects. Cuts in transit funding are also anticipated. It is likely that some of the Six Year Program reductions will result in changes to the inputs for the FY 2010-2015 TIP, in particularly, and possibly the 2009 CLRP.

Staff will review the revised Six Year Program when it is released and work with TPB staff to implement appropriate changes to the TIP and CLRP as information becomes available. Additional information, including a summary of new project submissions, if any, will be provided to the NVTa via email and at the February 5, 2009, meeting.

JACC members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



## Schedule for the 2009 Financially Constrained Long-Range Plan (CLRP) and FY 2010 – 2015 Transportation Improvement Program (TIP)

September 11, 2008	TPB Citizen Advisory Committee Hosts a Public Meeting on the TIP and CLRP Development Process
*September 17, 2008	TPB is Briefed on Draft Call for Projects
*October 15, 2008	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 5, 2008	<b>DEADLINE:</b> Transportation Agencies Complete Submission of Draft On-Line Project Inputs. Technical Committee Reviews Draft Plan and TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
January 9, 2009	Tech Committee Reviews Plan and TIP Project Submissions and Draft Scope of Work
January 15, 2009	Plan and TIP Project Submissions and Draft Scope of Work Released for Public Comment
*January 21, 2009	TPB is Briefed on Project Submissions and Draft Scope of Work
February 14, 2009	Public Comment Period Ends
*February 18, 2009	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
April 24, 2009	<b>DEADLINE:</b> Transportation Agencies Complete TIP Project Submissions and Finalize Congestion Management Documentation Forms (where needed) and CLRP Forms <sup>2</sup> . (Submissions must not impact conformity inputs; note that the deadline for conformity inputs was December 5, 2008).
*May 20, 2009	TPB Receives Status Report on the Draft Plan, TIP and Conformity Assessment
June 11, 2009	Draft Plan, TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC) and the TPB Citizen Advisory Committee Hosts a Public Meeting on the Draft TIP.
*June 17, 2009	TPB Briefed on the Draft Plan, TIP and Conformity Assessment
July 11, 2009	Public Comment Period Ends
*July 15, 2009	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft Plan, TIP and Conformity Assessment for Adoption
*TPB Meeting	

<sup>2</sup> By this date, the CLRP forms must include information on the Planning Factors, Environmental Mitigation, Congestion Management Information, and Intelligent Transportation Systems; separate Congestion Management Documentation Forms (where needed) must also be finalized.

**6.D.**

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority  
  
Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Update on TIP Amendments (Agenda Item 6.D.)

**DATE:** December 10, 2008

VDOT submitted an FY 2009-2014 TIP amendment package to the Transportation Planning Board (TPB) for approval in December. The amendment package is attached. The amendment package contains one project. This project is summarized below. This amendment package was approved by the TPB Steering Committee on December 5, 2008.

- Bradlee Transit Center. The amendment will provide \$500,000 in Federal Congestion Mitigation and Air Quality (CMAQ) funding for preliminary engineering associated with this project.

Jurisdiction and Agency Coordinating Committee members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

*Item xII*



# COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

November 18, 2008

National Capital Region  
Transportation Improvement Program Amendment

The Honorable Phil Mendelson  
Chairman, National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.; Suite 300  
Washington, DC 20002-4201

Dear Chairman Mendelson:

On behalf of the City of Alexandria, the Virginia Department of Transportation's (VDOT) Northern Virginia District Office requests amending the FY 2009-2014 Transportation Improvement Program (TIP) to add federal funding to a transit center project. The proposed amendment will provide \$500,000 of CMAQ funds for the Preliminary Engineering work on a transit center at the Bradlee Shopping Center located at the intersection of King Street, Braddock Road and Quaker Lane. The transit center will have bus services and hence considered regionally significant for air quality review purposes. The project was, however, included in the air quality conformity analyses for the 2007 and 2008 CLRP's, hence the proposed amendment will not affect the air quality conformity determination.

The City of Alexandria is prepared to move forward with the preliminary engineering for the project but needs the funding amended into the TIP to proceed. VDOT requests that the TPB's Steering Committee approve this amendment at its December 5, 2008 meeting. A copy of the project listing proposed to be added to the FY 2009-2014 TIP is attached.

Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond. Thank you for your consideration of and action on this request.

November 18, 2008  
VDOT FY 2009-2014 TIP Amendment

Sincerely,

*Glenn Johnson*  
*Asst. Dist. Administrator*  
*for*

Morteza Salehi  
District Administrator  
VDOT – Northern Virginia District

**NORTHERN VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

TIP AMENDMENT 11/10/08

FY 2009-2014

Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	Prev	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	Program Total FY 09-14	Funding Source	Funding Shares Fed/st/lo
<b>VDOT Secondary</b>												
90007	Facility: Bradley Transit Center From: At intersection of King St, Braddock Rd, & Quaker Ln.	P.E. ROW Const	0 0 0	500 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$500	Fed CM	80% 20%
Jurisdiction: Alexandria		Description: Preliminary engineering on Bradley Transit Center located at inter. of King St., Braddock Rd and Quaker Ln. Reason for the Adjustment: Obligate CM funding for PE in FY 09.										

Legend:

CM = Congestion Mitigation Air Quality (CMAQ) Funds

**6.E.**

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Update on Regional Air Quality (Agenda Item 6.E.)

**DATE:** December 10, 2008

This memorandum is intending to provide the NVTa with a brief update on regional air quality activities.

The Metropolitan Washington Council of Governments (COG) Board of Directors approved the Climate Change Steering Committee (CCSC)'s "National Capital Region Climate Action Report" on November 12, 2008. Among other things, the report calls for collaboration with TPB (Transportation Planning Board) to evaluate how a regional process modeled after the current regional process for air quality planning might be adapted to address greenhouse gas emissions. Currently, the Metropolitan Washington Air Quality Committee (MWAQC) is developing an implementation strategy for the recommendations included in the report. This implementation strategy is expected to include a recommendation for new regional coordinating body to execute the strategy.

In addition, Governor Timothy Kaine's Climate Change Commission is about to release their final report and recommendations. These recommendations will include a number of items related to transportation. When staff has reviewed the report, additional information will be provided to the NVTa.

JACC members and I will be available at the Authority meeting on December 11, 2008, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

**6.F.**

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

**MEMORANDUM**

**TO:** Christopher Zimmerman, Chairman  
Northern Virginia Transportation Authority

Members  
Northern Virginia Transportation Authority

**FROM:** Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Update on VTrans 2035 (Agenda Item 6.F.)

**DATE:** December 10, 2008

The Virginia Secretary of Transportation's Multimodal Office has begun the process of updating VTrans 2025. The new document will be called VTrans 2035. The new effort is expected to take most of 2009, and is scheduled to be completed by the end of 2009. Consultants were recently hired to assist with the effort. VHB, the Northern Virginia Transportation Authority's consultant for TransAction 2030, is one of the consultants who will be working on the project.

Each modal agency under the Secretary of Transportation (Virginia Department of Transportation, the Department of Rail and Public Transportation, the Virginia Port Authority and the Department of Aviation) has been working on long-range plans (and/or updates) that will be incorporated into VTrans 2035. Secretary of Transportation Pierce Homer has decided that the highway, public transportation and rail plans will be combined into a surface transportation plan. An effort is also being made to have greater coordination with existing regional long-range plans.

Initial information about VTrans 2035 will be released to the public as part of the Commonwealth Transportation Board's public hearings on the Six Year Program in January 2009.

When a more detailed schedule for the project is available, staff will forward it to the NVTa.

Jurisdiction and Agency Coordinating Committee members and I will be available at the December 11, 2008, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee