



The Authority
for Transportation in Northern Virginia

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

AGENDA

June 12, 2008

7:30 pm
Fairfax City Hall

- I. Call to Order** Chairman Zimmerman
- II. Roll Call** Clerk (Pam Martin)
- III. Minutes of the May 8, 2008 Meeting**

Action Items

- IV. Approval of Revised Bylaws** Mr. Biesiadny
- V. Approval of FY09 Operating Budget Options** Mr. Longhi
- VI. Approval of Loudoun County Request for Transfer of CMAQ Funding**
Mr. Biesiadny
- VII. Appointment of Nominating Committees** Chairman Zimmerman
 - A. FY09 Officers
 - B. Appointment of Town Representative to NVTA

Discussion Items

- VIII. Update on General Assembly Activities** Mr. Biesiadny
- IX. Update on Outreach Activities** Mr. Nohe
- X. VDOT Update**
 - A. Capital Beltway Southside Mobility Study Mr. Salehi
- XI. DRPT Update** Mr. Hill

Information Items

- XII. TIP/CLRP Update** Mr. Biesiadny
- XIII. TIP Amendments** Mr. Biesiadny

- XIV. Air Quality Update** Mr. Biesiadny
- XV. Refund Status** Mr. Longhi
- XVI. Executive Director's Report** Mr. Mason
- XVII. Correspondence**
- A. Town Association of Northern Virginia – Town Non-Voting Member of NVTa
 - B. NVTa Letter to Governor – Appreciation for Rail to Dulles Efforts
 - C. NVTa Letter to Congressional Delegation – Appreciation for Rail to Dulles Efforts

Adjournment

XVIII. Adjournment

Next Meeting: July 10, 2008

George Mason High School
Falls Church, Virginia

Northern Virginia Transportation Authority
4031 University Drive (Ste 200)
Fairfax, Virginia 22030
www.TheNovaAuthority.org

**SUMMARY MINUTES
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

May 8, 2008

**Fairfax City Hall
Fairfax, Virginia 22030**

NVTA Members Present:

Voting Members:

Christopher Zimmerman, Chairman	Arlington County
Martin Nohe, Vice Chairman	Prince William County
Gerry Connolly	Fairfax County
Judy Connally	Governor's Appointee (CTB)
William Euille	Alexandria
Jeffrey Frederick	House of Delegates
Robert Lederer	City of Fairfax
Dan Maller (alternate for Mr. Snyder)	Falls Church
Sharon Pandak	Governor's Appointee
Harry J. Parrish, II	City of Manassas
Bryan Polk	City of Manassas Park
Mary Margaret Whipple	Virginia Senate
Scott York	Loudoun County

Non-Voting Members:

Corey Hill	DRPT
Robert McDonald (alternate for Mr. Salehi)	No. Va. District, VDOT

Staff:

John Mason	Executive Director
Jurisdictional Staffs and Clerk	

Item I: Call to Order

Chairman Zimmerman called the meeting to order at 7:34 pm.

Item II: Roll Call

The roll was called and members present or absent were noted for the record. Note: Senator Whipple was not present for roll call but arrived shortly thereafter.

Item III. Minutes for Meetings of April 10, 2008

Mr. Parrish moved to approve the minutes for the meeting held April 10, 2008. The motion was seconded by Mr. Connolly. The motion carried unanimously.

Item IV: Approval of Testimony for CTB Hearing

Ms. Ashby (Arlington County) introduced Mr. Foster (PRTC) who gave a brief overview of the proposed Commonwealth Transportation Board (CTB) testimony on May 14. Mr. Foster spoke about the background of NVTa, providing a snapshot of NVTa activities and milestones from 2002-2008. Mr. Foster noted that Town of Purcellville and Town of Dumfries were added to the partners list (on graphic). Mr. Foster continued with an overview of the “Eight Principles” previously adopted by NVTa.

Mr. Connolly announced that the Fairfax County Board of Supervisors adopted “Eight Principles” in a recent meeting.

Chairman Zimmerman noted that Northern Virginia Transportation Commission adopted them as well.

Mr. Foster continued, noting that the Environmental Protection Agency (EPA) has announced a more stringent air quality standard for ground-level ozone. These new ozone standards will result in more Code Red/Orange alerts.

Mr. Foster focused on the economic factors graphic (slide 7) that shows contrast between population, VMT, registered vehicles and road miles increasing while purchase power and gas tax value is decreasing. Mr. Foster spoke about the obvious need for funding. Mr. Foster responded to a concern from Mr. Maller regarding an additional bullet point to address other consequences to these activities. Mr. Foster proposed the wording “traffic congestion costs approximately 38 hours of delay for the average urban motorist in Virginia.”

Chairman Zimmerman requested that the wording be discussed after the conclusion of the presentation.

Mr. Foster briefly reviewed the bullet points concerning opportunities for CTB. He noted the loss of NVTa funding and reduction of secondary road maintenance funding. Mr. Foster reiterated that it is critical to ensure that Northern Virginia continues to receive its share of transportation funding, using the existing formulas.

Mr. Foster stated there is an appreciation for the state working with local governments to develop an enhanced transit plan for the I-95 corridor; however, it is urged that the state proceed carefully to ensure that the lanes continue to function efficiently, facilitating the maximum person throughput.

Mr. Foster noted the request for completion of outstanding project deliverables that include the Bus-only Lane Study, Safety Study, and Vehicle Speed Maintenance agreement.

In conclusion, Mr. Foster reiterated key points from the presentation, to include a statement that NVTa is ready to begin implementing transportation projects with our local and regional partners; however, transportation funding must be restored.

Chairman Zimmerman stated that the intention is to approve testimony for submission.

Mr. Connolly moved to approve the draft testimony, which was seconded by Mr. York.

Chairman Zimmerman clarified that whatever is approved in writing will be presented in summary format.

Chairman Zimmerman then opened the floor for comments.

Ms. Pandak directed the Authority's attention to the bullet that focused on I-95/395 HOT Lanes. Ms. Pandak noted that executive director of Potomac and Rappahannock Transit Commission (PRTC) said that the PRTC board has endorsed testimony and asked to consider adding the statement "to support PRTC's request from the state to consider indemnifying transit operators from increased liability exposure arising from the conversion of 2 lanes to 3, the narrowing of the lanes and the loss of shrinkage of shoulder on the I-95/395 HOT Lanes project".

The motion to amend [in effect, Ms. Pandak's comment] was accepted by unanimous consent.

Mr. Connolly expressed concern regarding the "Eight Principles for Transportation Funding" – specifically Principle Number 2 - bringing attention to the fact that clarity is needed.

Chairman Zimmerman iterated that Principle Number 1 clarifies the Authority's position.

Mr. York questioned the figures in Principle Number 3 as being reasonable.

Chairman Zimmerman confirmed that the figure was roughly \$660 million about a year and a half ago.

Ms. Massie supported this statement and stated that the 2030 plan was adopted about a year ago.

Mr. Nohe noted that the 2030 Plan was adopted almost 2 years ago.

The Authority discussed several additions and deletions to the CTB testimony that were accepted by unanimous consent. These changes will be updated and a revised copy of the CTB testimony posted to the website upon final approval.

Mr. Connolly suggested that the economic factors slide should be blown up for the presentation because it made such a powerful statement.

Mr. Maller commented on economic factors slide in the presentation, noting that the data trend is understated. He believes that the presentation needs to show a metric of congestion.

Ms. Ashby stated that Mr. Foster has statistics to support that information.

Chairman Zimmerman asked the Authority if there were any objection to the staff preparing additional information on increases and costs for transportation construction and increase in congestion in Northern Virginia over a relevant period of time.

The motion to approve draft CTB testimony carried unanimously.

Item V. Approval of Revised Meetings Calendar for CY2008

Mr. Mason stated that there has been a change in the calendar for CY 2008 and recommended approval of the revised calendar.

Mr. Connolly noted the dates in November and December were not showing. The dates were noted as November 13, December 11.

With recommended additions, Mr. York moved for approval which was seconded by Mr. Frederick. Motion carried unanimously.

Item VI. Approval of Audit Policy

Mr. Mason stated that state law requires that annual audit take place within three (3) months beyond the end of the fiscal year.

Mr. Euille moved for approval, which was seconded by Ms. Pandak. Motion carried unanimously.

Item VII. Confirmation of Appointment to VTrans Update Study

Mr. Connolly moved for confirmation of Mr. Biesiadny's appointment as NVTA representative on the VTrans Update Study, which seconded by Mr. Parrish. The motion carried unanimously.

Added Action Item – Letter of Appreciation – Dulles Rail

Mr. Mason stated that this was a suggestion for letters of appreciation to Governor Kaine, Senator Warner, and Congressman Wolf for getting Rail to Dulles back "on track".

Mr. Connolly motioned for approval, which was seconded Mr. York.

Mr. Frederick suggested that perhaps entire Northern Virginia (congressional) delegation should be thanked.

Chairman Zimmerman confirmed all were in fact involved and suggested sending letters to all.

Mr. Mason stated that these names were chosen because the press tended to speak to the above-referenced names.

Chairman Zimmerman expressed that he would be happy to sign letters to all involved. The motion carried unanimously [to send letters to Northern Virginia congressional delegation].

Chairman Zimmerman congratulated Mr. Lederer on his re-election and Mr. Parrish on his newly elected role as mayor [of Manassas] effective July 1.

Item VIII. Update on General Assembly and Advocacy Activities

Chairman Zimmerman noted there are no new items to discuss at this time.

Mr. Connolly provided a word of caution regarding the proposal that sources of revenue prove injurious to Northern Virginia. In brief, “what we raise here ought to stay here.”

Item IX. Update on Six Year Program

Ms. Ashby and Ms. Massie discussed new Six Year Plan and proposed changes in the revised schedule. The deadline to get the project into TPB [Transportation Planning Board] if the projects affect air conformity is January 9, 2009 with no extensions granted.

Chairman Zimmerman clarified that funding only affects the timing of what is in the plan and what is adopted or in the plan versus when the plan was adopted.

Ms. Ashby pointed out that the JACC tried to incorporate a lot of involvement opportunities for the public and the advisory committees and that will erode the longer it takes to get funding in place, eliminating robust input.

Ms. Ashby and Chairman Zimmerman continued to discuss the timing of the plan.

Ms. Massie stated that this plan calls for two opportunities for public involvement – up front public information work session and a public hearing and that if the General Assembly does not act quickly, then the NVTa would not be able to accommodate that in the schedule.

Item X. Guidance/Assumptions for FY09 Budget

Mr. Mason detailed a list of items used to create the FY09 operating budget and requested comments. Chairman Zimmerman asked whether Mr. Mason was looking for immediate guidance, in which case this would be an action item.

Mr. Mason stated that he was asking for any comments or questions on the budget assumption prior to draft the FY09 budget.

Mr. York questioned the amounts under revenue to NVTa (specifically Item 2a). He feels the numbers are old and would like to see a change that states current revenues to NVTa are zero, that \$700 million is needed to fund 2030 goals.

Mr. Mason stated that to some degree the statement of \$250-300 million is not necessary for the assumptions being made for the purpose of preparing the operating budget. The key is the assumption that up to \$1 million could be budgeted for NVTa operating expenses.

Mr. Mason explained that, based on the assumption that the General Assembly responds affirmatively, there will be monies budgeted for NVTa operating expenses. In short, the approval of the funding is contingent upon the General Assembly’s decision.

Chairman Zimmerman confirmed Mr. Mason's assumptions.

Mr. Frederick expressed concern over having a budget in place.

Mr. York requested clear language for the general public.

Mr. Frederick questioned having a budget in place with no funding. He questioned what happens July 1 if the GA does not approve funding. Mr. Frederick stated that NVTa may not be funded and questioned the taxpayer's responsibility during this "state of limbo."

Chairman Zimmerman reiterated that the NVTa is currently functioning at a low level with funding provided by the state through June 30. He concurred that Mr. Mason should design a plan to move forward on the assumption that the General Assembly approves funding source.

Mr. Connolly agreed with Mr. Frederick and stated the Authority should accept that the General Assembly will act in good faith and agreed that budget should be put in place regardless of the decision. He moved to create two budgets, a best case scenario and the second a worst case scenario. He also suggested that the budgets reflect what projects can or cannot be accomplished and that a press release be associated with budget. The motion was seconded by Mr. York.

Ms. Pandak requested clarification of the operating expenses, specifically the \$50,000 in the appropriations bill. Mr. Mason confirmed that that he had been informed that the Appropriations Bill contains \$50,000 for NVTa.

Chairman Zimmerman stated that the Authority will give the staff guidance on how to prepare the budget for either of the situations.

Mr. Mallard noted the cost of litigation and financial advice. He questioned what comes with that liability in worst case scenario.

Chairman Zimmerman stated the litigation is not a liability, it is an expense.

Mr. Mason stated that NVTa has potentially accrued expenses in FY08 (referenced Item 3b). The \$364,000 associated with bond counsel is not being carried as an "accrued cost" as the contract with McGuire Woods anticipated that these expenses would be paid from bond proceeds. It is in budget notes to ensure that all are aware of this factor. Counsel confirmed this explanation.

Mr. Nohe clarified that general ledger does not show \$364K.

The motion carried unanimously.

Item XI. Proposed Changes to NVTa Bylaws

Chairman Zimmerman recommended reading and reviewing the Bylaws thoroughly.

Mr. Nohe asked whether or not moving the Authority's annual meeting from July to January was consistent with PRTC and the Northern Virginia Transportation Commission (NVTC). He also raised the issue that the Authority would be exclusively responsible for approving policy and bylaw changes. The challenge is that the Authority is not a regional governing body; it is a body made up of individual jurisdictions and questioned whether it is appropriate to approve changes to bylaws. He suggested a change to state that local governments must approve changes to the way the Authority does business.

Chairman Zimmerman stated, and legal counsel confirmed, that Bylaws can be adopted [by the Authority].

Mr. Connolly addressed counsel regarding the General Assembly and non-voting members. He posed the question. "What if the NVTa does not adopt new bylaws?"

Counsel (Ms. Posner, with other counsel concurring) explained the composition of the Authority with or without the bylaws needs to be as the statute prescribed. The bylaws need to conform to statute.

Chairman Zimmerman confirmed that the bylaws now meet those requirements.

Mr. Nohe stated that 2030 Plan was adopted with only 1 *no* vote in all of Northern Virginia. He clarified his earlier remark by stating that he felt that it was important to have the jurisdictions endorse the long-range plan to show regional consensus.

Chairman Zimmerman agreed.

Mr. Mason drew attention to Article VI, Section A1 (NVTa Long Range Transportation Plan). He referred to the comment that JACC suggested including "In achieving regional consensus, it is desirable that NVTa secure the formal approval of each of its member jurisdictions before the adoption of the plan." Mr. Mason brought to the Authority's attention that his recommendation is not to approve the insertion of an additional constraint because (1) the phrasing of original wording is essentially statutory; and (2) it detracts from the notion of regionalism.

Chairman Zimmerman noted the difference of opinion between JACC and executive director is very appropriate. He also stated that a decision does not need to be made immediately.

Item XII. VDOT Update

Chairman Zimmerman commented on the signage at the Mixing Bowl in Springfield, noting that northbound traffic on I-95 is challenged to be in the appropriate lane in a timely fashion. He urged that VDOT to address issue.

Mr. Connolly expressed concern over the lack of communication from VDOT. He provided an example of an incident in McLean regarding the preparation for construction of HOT lanes with clear cutting and stated that damages could have been avoided. Mr. Connolly expressed that he would like to return to total harmony.

Item XIII. DRPT Update

Mr. Hill mentioned VTrans 2035 and introduced Mr. Kevin Page, Chief of Rail Division, VDRPT.

Mr. Page made a PowerPoint presentation and expressed concern with the challenges being faced moving forward. He discussed the existing AMTRAK system and routes and AMTRAK's short term action plan report. Mr. Page discussed the key challenges – reliability and scheduling. In addition he explained VRE operations and statewide rail plan schedules. Highlighted was the very poor on-time performance of the train service in Virginia with the exception of VRE.

Chairman Zimmerman expressed his concern about the travel time and waiting time on rail.

Mr. Tucker, DRPT director, spoke of commitment from DRPT connecting the three largest urban centers in the Commonwealth. He stated that the key is the focus on mobility in the corridor.

Mr. Nohe noted the challenges or concerns with VRE competition.

Mr. Connolly stressed that prioritization should be based on economic return.

Item XIV. Update on Refund Process

Mr. Mason stated that over \$14 million has been remitted back to various agencies. He suggested extending letters of appreciation upon completion of the refund process.

Items XV - XX. Information Items

Ms. Ashby noted the TIP/CLRP schedules are challenged due to the funding uncertainty. A contingency plan for air quality conformity is in place should the NVTA funding not be restored. She pointed out that more detail on the topic could be found in the memo.

Mr. Frederick noted a date change of July 19 to July 10.

A question was posed regarding the refund process. It was asked if someone could help review the revenue received versus the estimates that the General Assembly used when they passed the legislation.

Mr. Nohe stated that Delegate Cosgrove requested 30 copies of TransAction 2030.

Mr. Mason stated the he would respond this request, however, it was noted that the information is available online.

Item XX. Adjournment

The meeting was adjourned at 9:10 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: The Honorable C. Zimmerman, Chairman, and Members
Northern Virginia Transportation Authority

FROM: John Mason, Executive Director

SUBJECT: Revision of NVTB Bylaws

DATE: June 6, 2008

ISSUE(S): The NVTB Bylaws need revision to bring them into line with current practice and structure of NVTB.

RECOMMENDATION: Approval of revised NVTB Bylaws.

PROPOSED MOTION: *Mr. Chairman, I move approval of the revised NVTB Bylaws as shown in attachment.*

SUMMARY:

- The current NVTB Bylaws were adopted January 9, 2003. With experience of five years, HB3202, and anticipated structural approaches for NVTB, it is appropriate to bring Bylaws up to date.
- The Bylaws require two “readings” to approve any changes. The first reading was at May 8 meeting. This is the second reading.
- The attached “clean draft with comments” maintains much of the previously approved Bylaws.
- The key substantive changes include:
 - Addition of non-voting town representative.
 - Shifting annual organizational meeting from July to January (thereby aligning with most other regional bodies). This change is effective with 2009, therefore does not change the organizational meeting in July of this year.
 - Deleting requirement for Authority members to “adopt” agenda at the beginning of each meeting. Given the advance notification of agenda, this seems unnecessary and has not been a practice to date.
 - New article created to define roles of standing committees (Finance, JACC, TAC, and PCAC). PCAC structure is not defined as NVTB has not resolved. When agreed, this will require a subsequent Bylaws action.
 - CEO position has been redefined as Executive Director. No doubt the General Assembly’s use of CEO was with the notion that NVTB

would/could become an operating agency. If it does, then it would be appropriate to implement the CEO title.

- In the draft version presented at May 8 meeting, I noted one minor area of difference between my recommendations and the JACC. This issue has been resolved; we are in agreement on the wording in Article VI.
- Stylistic changes include:
 - Change from “Chair” to “Chairman”. This is based on NVTa practice and pattern often followed in region. It is understood that a female chairman would be referred to as “Madam Chairman”.
 - When referring to Long Range Transportation Plan and Six Year Program, “NVTa” has been inserted before each. This is to ensure clarity between NVTa plans and programs and those done by others (e.g., VDOT).
- The Bylaws will be implemented upon approval.

FISCAL IMPACT: None as a result of the Bylaws themselves. Holding a separate public hearing prior to adoption of budget will entail a small cost.

COORDINATION:

- Finance Committee (No comments)
- Council of Counsels (Comments incorporated)
- JACC (Comments incorporated)

ATTACHMENT: Proposed Revision of Bylaws

IV.

BYLAWS OF NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

ARTICLE I

POWERS AND DUTIES

The Northern Virginia Transportation Authority, (the “Authority”) shall have all of the rights, powers and duties, and shall be subject to the limitations and restrictions, set forth in Chapter 48.2 of Title 15.2 of the Code of Virginia, the Northern Virginia Transportation Authority Act, §15.2-4829 *et seq. Va. Code Ann.*, as such may be amended from time to time.

ARTICLE II

MEMBERSHIP

- A. **Jurisdictions Embraced by Authority.** The Authority shall embrace the counties of Arlington, Fairfax, Loudoun, and Prince William, and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.
- B. **Authority Members.** The Authority shall consist of seventeen (17) members as follows:
 - (1) The chief elected officer of the governing body of each of the counties and cities embraced by the Authority. The chief elected officer may, in his or her discretion, appoint a designee upon written notice signed by the chief elected officer provided to the Chairman, which designee shall be a current elected officer of the same governing body as the chief elected officer, to serve as a member of the Authority in the place and stead of the chief elected officer and who shall serve until the designee resigns as the designee or ceases to be an elected officer of the governing body, the chief elected officer making the appointment leaves office, the chief elected officer replaces the designee, or the duration of the designation expires.
 - (2) Two members of the House of Delegates who reside in different counties or cities embraced by the Authority. The House members shall be appointed to the Authority by the Speaker of the House and shall be, to the extent practicable, from

the membership of the House Committee on Appropriations, the House Committee on Finance, or the House Committee on Transportation.

- (3) One member of the Senate who resides in a county or city embraced by the Authority. The Senate member shall be appointed by the Senate Committee on Privileges and Elections and shall be, to the extent practicable, from the membership of the Senate Committee on Finance and the Senate Committee on Transportation.
- (4) Two citizens appointed by the Governor. One of the citizens shall be a member of the Commonwealth Transportation Board who resides in a county or city embraced by the Authority. The other citizen appointed by the Governor shall be a person who has significant experience in transportation planning, finance, engineering, construction, or management who resides in a county or city embraced by the Authority but who is not a resident of the same county or city as the other citizen appointed by the Governor to the Authority.
- (5) The Director of the Virginia Department of Rail and Public Transportation, or his or her designee, shall be a non-voting member of the Authority.
- (6) The Commonwealth Transportation Commissioner, or his or her designee, shall be a non-voting member of the Authority.
- (7) The chief elected officer of one town in a county which the Authority embraces to be chosen by the Authority shall be a non-voting member of the Authority.

ARTICLE III

OFFICERS AND DUTIES

- A. **Officers.** The Authority shall annually elect from its members a Chairman and a Vice Chairman. The Authority may further elect such other subordinate officers from among its members as it may from time to time deem appropriate. The election of officers shall be conducted in accordance with the voting procedures set forth in Article IV, section L.
- B. **Terms of Office.** Officers of the Authority shall be elected at the annual organizational meeting of the Authority to serve for a term of one (1) year, unless sooner removed by the Authority, the officer ceases to be a member of the Authority, or until a successor is elected. All officers shall be eligible for re-election. Any vacancy occurring in an office will be filled for the unexpired term by the Authority at the next regular meeting following the occurrence of such vacancy.
- C. **Appointment.** At a regular meeting held preceding the annual organizational meeting at which the election of officers will be held, the Chairman shall appoint a nominating

committee. At the annual organizational meeting, the nominating committee shall submit the name or names of one or more persons for each office to be filled. Further nominations may be made by any member at the annual meeting.

- D. **Chairman.** The Chairman shall preside over all meetings of the Authority at which he or she is present, and shall vote as any other member. The Chairman shall be responsible for the implementation of the actions taken and policies established by the Authority, shall have all of the powers and duties customarily pertaining to the office of Chairman, and shall perform such other duties as may from time to time be established by the Authority.
- E. **Vice Chairman.** In the event of the absence of the Chairman, or the inability of the Chairman to perform any of the duties of the office or to exercise any of the powers thereof, the Vice Chairman shall perform such duties and possess such powers as are conferred on the Chairman, and shall perform such other duties as may from time to time be assigned to the Vice Chairman by the Chairman or be established by the Authority.

ARTICLE IV

MEETINGS

- A. **Annual Organizational Meeting.** Effective with calendar year 2009, the Authority hereby establishes as its annual organizational meeting the first meeting held by the Authority in the month of January.
- B. **Regular Meetings.** At its annual organizational meeting, the Authority shall adopt a schedule of times, dates, and places of its regular meetings for the relevant calendar year, and shall assess the need for adoption of, or revisions to, meeting procedure rules for the Authority.
- C. **Changing Meetings.** The Authority may change the date, time, or place of any regular meeting to another, when such change is deemed necessary by the Authority, or it may establish additional regular meetings in any month. The Authority may eliminate any regular meetings shown on its annual schedule of meeting dates in the event that it determines that it can successfully complete its work in fewer meetings.
- D. **Special Meetings.** Special meetings shall be held when requested by two or more Authority members. Such request shall be in writing, addressed to the Chairman, and shall specify the matter(s) to be considered at the meeting. Upon receipt of such request, the Chairman shall immediately ensure the necessary coordination for a meeting site and time and cause notice to be provided to each member of the Authority to attend the special meeting at the time and place specified. Such notice shall specify the matter(s) to be considered at the meeting, and shall be sent by electronic (e.g., email) or telephonic means. No matter not specified in the notice

shall be considered at such meeting unless all of the members of the Authority are present.

- E. **Adjourned Meetings.** Any regular or special meeting may be adjourned to a date and time certain.
- F. **Public Notice.** All meetings of the NVTa shall be preceded by public notice of at least three business days. Public notice shall include, as a minimum, providing the date, time and place, as well as the agenda, for all meetings on the NVTa website and available in the office of the Executive Director. Notice shall be posted on the NVTa website and at the NVTa office site.
- G. **Public Hearing.** Public hearings may be held at the direction of the Authority and shall, unless otherwise specified by the Authority or these Bylaws, be upon notice provided on the NVTa website and in a newspaper or newspapers having general circulation in the geographic area encompassed by the Authority.
- H. **Open Meetings.** All Authority meetings shall be open to the public in accordance with The Virginia Freedom of Information Act (*§2.2-3700 et seq. Va. Code Ann.*), provided that the Authority may meet in closed session for those purposes authorized by, and held in accordance with the requirements of The Virginia Freedom of Information Act, to include requirements for public notice.
- I. **Quorum.** A majority of the Authority, which majority shall include at least a majority of the representatives of the counties and cities embraced by the Authority and a majority of the members of the Authority, shall constitute a quorum. The three nonvoting members of the Authority shall be included for purposes of constituting a quorum.
- J. **Temporary Absence.** No decision shall be made by the Authority unless a quorum is present; provided, however, that the temporary absence from the meeting room of members sufficient to constitute a quorum shall not be deemed to prevent the hearing of presentations or the discussion of matters submitted to the Authority. The Chairman or any other Authority member may suggest the absence of a quorum prior to the taking of any action by the Authority, but a failure to suggest the absence of a quorum shall not be deemed to alter the effect of this rule requiring a quorum as a prerequisite to any decision.
- K. **Decisions of the Authority.** The Authority shall act in one of the following ways:
 - (1) Resolution - The Authority may act upon adoption of a resolution. Resolutions shall be in writing, and a copy shall be delivered to all members of the Authority, to the extent practicable, at least three business days before the resolution is proposed for adoption.

- (2) Motion - The Authority may act on oral motion made by a voting member of the Authority.

L. Voting.

- (1) Votes - Votes shall be taken only upon motions made and seconded. Each member of the Authority, with the exception of the Director of the Virginia Department of Rail and Public Transportation, or his designee, the Commonwealth Transportation Commissioner, or his designee, and the town representative, shall be entitled to one (1) vote in all matters requiring action by the Authority. Decisions of the Authority shall require the affirmative vote of two-thirds of the Authority members present and voting, and two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least two-thirds of the population embraced by the Authority. However, no vote to fund a specific facility or service shall fail because of the aforesaid population criterion if such facility or service is not located or to be located, or provided or to be provided within the county or city whose representative's sole negative vote caused the facility or service to fail to meet the population criterion. For purposes of the foregoing, the population of the counties and cities embraced by the Authority shall be determined in accordance with Article VIII, section D of these Bylaws.
- (2) Methods of Voting - All voting shall be taken by voice or by roll call if requested by any voting member of the Authority.
- (3) Restating the Question - The Chairman shall restate the question prior to the taking of a vote, provided, however, that at the request of the Chairman, an Authority member may restate the question if it is the opinion of the Chairman that such procedure will expedite the decision of the question.
- (4) Reconsideration - Action on a resolution or motion may be reconsidered only upon motion of a member voting with the prevailing side on the original vote, which motion must be made at the same or immediately subsequent regular meeting. A motion to reconsider may be seconded by any member. Any such matter defeated by a tie vote may be reconsidered upon motion by any Authority member having voted to defeat the matter at the same or the next regularly scheduled meeting.

M. Commencement of Meetings. At the times specified for the commencement of regular meetings, and at the hour specified for adjourned or special meetings, the Chairman shall call the meeting to order, and shall ensure that the presence or absence of Authority members is noted. A quorum shall be required for the commencement of any meeting.

N. Agenda. The Chairman shall cause to have prepared an agenda for each meeting. Any member having matters to be considered by the Authority shall submit them to the Chairman for inclusion on an appropriate agenda. The agenda for an upcoming

meeting shall be sent to the Authority members at least one (1) week prior to the meeting date.

- O. **Minutes.** Minutes of the meetings of the Authority shall be kept, which minutes shall be a public record, except closed sessions. Copies of the minutes shall be provided to each member of the Authority prior to the meeting at which the minutes are to be presented for approval by the Authority.
- P. **Closed Sessions.** If a closed session is required at a meeting, consistent with the purposes permitted by *Va. Code Ann. §2.2-3711*, the agenda shall specify a time or position on the agenda, generally after all public business has concluded, for such a closed session properly called and conducted in accordance with The Virginia Freedom of Information Act §2.2-3712. When so requested, the Chairman may permit a closed session at any other time prior to consideration of any agenda item.

Q. Order in Conduct of Business.

- (1) Persons Addressing the Authority – Prior to public comment and public hearings, the Authority will provide guidelines for length of presentations by individuals and group representatives. Persons speaking at public hearings shall confine their remarks to the subject of the public hearing. At the discretion of the Chairman, the conduct of business by the Authority may be reordered to allow earlier consideration of matters about which a substantial number of persons desire to address the Authority. Persons addressing the Authority may furnish the Chairman and members of the Authority with a written copy of their remarks, at or before the meeting.
- (2) Recognition - Recognition shall be given only by the Chairman. No person shall address the Authority without first having been recognized.
- (3) Questions - Questions by members of the Authority shall be reserved insofar as possible for the end of a presentation to avoid interrupting the speaker, disrupting the time-keeping process, and duplicating ground the speaker may cover.
- (4) Authority Discussion - Discussion and debate by the Authority shall be conducted following the presentation of the item of business pending. Members shall not speak to the item until recognized by the Chairman.

R. Decorum.

- (1) Authority Members - Decorum of Authority members shall be maintained in order to expedite disposition of the business before the Authority. Questions and remarks shall be limited to those relevant to the pending business. Members shall address all remarks to the Chairman.

- (2) Others - Decorum of persons other than members shall be maintained by the Chairman, who may request such assistance as may appear necessary. Persons addressing the Authority shall first be recognized by the Chairman and shall audibly state their name and address, and, if applicable, who they represent. Speakers shall limit their remarks to those relevant to the pending items and to answering questions. They shall address the Authority as a whole unless answering an individual member's questions. Persons whose allotted time to speak has expired shall be warned by the Chairman to conclude after which such person shall leave, unless he or she is asked to remain to answer questions from the Authority. The Chairman shall call the speaker to order if out-of-order remarks are made or other indecorous conduct occurs. If such persists, the Chairman shall rule the speaker out of order and direct the speaker to leave. Groups or a person in the audience creating an atmosphere detrimental or disturbing to the conduct of the meeting will be asked to leave by the Chairman.

ARTICLE V

COMMITTEES

A. Open Meeting Requirement. Consistent with § 2.2-3701 and § 2.2-3707Va Code Ann., all Authority-appointed committees and subcommittees (e.g., Finance Committee) of the Authority shall comply with the open meeting requirements of the Virginia Freedom of Information Act.

B. Finance Committee.

- (1) Charge. This committee shall be responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the NVTa professional staff, including:
- (a) Reviewing, commenting on, and recommending the annual budget presented by the Executive Director
 - (b) Reviewing, commenting on, and recommending any budget amendments presented by the Executive Director
 - (c) Overseeing the NVTa's financial policies (e.g, bond, investment, procurement, risk management) and making appropriate recommendations
 - (d) Monitoring contracts for incidental services, including incidental financial services, and recommending task orders
 - (e) Monitoring NVTa's expenditures for compliance with policies and guidance of the NVTa

- (f) Reviewing annual revenue estimates
 - (g) Approving the selection of an audit firm and audit work plan supporting the annual preparation of financial statements
 - (h) Assisting with other financial activities as may be directed by the NVTa.
- (2) Membership. The Committee shall consist of five (5) members of the NVTa appointed by the Chairman for staggered two year terms.
 - (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVTa.
 - (4) Staff Support. Staff support will be provided by the NVTa staff. As requested by the committee chairman, additional support may be provided by jurisdictional or agency staffs.
 - (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

C. Technical Advisory Committee (TAC).

- (1) Charge. This committee of individuals with multi-modal expertise and regional focus shall be responsible for reviewing the development of major projects and potential funding strategies and providing recommendations to the NVTa. "Development of projects" means the identification of projects for the NVTa Long Range Transportation Plan and the NVTa Six Year Program, and the application of performance-based criteria to the projects identified.
- (2) Membership. The committee shall consist of nine (9) individuals who reside or are employed in counties and cities embraced by the Authority and have experience in transportation planning, finance, engineering, construction, or management. An effort shall be made to have multi-modal representation, to include highway, transit, pedestrian, and bicycle expertise as well as being balanced regionally. The NVTa will recommend a list of members each year and request that the chief elected officer from relevant jurisdictions appoint selected persons to the committee. Initially, half the locally appointed members will serve a one (1) year term. The other half will serve two (2) year terms. Subsequently, members will serve three (3) year terms. The chairman of the Commonwealth Transportation Board (CTB) will appoint three members to three (3) year terms. Locally appointed members may be removed by the Chairman of the NVTa for failure to attend three consecutive

meetings or if the member no longer resides or is employed in an NVTA jurisdiction.

- (3) **Chairman.** The chairman and vice chairman shall be appointed by the Chairman of the NVTA.
- (4) **Staff Support.** Staff support shall be provided by NVTA professional staff, with additional support as may be needed from time to time from the Jurisdictional and Agency Coordinating Committee (JACC).
- (5) **Quorum and Voting.** A quorum shall consist of a majority (5) of members. The committee shall strive for consensus when developing recommendations. If consensus cannot be achieved, majority and minority reports that identify issues that need to be addressed shall be presented to the NVTA.

D. Planning Coordination Advisory Committee (PCAC).

- (1) **Charge.** This committee shall be responsible for advising the NVTA on broad policy issues related to the periodic update of the NVTA's Long Range Transportation Plan (e.g., TransAction 2030) and the development of the NVTA's Six Year Program with special consideration to regional transportation, land use and growth issues and provide advisory recommendations to the NVTA.
- (2) **Membership.** All members shall be elected officials from jurisdictions embraced by the NVTA. Such membership shall include, as a minimum, one elected official from each town that is located in any county embraced by the NVTA and receives street maintenance payments. [Remaining membership TBD.]
- (3) **Chairman.** The chairman and vice chairman shall be appointed by the Chairman of the NVTA.
- (4) **Staff Support.** Staff support shall be provided by the NVTA staff. The chairman may request additional support from jurisdictional and agency staffs as needed.
- (5) **Quorum and Voting.** A quorum shall consist of a majority of the committee members. The committee shall strive for consensus when developing recommendations. In the event that consensus cannot be attained, approval of an advisory recommendation or other actions shall require an affirmative vote of two thirds of the members present representing two thirds of the region's population. For purposes of such votes, town populations shall be subtracted from county populations and voted independently.

- E. **Ad Hoc Committees.** As needed, the chairman of the NVTa may appoint ad hoc committees to pursue specific tasks (e.g., nominating committee).

ARTICLE VI

NVTa TRANSPORTATION PLAN

- A. **NVTa Regional Transportation Plan.** The Authority shall adopt a NVTa Regional Transportation Plan for Northern Virginia. The Plan shall consist of the NVTa Long Range Transportation Plan and the NVTa Six Year Program.

- (1) NVTa Long Range Transportation Plan. The Authority shall adopt an unconstrained NVTa Long Range Transportation Plan (*TransAction 2030* or its successor) for Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of regional consensus, set regional transportation policies and priorities for regional transportation projects. In support of regional consensus, it is desirable that NVTa secure the formal approval of each of its member jurisdictions before adoption of the plan. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.
- (2) NVTa Six Year Program. The Authority shall adopt a NVTa Six Year Program for Northern Virginia that includes, but not necessarily be limited to, transportation improvements of regional significance and those improvements necessary or incidental thereto. The NVTa Six Year Program shall include all transportation improvements to be funded from NVTa-generated funding over a six (6) year period. The Authority shall from time to time, not less than annually, review and, as necessary, revise and amend the Six Year Program. The provisions of §§15.2-4527 *et seq.*, *Va Code* shall apply to preparation and adoption of the Six Year Program.

- B. **Procedure for Adoption and Amendment of Long Range Transportation Plan and Six Year Program.** The Long Range Transportation Plan and the Six Year Program, separately or at the same time, shall be adopted, altered, revised or amended only after a public hearing held upon thirty (30) days' notice consistent with NVTa public notice procedures.

ARTICLE VII

ADMINISTRATION

- A. **Executive Director.** The Authority shall employ an Executive Director who shall have direct authority for the employment, retention, and supervision of all of the other employees of the Authority. The Executive Director shall have direct control, subject to the Authority, of the management of the day-to-day administrative affairs of the Authority. The Executive Director shall propose activities to the Authority and shall carry out policies, programs and projects approved by the Authority, and shall be responsible for preparing and presenting the annual budget. The Executive Director may not contemporaneously serve as a member of the Authority.
- B. **Staff.** The Authority may employ such staff of qualified professional and other persons as the Authority determines to be necessary to carry out its duties and responsibilities. Staff of the Authority may not contemporaneously serve as a member of the Authority.
- C. **Execution of Instruments.** The Executive Director, on specific authorization by the Authority, shall have the power to sign or countersign in its behalf any agreement or other instrument to be executed by the Authority including checks and vouchers in payment of obligations of the Authority.

ARTICLE VIII

FINANCES

- A. **Finances and Payments.** The monies of the Authority shall be deposited in a separate bank account or accounts in such banks or trust companies as the Authority designates, and all payments (with the exception of those from petty cash) shall be made in the most practicable manner as determined by the Authority. Checks and drafts shall be signed in the name of the Authority by the Executive Director or, in the Executive Director's absence, those authorized from time to time by vote of the Authority. An Authority financial policy shall be developed that prescribes threshold requiring any countersignatures.
- B. **Audits.** At least once each year, the Authority shall cause an audit to be made by an independent certified public accountant of all funds of the Authority. Such audits will, at a minimum, obtain an opinion as to the accuracy of the annual financial statements from a certified public accounting firm. Additional audit activity may be obtained by the Finance Committee as it deems prudent.
- C. **Budget and Fiscal Year.** After a duly convened public hearing held in accordance with the requirements of these Bylaws, the Authority shall adopt an annual budget prior to the start of its fiscal year which budget shall provide for all of the revenues and the operating, capital, and administrative expenses of the Authority for the fiscal year. The fiscal year of the Authority will commence on July 1st each year and will terminate on the following June 30th.

- D. **Administrative Expenses.** The administrative expenses of the Authority, as provided for in the Authority's annual budget, and which shall not include funds for construction or acquisition of transportation facilities and/or the performance of any transportation service, shall be allocated, to the extent funds for such expenses are not provided for from other sources, among the component counties and cities on the basis of relative population as determined by the most recently preceding decennial census, except that on July 1 of the fifth (5th) year following such census, the population of each county and city shall be adjusted based on population projections made by the Weldon Cooper Center for Public Service of the University of Virginia.
- E. **Per Diem Payments.** The Authority may pay its members for their services to the Authority a per diem in either: (1) the amount provided in the general appropriations act for members of the General Assembly engaged in legislative business between sessions, or (2) a lesser amount determined by the Authority.
- F. **Bond of Officers and Others.** The officers of the Authority and such employees as the Authority so designates, may, prior to taking office or starting employment, respectively, be required by the Authority to give bond payable to the Authority conditioned upon the faithful discharge of that officer or employee's duties, in such amount as the Authority may require. The premium for each such bond shall be paid by the Authority and the bond(s) shall be filed with the Authority. The Authority may fulfill this bonding requirement through plans or agreements offered by the Commonwealth of Virginia.

ARTICLE IX

AMENDMENTS

Any proposed amendment, repeal or alteration, in whole or in part, of these Bylaws shall be presented in writing and read for a first time at a regular meeting of the Authority. Such proposal may be considered and amended at such meeting, but shall not be acted on by the Authority until a subsequent regular meeting or a special meeting called for the purpose. At such subsequent meeting, such proposal shall be read a second time, shall be subject to further consideration and amendment germane to the section or sections affected by such proposal, and shall thereafter be acted on in accordance with the voting requirements of these Bylaws.

ARTICLE X

PROCEDURES

Parliamentary Procedure. In all matters of parliamentary procedure not specifically governed by these Bylaws or otherwise required by law, the current edition of *Robert's Rules of Order, newly revised*, shall apply.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

TO: The Honorable C. Zimmerman, Chairman, and Members
Northern Virginia Transportation Authority

FROM: John Mason, Executive Director

SUBJECT: FY09 Operating Budget

DATE: June 3, 2008

ISSUE(S): NVTa operating budget for FY09 in the context of uncertainty with respect to dedicated funding for NVTa.

RECOMMENDATION: Approve the two budget options (Attachments B and D), with execution of one dependent upon General Assembly and gubernatorial action with respect to dedicated funding for NVTa.

PROPOSED MOTION: *Mr. Chairman, I move approval of the proposed NVTa operating budgets at Attachments B and D, with execution dependent upon the following conditions:*

- If the dedicated funding issue has been favorably resolved, the budget at Attachment B is to be executed.*
- If the dedicated funding issue has not been favorably resolved, the budget at Attachment D is to be executed. Approval of this budget does not construe NVTa approval of any operating expenses to date being borne directly by the member jurisdictions. The NVTa acted in good faith in its initiation of operations in FY08 and therefore continues to maintain that it is a state responsibility to cover the start-up costs of NVTa.*

SUMMARY:

- Based on Authority guidance at its May 8, two operating budgets have been prepared – one predicated on assumption that the dedicated funding issue is resolved in the June 23 special session of the General Assembly; the other based on an assumption that the funding issue is not resolved.
- Although the second budget (no dedicated funding) might be perceived as a situation in which NVTa would simply cease operations effective June 30, that is not realistic given requirements for audit of FY08 and closing down the office. Therefore, the second budget assumes approximately two months of activities in support of audit and closing operations. Staff is part-time.
- Attachment A provides budget parameters used in developing a budget assuming that the dedicated funding issue has been favorably resolved. With minor adjustments, these were the parameters discussed at the May 8 meeting.

- Attachment B is an operating budget based on parameters defined in Attachment A. It provides for a 6-person staff, with FY09 total cost of approximately \$1.2 million. Attachment B.1 provides notes that explain the basis for calculations in operating budget.
- Attachment C provides budget parameters used in developing a budget that assumes the dedicated funding issue has not been resolved. [Note: This does not take into account the decision that NVTa will need to make with respect to the responsibilities for allocation of CMAQ/RSTP funds, coordination of TPB items, and input to Northern Virginia transportation projects/issues. If the non-funding scenario happens, the Authority will need to consider best approach to addressing these responsibilities.]
- Attachment D is an operating budget based on parameters defined in Attachment C. It provides very minimal staffing for overseeing the closing operations of NVTa. Total cost is approximately \$326,000, driven primarily by the carry-over obligation (\$250,000) from the VDOT financial assistance in FY08.
- Attachment E is a listing of the proposed NVTa bond and NVTa Six Year Program projects that would be anticipated with a dedicated funding source (in range of \$300 million per year). Without a dedicated funding source, these projects will not be possible.
- In addition to the proposed budget for dedicated funding scenario, there may be a need for a program management oversight (PMO) contract to assist in the oversight and facilitation of the execution of funds allocated by NVTa. Once the dedicated funding issue is resolved and a small NVTa staff is established, the expectations for oversight/facilitation will need to be addressed and recommendations presented to the Authority. As a preliminary estimate, a PMO contract may be in the range of \$500,000 annually. [Note: This comment is not one of advocacy; it is intended simply to note that the execution of NVTa's role in this area has not been fully discussed and agreed. Our financial advisors emphasized the importance of NVTa accountability as we look toward an initial bond.]

FISCAL IMPACT: If a dedicated funding source is agreed by the General Assembly and approved by the governor, in FY09 there will be no adverse financial impact on NVTa or its members as operating expenses become part of the overall allocations (as was projected initially for the FY08 operating expenses). On the other hand, if a funding source is not provided, the following considerations are relevant:

- §15.2-4836 of the Code of Virginia states the "The administrative expenses of the Authority, to the extent funds for such expenses are not provided from other sources, shall be allocated among the component counties and cities on the basis of relative population . . ." This does not impose an enforceable obligation on the localities, but rather is a matter that is subject to appropriation by each jurisdiction. In effect, jurisdictions face the risk of being asked to take up the deficit; however, if they chose not to do so, the unfunded obligations of NVTa would remain unfunded until funds became available.
- Following the Virginia Supreme Court decision that voided the General Assembly's approach to dedicated funding, the NVTa expressed its expectations that the state should cover the NVTa's operating expenses. In a letter of April 11, 2008, the Authority stated "Since NVTa's expenses were incurred based on the General Assembly's authorization of a funding stream (HB 3202), the NVTa believes that the state should absorb these

costs if regional revenues for Northern Virginia are not reinstated. This could be accomplished by converting the existing financial assistance to a grant that is sufficient to cover FY 2008 costs.” As of this report, NVTa has not received a response to this letter.

COORDINATION:

- Finance Committee
- Council of Counsels
- JACC
- NVTC (R. Taube, S. Kalkwarf, K. Quintana)
- M. Longhi

ATTACHMENTS:

- A.** Budget Assumptions Based on Dedicated Funding
- B.** Budget Based on Dedicated Funding for NVTa
- C.** Budget Assumptions Based on No Dedicated Funding for NVTa
- D.** Budget based on no dedicated funding for NVTa
- E.** Bond and Six Year Program Projects

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY09 Budget Guidance/Assumptions¹ **Based on Dedicated Funding**

1. Mission

No change in mission.

2. Revenue

- a. Act will not be effective before November 2008; dedicated revenue will not be available until January 2009; limited “assistance” will be provided to cover operating costs from July – December.
- b. Revenue to NVTa in range of \$250 – 300 million annually.
- c. Appropriations Act provides \$50,000 grant.
- d. Will have interest earned on NVTa FY08 dedicated funds (approximately \$25,000).

3. Anticipated “products” (see Attachment E)

- a. Bond package
- b. Six Year Programs (continuously updated)

4. Accrued Costs

- a. VDOT assistance in FY08 to be repaid (approximately \$250,000).

5. Responsibilities

- a. In FY 2009, NVTa continues/assumes operational responsibilities for:
 - Coordination of NVTa activities and meetings (assumed in FY2009)
 - Administrative support (part time in CY 2008; by January 2009 full time)
 - Financial (operational budget assumed; dedicated revenues by January 2009)
 - Support to TAC and PCAC
 - Oversight/facilitation of jurisdictional/agency projects that are based on NVTa funding (> January 2009)
 - Web site (> January 2009)
- b. Responsibilities retained by others:
 - Public relations/outreach (with NVTC/K. Quintana)
 - Web site management until January 2009 (NVTC/E. Murphy)
 - Legal advice by Council of Counsels
 - Staff support to JACC retained by jurisdictions (until NVTa staffed sufficiently to accept responsibility).

¹ Discussed at Authority meeting of May 8, 2008; updated to reflect additional/refined data.

6. Staffing

- a. CFO; assume \$120,000 – starting September
- b. Accountant; assume \$70,000 – October
- c. Planner; assume \$65,000 – January 2009
- d. Project implementation oversight/facilitation; assume \$75,000– January 2009
- e. Office manager; assume \$55,000 – July 2008.

7. NVTa provided benefits

- a. Health/dental insurance
- b. FICA (6.2%) and Medicare (1.45%) taxes
- c. Life insurance
- d. Short term accident/sickness insurance
- e. Retirement
- f. Unemployment

8. Office space/operations (spread to reflect projected hire rate above)

- a. Retain current site 3 offices)
- b. Add 3 offices (one in October and 2 in January)
- c. Effective January 1, 2009, lease will increase by 3% for six months
- d. Pass through costs, approximately \$20 per month, will also increase 3%
- e. Add PC hardware and software for 3 offices (timed to acquisition of offices)
- f. Payroll services
- g. Increase in liability insurance to cover additional offices
- h. Office equipment (computers, etc.) to be added
- i. Annual audit, etc.
- j. Banking fees (operational account)
- k. Web site support
- l. Risk insurance
- m. Office support (routine items and supplies)

9. Public hearings costs

- a. Three public hearings per year

10. Legal/Financial advisor costs

- a. Bond validation suit: \$75,000
- b. Financial advisor: \$50,000

11. Incidentals

- a. Staff travel
- b. Staff certification/training (CFOA/CPA, CPE, PE, etc.)

FY09 Schedule of Expenditures with Dedicated Funding
V.B

<u>NO</u>	<u>CODE</u>	<u>EXPENDITURES</u>	<u>FY08 Estimated Actual</u>	<u>FY09 Proposed Budget</u>	<u>NOTES</u>
<u>Personnel Costs</u>					
1	5101-00-000	Salaries	\$65,000.00	\$381,700.00	
2	5102-00-000	Temporary Hire	\$26,000.00	\$6,100.00	
	<u>Total Personnel Costs</u>		\$91,000.00	\$387,800.00	
<u>Benefits</u>					
3	5204-00-000	FICA and Medicare	\$4,972.50	\$29,200.05	6.2% + 1.45%
4	5205-00-000	Unemployment	\$300.00	\$1,252.80	0.29% of first \$8000
5	5206-00-000	Worker's Compensation	\$50.00	\$763.40	\$.20 per \$100 of payroll
6	5207-00-000	Group Health Insurance		\$72,000.00	\$1800 p/p/mo less ED
7	5208-00-000	Employee Life Insurance		\$1,526.80	0.4% p/p
8	5209-00-000	Short Term Disability		\$60.00	\$1.50 p/p
9	5209-00-000	Long Term Disability		\$1,908.50	0.5% per payroll
10	5210-00-000	Retirement		\$26,719.00	Nominal 7%
11	5211-00-000	Car Allowance	\$3,000.00	\$6,000.00	
	<u>Total Benefits Costs</u>		\$8,322.50	\$139,430.55	
<u>Office Expenses</u>					
12	5301-00-000	Office Rent	\$16,450.00	\$68,000.00	In FY08 - \$2350 scty deposit
13	5302-00-000	Office Supplies	\$1,500.00	\$3,600.00	
14	5303-00-000	Duplication/Printing	\$3,000.00	\$2,000.00	
15	5304-00-000	Postage	\$1,300.00	\$2,000.00	
16	5305-00-000	Telephone - Local	\$1,000.00	\$5,000.00	Telephone usage
17	5306-00-000	Telephone - Non-local			

18	5307-00-000	Cell Phone			
19	5308-00-000	Dues/Memberships		\$250.00	Nominal
20	5309-00-000	Subscriptions		\$100.00	Nominal
21	5310-00-000	Computer Operations			
22	5311-00-000	Computer S/W		\$2,000.00	For FY08, see #49
23	5312-00-000	Repairs/Maintenance		\$500.00	Nominal
24	5313-00-000	Liability Insurance	\$600.00	\$2,378.00	
25	5314-00-000	Bank Fees	\$17,000.00	\$36,000.00	
26	5315-00-000	Payroll Management		\$1,800.00	
27	5316-00-000	Public Officials Bonding		\$500.00	
28	5317-00-000	Per Diem for GA/Mbrs	\$2,200.00		No per diem
	<u>Total Office Expenses</u>		\$43,050.00	\$124,128.00	
	<u>Travel and Meetings</u>				
29	5401-00-000	Training & Professional		\$1,000.00	Nominal
30	5402-00-000	Conference Registration		\$250.00	Nominal
31	5403-00-000	Conference Travel	\$125.00	\$250.00	Nominal
32	5404-00-000	Travel - Local		\$1,000.00	Nominal
33	5405-00-000	Travel - Non-local		\$1,000.00	Nominal
34	5406-00-000	Vehicle Rental/Lease			
35	5407-00-000	Meeting Expenses -NVT	\$2,000.00	\$4,000.00	Public hrgs & reg mtgs
	<u>Total Travel and Meetings</u>		\$2,125.00	\$7,500.00	
	<u>Public Information</u>				
36	5501-00-000	Public Info/Outreach	\$50,000.00	\$5,000.00	FY09 - Nominal
37	5502-00-000	Website Management	\$4,000.00	\$3,000.00	

38	5503-00-000	Personnel Recruiting		\$1,000.00	Nominal
39	5504-00-000	Advertising		\$100.00	Nominal
	<u>Total Public Information</u>				
	<u>Costs</u>		\$54,000.00	\$9,100.00	
	<u>Professional Fees</u>				
40	5601-00-000	Annual Audit		\$20,000.00	
41	5602-00-000	Accounting Fees			
42	5603-00-000	Financial Advice	\$64,000.00	\$50,000.00	
43	5604-00-000	Bond Counsel	\$33,921.60	\$75,000.00	
44	5605-00-000	Legal Advice			
45	5606-00-000	Other			
	<u>Total Professional Fees</u>		\$97,921.60	\$145,000.00	
	<u>Capital Expenses</u>				
46	5701-00-000	Depreciation			
47	5702-00-000	Leasehold Improvements			
48	5703-00-000	Furniture & Eqpt		\$1,000.00	Safe, etc.
49	5704-00-000	Computer H/W	\$4,126.52	\$8,000.00	FY08 - H/W + S/W
	<u>Total Capital Expenses</u>		\$4,126.52	\$9,000.00	
	<u>Carry-over Expenses from FY08</u>				
<u>50</u>	5801-00-000	VDOT Assistance		\$250,000.00	
	<u>Miscellaneous Expenses</u>				
51	5901-00-000	Miscellaneous Expenses		\$1,000.00	Nominal
	<u>Total Operating Expenses</u>		\$300,545.62	\$1,072,958.55	
	<u>Contingency Reserve</u>			\$107,295.86	10%

		<u>Grand Total</u>		\$1,180,254.41	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY09 Operating Budget Notes

Personnel Costs

1. Salaries

- Executive director – 12 months
- CFO starts in September; assume \$120,000 salary
- Accountant; starts in October; assume \$70,000 salary
- Planner; starts in January 2009; assume \$65,000 salary
- Project implementation oversight manager (with PE) starts in January; assume \$75,000
- Office manager starts in July; assume \$55,000 salary.

2. Temporary Hire

- Office manager in July. Estimate - \$5,000.
- NVTa clerk for meetings. Estimate - \$100 x 11 = \$1,100.

Benefits

3. FICA and Medicare

- FICA = 6.2% of salary.
- Medicare = 1.45% of salary.

4. Unemployment

- For first \$8,000, 0.29% per person

5. Worker's Compensation

- 0.20% per hundred of payroll

6. Group Health Insurance

- Estimate based on cross-section of member jurisdictions and agencies - \$1800 per month. Does not include executive director.

7. Employee Life Insurance

- Estimate based on few jurisdictions/agencies that absorb costs – 0.4% of salary.

8. Short Term Disability

- Estimate based on survey of jurisdictions - \$3.00 per employee per month.

9. Long Term Disability

- Estimate based on nominal VRS rate – 0.5% of payroll.

10. Retirement

- To be determined. Prefer to have few employees on board before designing a preferred retirement plan. Probably some form of 401k. Used nominal figure of 7% of payroll.

11. Car Allowance

- Contract with executive director -- \$500 per month.

Office Expenses

12. Office Rent

- Assumes retention of 3 current offices; adding one in October and 2 in January.
- Current rent is \$750 - \$800 per office, depending on size. For FY09 using \$800 plus 3% increase in January 2009.

13. Office Supplies

- Extracting from current experience plus additional needs for expanded staff.

14. Duplication/Printing

- Duplication using office facilities costs \$0.10 per page. Used minimally in FY08; however, expect increased use with expanded staff.
- Duplication of NVTa meeting packets being done by City of Fairfax at significantly less cost. These costs are captured in Item 35 – Meeting Costs.

15. Postage

- Estimate.

16. Telephone – Local

- Currently paying monthly fees of \$70 per line (line and usage costs).
- Extrapolated forward as office space acquired.
- Rate may change if EDA switches to actual based on calls.

17. Telephone – Non-local

18. Cell Phone

- None planned.

19. Dues/Memberships

- Nominal amount (e.g., VTA)

20. Subscriptions

- Nominal number - \$100

21. Computer Operations

- Nominal

22. Computer S/W

- Need to anticipate expensive software for CFO and accountant.

23. Repairs/Maintenance

- Nominal

24. Liability Insurance

- Virginia Municipal League (VML) contract - \$2,378 annually. For FY08, was pro-rated.

25. Bank Fees

- Estimate of \$3,000 per month. This does not include a potential \$12,000 startup fee if relevant law changes.

26. Payroll Management

- Outsourced - \$2000 annually.

27. Public Officials Bonding

- Virginia Municipal League (VML) contract - \$500

28. Per Diem for GA/Members

- None programmed for FY09.

Travel and Meetings

29. Training & Professional

- In anticipation of PE requirements, nominal amount programmed - \$1,000.

30. Conference Registration

- Nominal

31. Conference Travel

- Nominal

32. Travel – Local

- Nominal amount programmed - \$5,000.

33. Travel – Non-local

- Nominal amount programmed - \$5,000.

34. Vehicle Rental/Lease

- None programmed.

35. Meeting Expenses – NVT A

- Public hearings - \$700 per hearing x 3 = \$2100.
- Regular meetings support - \$150 per meeting x 11 = \$1650.

Public Information

36. Public Information/Outreach

- Rough estimate

37. Website Management

- Estimate

38. Personnel Recruiting

- Newspaper ads - \$250

39. Advertising

- Public hearing advertisement - \$?

Professional Fees

40. Professional Fees

- Estimate

41. Accounting Fees

- None anticipated.

42. Financial Advice

- Estimated - \$50,000.

43. Bond Counsel

- Bond validation cost estimate - \$25,000.

44. Legal Advice

- None programmed.

45. Other

- Nominal

Capital Expenses

46. Depreciation

- Not calculated in budget.

47. Leasehold Improvements

- None anticipated.

48. Furniture & Equipment

- Basic furniture covered by rent.
- May need some additional items, e.g., computer tables. Nominally - \$2500
- Safe - \$500.

49. Computer Hardware

- Estimate \$2,000 per set-up x 4 = \$8,000.

Carry-over Costs from FY08

50. VDOT Assistance

- Estimate \$250,000

Miscellaneous Expenses

51. Miscellaneous

Contingency Reserve

- 10% of operating budget

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY09 Budget Guidance/Assumptions **without Dedicated Funding**

1. Mission

No change in mission (as it is statutory).

2. Engagement

NVTA ceases routine operational activities. If any staff support required, it will be coordinated among jurisdictions. Note: NVTA will need to consider how best to address CMAQ/RSTP allocations, coordination of MPO/TPB items, inputs to Northern Virginia transportation programs and other regional transportation issues. NVTA will also need to decide whether or not a 2009 legislative program will be prepared, considered and adopted.

3. Anticipated “product”

See Attachment E for list of projects that will not be accomplished.

As noted above, the Authority will need to consider how best to address coordination of CMAQ/RSTP allocations, TPB matters, input on projects, legislative programs, and other regional matters in the next six months. In the long term, options for updating TransAction 2030 will also need to be considered.

4. Revenue

- a. Funding issue not resolved; no dedicated funding for NVTA.
- b. Appropriations Act provides \$50,000 grant.
- c. Will have interest earned on NVTA FY08 dedicated funds (approximately \$25,000).

5. Commitments

- a. VDOT assistance in FY08 to be repaid (approximately \$250,000).
- b. FY08 year-end and audit costs (\$20,000) [Note: Estimate is higher than routine audit because it will NVTA’s first audit.]
- c. Lease requires 30 day notice.

6. Responsibilities

- a. NVTA focuses on closing down operations; once completed, ceases operational activities. The residual responsibilities implied in section 2 and 3 above will need to be addressed.
- b. As NVTA closes down, “outsourced” support (e.g., Council of Counsels, PR) continues until operations cease.

7. Staffing

- a. Executive director
 - Effective July 1, goes to half-time, with focus on closing office and overseeing audit activities.

- After July 30, limited part-time only to ensure all closing activities and audit have been accomplished.
- b. Temporary office manager – no more than half time through July.

8. Office space/operations

- a. Eliminate one office space by July 31; two additional by August 31.
- b. Dispose of NVT A-owned property by August 31 or place property in storage (with jurisdiction) for potential future use (perhaps up to one year).
- c. Organize files (electronic and paper) into appropriate storage context.

FY09 Schedule of Expenditures without Dedicated Funding
V.D

NO	CODE	EXPENDITURES	FY08 Estimated Actual	FY09 Proposed Budget	NOTES
Personnel Costs					
1	5101-00-000	Salaries	\$65,000.00	\$10,833.33	ED at 1/2 time
2	5102-00-000	Temporary Hire	\$26,000.00	\$5,000.00	
	Total Personnel Costs		\$91,000.00	\$15,833.33	
Benefits					
3	5204-00-000	FICA and Medicare	\$4,972.50	\$828.73	6.2% + 1.45%
4	5205-00-000	Unemployment	\$300.00	\$23.20	0.29% of first \$8000
5	5206-00-000	Worker's Compensation	\$50.00	\$21.67	\$0.20 per \$100 of payroll
6	5207-00-000	Group Health Insurance			
7	5208-00-000	Employee Life Insurance			
8	5209-00-000	Short Term Disability			
9	5209-00-000	Long Term Disability		\$43.33	
10	5210-00-000	Retirement			
11	5211-00-000	Car Allowance	\$3,000.00	\$500.00	
	Total Benefits Costs		\$8,322.50	\$1,416.93	
Office Expenses					
12	5301-00-000	Office Rent	\$16,450.00	\$4,800.00	In FY08 - \$2350 scty deposit
13	5302-00-000	Office Supplies	\$1,500.00	\$200.00	
14	5303-00-000	Duplication/Printing	\$3,000.00	\$100.00	
15	5304-00-000	Postage	\$1,300.00	\$250.00	
16	5305-00-000	Telephone - Local	\$1,000.00	\$300.00	Telephone usage fee
17	5306-00-000	Telephone - Non-local			

18	5307-00-000	Cell Phone			
19	5308-00-000	Dues/Memberships			
20	5309-00-000	Subscriptions			
21	5310-00-000	Computer Operations			
22	5311-00-000	Computer S/W			For FY08, see #49
23	5312-00-000	Repairs/Maintenance			
24	5313-00-000	Liability Insurance	\$600.00	\$100.00	
25	5314-00-000	Bank Fees	\$17,000.00	\$3,000.00	
26	5315-00-000	Payroll Management			
27	5316-00-000	Public Officials Bonding			
28	5317-00-000	Per Diem for GA/Mbrs	\$2,200.00	\$0.00	
	<u>Total Office Expenses</u>		\$43,050.00	\$8,750.00	
	<u>Travel and Meetings</u>				
29	5401-00-000	Training & Professional			
30	5402-00-000	Conference Registration			
31	5403-00-000	Conference Travel	\$125.00		
32	5404-00-000	Travel - Local			
33	5405-00-000	Travel - Non-local			
34	5406-00-000	Vehicle Rental/Lease			
35	5407-00-000	Meeting Expenses -NVT	\$2,000.00	\$150.00	July meeting
	<u>Total Travel and Meetings</u>		\$2,125.00	\$150.00	
	<u>Public Information</u>				
36	5501-00-000	Public Info/Outreach	\$50,000.00		
37	5502-00-000	Website Management	\$4,000.00		

38	5503-00-000	Personnel Recruiting			
39	5504-00-000	Advertising			
	<u>Total Public Information</u>				
	<u>Costs</u>		\$54,000.00	\$0.00	
	<u>Professional Fees</u>				
40	5601-00-000	Annual Audit		\$20,000.00	
41	5602-00-000	Accounting Fees			
42	5603-00-000	Financial Advice	\$64,000.00		
43	5604-00-000	Bond Counsel	\$33,921.60		
44	5605-00-000	Legal Advice			
45	5606-00-000	Other			
	<u>Total Professional Fees</u>		\$97,921.60	\$20,000.00	
	<u>Capital Expenses</u>				
46	5701-00-000	Depreciation			
47	5702-00-000	Leasehold Improvements			
48	5703-00-000	Furniture & Eqpt			
49	5704-00-000	Computer H/W	\$4,126.52		FY08 - H/W + S/W
	<u>Total Capital Expenses</u>		\$4,126.52	\$0.00	
	<u>Carry-over Expenses from FY08</u>				
<u>50</u>	5801-00-000	VDOT Assistance		\$250,000.00	
	<u>Miscellaneous Expenses</u>				
51	5901-00-000	Miscellaneous Expenses			
	<u>Total Operating Expenses</u>		\$296,419.10	\$296,150.26	
	<u>Contingency Reserve</u>			\$29,615.03	10%

		<u>Grand Total</u>		\$325,765.29	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Initial Bond and Six Year Plan Summary

- **Initial Bond Project List**

➤ Total transit projects	\$37,808,820	
➤ Total multi-modal projects	7,246,000	
➤ Total roadway projects	56,945,180	

<u>Total Bond Projects</u>		\$102,000,000

- **Initial Six Year Plan Project List (FY09 – FY10)**

➤ Total transit projects	\$ 74,415,000	
➤ Total roadway projects	104,575,000	
➤ Total multi-modal projects	4,000,000	
➤ Total bicycle/pedestrian projects	3,610,000	

<u>Total Six Year Plan</u>		\$186,600,000

- **Directed Transit Funding (FY08) – Lost Opportunity** \$ 75,000,000

- **Directed Transit Funding (FY09 – FY10)**

➤ WMATA/Metro	\$100,000,000	
➤ VRE	50,000,000	

<u>Total WMATA & VRE</u>		\$250,000,000

- **Jurisdictional Projects (FY09 – FY10)** \$260,000,000

<u>Grand Total</u>	<u>\$754,600,000</u>
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See attached listing for details

NVTA SIX YEAR PLAN PROJECTS BY MODE				
Mode	Project Title & Description	Score	FY09	FY10
Transit	Rebuild the King Street Metro Parking Lot and Bus Loading Area			
	<i>This project will reconfigure the existing Metrorail station parking lot, maximize bus bay capacity and improve the pedestrian environment within the King Street station complex.</i>	46	\$1,400,000.00	\$840,000.00
Transit	Columbia Pike Streetcar			
	<i>This joint project between Arlington and Fairfax Counties consists of environmental studies, preliminary engineering, design and construction of a streetcar running approximately 4.7 miles between Pentagon City and Skyline.</i>	44	\$11,200,000.00	\$25,707,000.00
Transit	Transit Development Plan (Fairfax Connector) Capital Improvements			
	<i>These improvements include the procurement of up to 76 buses for Fairfax Connector service enhancements and the construction of a bus transfer center(s).</i>	43	\$5,755,000.00	\$3,550,000.00
Transit	I-66/Vienna Metrorail Accessibility & Capacity Improvements			
	<i>This project request will fund the construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. This project will increase the accessibility to the Vienna Metrorail Station for transit vehicles.</i>	42	\$1,445,000.00	\$14,193,000.00
Transit	Rosslyn (Metro) Station Access Improvements			
	<i>This project will improve passenger access to Rosslyn Metro station by adding three (3) high speed elevators from street level to station platform; a new mezzanine (underground at platform level) with passageway, station manager kiosk and fare collection and accessory equipment; emergency exit stairway and mechanical shafts.</i>	38	\$6,100,000.00	\$1,750,000.00
Transit	Sterling - Ashburn Park and Ride Lot			
	<i>Funding for this project will go towards acquiring land for a 300 space park & ride lot to serve the communities of Ashburn north and Sterling.</i>	37	\$1,500,000.00	\$475,000.00
Transit	Bus Shelters (Falls Church)			
	<i>This project request includes the construction of at least five bus shelters on the City's main commercial corridors, which include West Broad Street and Washington Street (and South Maple Avenue as part of the redeveloped City Center).</i>	33	\$30,000.00	\$50,000.00
Transit	Commuter Incentive Program (Expansion to Major Falls Church Employers)			
	<i>Funding for this project will enable the City of Falls Church to expand the Commuter Incentive program and outreach to major employers within the City to encourage them to implement commuter incentive programs</i>	26	\$10,000.00	\$10,000.00

	<i>within their organizations.</i>			
Transit	Ozone Bus Pass (NVTC)			
	<i>The purpose of the pass is to provide an incentive for commuters to ride the bus more frequently and become regular customers during the summer months.</i>	24	\$400,000.00	
Roadway	Route 3000 (Prince William County Parkway) Widening			
	<i>Widen Route 3000 from Old Bridge Road to Minnieville Road to a 6-lane divided facility with a 16-foot raised median with curb and gutter.</i>	46	\$-	\$11,300,000.00
Roadway	Route 15 Road Widening from Evergreen Mill Rd to Leesburg town limits			
	<i>This project expands Route 15 from two to four lanes with a median for approximately 5,800 feet.</i>	41	\$4,525,000.00	\$4,525,000.00
Roadway	Interchange at Edwards Ferry Road and Route 15 Bypass			
	<i>This interchange will allow safe passage for pedestrians to cross the Route 15 Bypass highway.</i>	41	\$1,500,000.00	\$1,000,000.00
Roadway	Mulligan Road (Old Mill Road Connector Road)			
	<i>Funding for this project will enable the construction of a full four-lane facility (Mulligan Road) from Richmond Highway to Telegraph Road for non-defense traffic affected by Fort Belvoir access restrictions on Beulah Street and Woodlawn Road.</i>	40	\$12,100,000.00	\$-
Roadway	Chain Bridge Road/Eaton Place Intersection Improvements			
	<i>This project will facilitate direct access from Willow Crescent Drive to north bound Chain Bridge Road, replace traffic signals, and provide pedestrian crosswalks with pedestrian signals.</i>	38	\$1,000,000.00	\$1,000,000.00
Roadway	Route 28 Grade Separation Overpass (B-Line and Wellington Road, Manassas)			
	<i>This project will provide a grade separation at Route 28/Railroad B-Line and Wellington Road and the main line resulting in significant improvements in traffic flow and emergency response times to the Southwestern section of the City of Manassas.</i>	38	\$700,000.00	\$700,000.00
Roadway	Route 7 Widening from Rolling Holly Drive to Reston Parkway			
	<i>This project will widen Route 7 between Rolling Holly Drive and Reston Parkway, to six lanes (three lanes in each direction) and will provides for intersection improvements, installation of traffic signals, and a 10 foot multi-purpose trail on both sides of the corridor.</i>	36	\$8,800,000.00	\$-
Roadway	Roadbed Reconstruction (Falls Church Streets, Routes 7& 29 within City Limits)			
	<i>This project involves the roadbed reconstruction of the roadbed of significant portions of the City's streets, including portions of Route 7 and 29 which lack the middle two layers - the sub base and the road base.</i>	35	\$200,000.00	\$200,000.00
Roadway	Roadbed Condition Assessment (Falls Church)			
	<i>This project is a condition assessment of all roads in the City of Falls Church. The results from this assessment will enable the City to develop and prioritize repairs and facilitate the appropriate repair strategy</i>	35	\$250,000.00	\$-

	<i>for each deficient road segment.</i>			
Roadway	Manassas Dr/Mathis Ave Intersection Improvements			
	<i>This funding request will support the reconfiguration of intersection and construction of dedicated turn lanes,</i>			
	<i>receiving lanes, pedestrian facilities and signal modifications (installation of fiber optic system components)</i>	35	\$400,000.00	
	<i>to alleviate severe delay at am and pm peak hours.</i>			
Roadway	Route 28 Frontage Roads (Pacific Boulevard between Dresden Street and Moran Roads)			
	<i>This project, extending from Pacific Boulevard between Dresden Street and Sterling Boulevard, will</i>			
	<i>complement existing and proposed Route 28 frontage road projects which are intended to improve local</i>	35	\$8,500,000.00	\$7,000,000.00
	<i>traffic and regional traffic flow in this corridor.</i>			
Roadway	Southern Collector Road (Purcellville)			
	<i>Funding for this project will enable the construction of a circumferential road ("A" Street) from Route 690 to</i>	32	\$1,300,000.00	\$2,500,000.00
	<i>Route 7 to allow traffic to be diverted from the congested downtown main throughout fare to reach the</i>			
	<i>Route 7 Bypass.</i>			
Roadway	Route 7/Route 659 Interchange			
	<i>The Route 7/Route 659 interchange is one of two remaining interchanges need to complete a series of</i>			
	<i>grade separated roadways along Route 7 between Leesburg and Route 28. The requested funding will be</i>	32	\$8,075,000.00	\$11,400,000.00
	<i>for the purchase of right of way in the southwest quadrant of the Route 7/Route 659 intersection and utility</i>			
	<i>relocation.</i>			
Roadway	Route 1 Widening			
	<i>Widen Route 1 from Featherstone Road to Joplin Roan to a 6-lane divided facility with a 16-foot raised</i>	31	\$13,600,000.00	\$3,300,000.00
	<i>median and curb and gutter</i>			
Roadway	Municipal Parking Garage Design and Finance (Falls Church)			
	<i>The funding for this project will assess the size, location, and funding requirements to create a municipal</i>			
		29	\$200,000.00	\$-
	<i>parking garage within the City Center area to provide for shared parking and to complement the intermodal</i>			
	<i>facility.</i>			
Multimodal	Route 50 Corridor Multi-modal Improvements (City of Fairfax)			
	<i>Funding for this project will support multi-modal improvements such as targeted road widening between</i>			
	<i>Eaton Place to Rt. 236 and Jermantown Road, wider sidewalks around the activity centers, trails connecting</i>	41	\$1,000,000.00	\$1,000,000.00
	<i>to residential communities, and circulator shuttles.</i>			
Roadway	Bridge Replacement at Chain Bridge Road and Kenmore Drive			
	<i>Funding for this project will go towards the replacement of a 80 year old bridge at Chain Bridge Road and</i>			

	<i>Kenmore Drive.</i>	36	\$250,000.00	\$250,000.00
Multimodal	Columbia Pike Multimodal Improvements from Arlington County Line to Washington Blvd			
	<i>The project will include the design and construction of new streetscape cross-sections, including the</i>			
	<i>installation of left-turn lanes, improved pedestrian facilities, improved vehicular flow, improved transit access</i>	41	\$1,000,000.00	\$1,000,000.00
	<i>and transit efficiency for the entire length of Columbia Pike within Arlington County.</i>			
Bicycle/Ped	Holmes Run Greenway Shared-Use Path Improvements (Alexandria)			
	<i>This funding request will allow the City of Alexandria to make physical improvements that will address</i>			
	<i>ongoing maintenance issues and security concerns, and improve bicyclist and pedestrian access to this</i>	40		\$560,000.00
	<i>heavily used non-roadway facility.</i>			
Bicycle/Ped	Broad Street Streetscape Improvements (Falls Church)			
	<i>This project will carry out streetscape improvements on West Broad Street from Virginia Avenue to Rowell</i>			
	<i>Court with an aim to provide the design enhancements that will allow Route 7 to function both as a regional</i>	37	\$300,000.00	\$300,000.00
	<i>roadway and as a downtown commercial street.</i>			
Bicycle/Ped	Bicycle/Pedestrian Trail Improvements (Falls Church)			
	<i>This project involves the repair and/or reconstruction of existing trails and the construction of new trails</i>	36	\$200,000.00	\$440,000.00
	<i>within the City of Falls Church, based on needs identified in the Parks and Pedestrian Master Plans.</i>			
Bicycle/Ped	Sidewalk Construction, Repair, and Replacement (Falls Church)			
	<i>This project includes the repair and replacement of sidewalks throughout the City. The first phase of this</i>			
	<i>project, which will be funded through the NVTa's initial bond issuance, will repair and/or replace sidewalks</i>	36	\$-	\$100,000.00
	<i>in approximately 28 locations in the City.</i>			
Bicycle/Ped	Bicycle Route Improvements (Falls Church)			
	<i>This project features bicycle enhancements in the City's residential neighborhoods some of which include</i>	34	\$60,000.00	\$50,000.00
	<i>new bicycle route signage, bicycle ROW striping, and other small-scale route improvements.</i>			
Bicycle/Ped	U.S. Route 50 Traffic Calming Project/Aldie segment			
	<i>The funding request for the Aldie segment portion will support the provision of sidewalks, rural splitters,</i>			
	<i>landscaping and some on street parking -- with an aim to slow traffic, improve safety for pedestrians and</i>	33	\$1,500,000.00	\$-
	<i>motorists and help preserve the overall historic and rural character of the corridor.</i>			
Bicycle/Ped	Pedestrian and Traffic Calming Improvements (Falls Church)			
	<i>This project is to implement pedestrian enhancements in the City's residential neighborhoods consistent</i>	30	\$-	\$100,000.00
	<i>with the recommendations in the Pedestrian and Bicycle Plan .</i>			
			\$93,300,000.00	\$93,300,000.00

VRE and WMATA Funding

Mode	Project Title & Description	FY08	FY09	FY10
Transit	WMATA Unfunded Metro Matters Needs			
		\$50,000,000.00	\$-	\$-
	WMATA Unfunded Metro Matters Needs and/or Match to Federal and State Dedicated Funding			
		\$-	\$50,000,000.00	\$50,000,000.00
Transit	VRE			
	<i>This</i>			
	<i>funding will be used for such items as : Railroad Insurance, Increase Fuel cost, Additional Trains, New</i>	Approx.	\$25,000,000.00	\$25,000,000.00
	<i>Locomotives, Match for Gainesville/Haymarket, Jurisdictional Subsidy increases, etc.</i>	\$6,000,000.00		

40% Funding Returned to the Jurisdictions

Mode	Project Title & Description	FY08	FY09	FY10
	40% Jurisdictional Projects will Eventually be Listed for Information	\$36,000,000.00	\$112,000,000.00	\$112,000,000.00

Northern Virginia Transportation Authority Administrative

Mode	Project Title & Description	FY08	FY09	FY10
	NVTA Administrative			
	<i>Includes</i>			
	<i>repayment of the loan to the Commonwealth and NVTA Administration</i>	\$500,000.00	\$1,000,000.00	\$1,000,000.00

NVTB Transportation Bond Project List

Corridor	Mode	Description	Funding Required	Route	Status	TransAction 2030	IN TIP/CLRP	Comments	UPC
Total Bond			\$102,000,000						
1	T	The Crystal City/Potomac Yard Transit improvements project is being jointly developed by Arlington County and the City of Alexandria. The purpose of this project is to provide enhanced transit service in the Crystal City/Potomac Yard area, connecting Ale	Alexandria: \$8,458,820	1	Alexandria: To date, the project has completed a transit alternative analysis and developed an interim service implementation plan. Most of the work for the environmental analysis in Alexandria has been finished. This work is targeted to be completed by	Yes	Design- In TIP/CLRP- Construction in TIP/CLRP by the end of 2007	Alexandria: Construct a running way between the Monroe Avenue Bridge and East Glebe Road (Segment B in the environmental document). No Right-of-way needed. Will go to Construction in 2008. Part of public-private partnership	T1837
1	T		Arlington: \$3,000,000	N/A	Arlington: Design nearly complete; Right-of-way Completed; Construction targeted to begin Spring 2008. FTA has approved the environmental documentation for the initial segment in Arlington from the Crystal City Metrorail station to the County - City boun	Yes	Yes	Arlington: Implementation of exclusive bus lanes, bus stop improvements, intersection modifications, and traffic signal improvements	T1117
1	T	Richmond Highway Public Transportation Initiative – Remaining pedestrian funding	\$10,000,000	1	Phased, multi part project. Phase 1 PE complete. Right-of-way and Construction underway simultaneously on multiple segments.	Yes	Yes	Environmental Work complete.	67772
	T	Route 15 Park-and-Ride Lot in Prince William County	\$1,000,000	15	Right-of-way acquired	Yes	Conformity Neutral	All Right-of-way has been acquired.	72803
1	T	Installation of escalator canopy at Huntington south entrance to provide sheltered customer access to the station.	\$2,000,000	N/A	Off the shelf design available.	Consistent	Conformity Neutral	Provide sheltered customer access and protect escalators	WMA TA
	T	Upgrade of station signage at 20 Virginia Metrorail stations to provide wayfinding signs, illuminated signs and other needed signage.	\$6,100,000	N/A	Off the shelf signage design and specs available.	Consistent	Conformity Neutral	Upgrade station signage at 20 Northern Virginia Stations to provide way finding signs, illuminated signs, etc.	WMA TA

6	T	Upgrade of platform at West Falls Church and Vienna stations to improve safety and rehabilitate existing platform	\$3,500,000	N/A	Ready for Construction.	Consistent	Conformity Neutral	West Falls Church, Vienna	WMA TA
	T	VRE Locomotives (Local Match)	\$3,750,000	N/A	RFP Approved by VRE. RFP to NVTC and PRTC on July 5.	Yes	TIP	Funding request for \$3.75 million to match a \$15 million state appropriation for locomotive acquisition (program total \$18.75 million). This funding is expected to purchase 4-5 locomotives and permit the immediate initiation of a procurement with options	VRE

Total Transit Projects \$37,808,820

	M	Wilson Blvd: Oakland to Randolph Phase II this project includes re-alignment of existing roadway, expanded sidewalks, improved transit stops and shelter, ADA compliancy at each intersection, improved street lighting and pedestrian crossing improvements.	\$2,000,000	N/A	Right-of-way Completed	Consistent	No; Conformity Neutral	Design complete, ready to go to construction.	Local
	M	Old Dominion Drive Multi-Modal Improvements Phases 2-5 - Construct curb, gutter, sidewalk, bike lanes and bus stop improvements from Glebe Road to the Fairfax County line.	\$1,500,000	309	Right-of-way In progress, anticipated to be complete by early 08.	Consistent	Yes	Design is nearly complete and construction could begin summer/fall 2008.	18863
6	M	Multi-Modal Improvements for the Intersection of Chain Bridge Road (Route 123) and Eaton Place	\$2,500,000	123	Design being reviewed by VDOT.	Consistent	Yes		Local
	M	Citywide sidewalk replacement and construction - Falls Church	\$246,000	N/A	Project Scoping Underway.	Consistent	Conformity Neutral	No Right-of-way needed. Includes replacement of curb and gutter, sidewalk, and construction of sidewalk missing links	Local
	M	Additional Turn Lanes & Multi-purpose Trail from Woodlea Drive to Virts Corner	\$1,000,000	15	NTP after approval of Bond	Consistent	Conformity Neutral		72593

Total Multi-Modal Projects \$7,246,000

6	H	Lee Highway at Harrison - Construction of left-turn lanes both east and westbound Lee Highway, including improvements to the ADA ramps, sidewalks, signal modifications.	\$800,000	29	Right-of-way Completed	Yes (Reconstruct; US 29 Turn Lanes, Quincy to Lexington)	In previous TIP; Conformity neutral	Design complete, ready to go to construction.	Local
5	H	Fairfax County Parkway/Fair Lakes/Monument Interchange	\$28,850,000	7100	PE complete. Right-of-way under way.	Yes	Yes	To complete funding.	52404
	H	Pacific Boulevard construction of a new road segment between Auto World Circle and Severn Way along the west side of Route 28 to four lanes divided	\$2,600,000	N/A	Design complete. Most Right-of-way has been acquired.	Consistent	CLRP	Was fully funded at \$19 million but, due to inflation in construction and right of way acquisition costs, \$2.6 million more is needed for a total of \$21.6 million to go to construction in 2008.	70760
	H	Complete Battlefield Parkway between Route 7 and Kincaid Boulevard	\$5,000,000	N/A	Design-Build contract approved.	Consistent	CLRP	Ready for Construction in Summer 2008.	18992
1	H	Intersection of VA 606 (Loudoun County Parkway) and VA 621 (Evergreen Mills Road) - Extend left-turn bay on northbound VA 606 (Loudoun County Parkway).	\$230,000	606	Right-of-way - N/A	Consistent	Conformity Neutral	Can be implemented fairly quickly within existing right of way.	86336
6	H	Traffic Calming Village of Aldie for Snickersville Turnpike to New Mountain Road	\$915,180	50	NTP after approval of Bond	Consistent	Yes		68825
1	H	Maple and Main Intersection Improvements in Purcellville.	\$1,300,000	7	Right-of-way has not started. Right-of-way/ Easement Acquisition: Dec 07 to Dec 08. Utility Relocation Start: Jan 08 to Jan 09.	Consistent	Not Required	To Complete funding. This project is to mitigate safety and congestion issues, and is in the Town Council's top 10 priority projects. The project is 75% completed.	68825
3	H	Route 28 overpass in Manassas.	\$2,000,000	28	In Right-of-way phase.	0	Yes	Project pushed to 2015 because of a lack of funding. These funds will advance the project schedule.	Local
	H	Intersection Improvements on Manassas Drive	\$350,000	N/A	Project Scoping underway.	Consistent	N/A		Local
4	H	Prince William Parkway widening (4 to 6 lanes) from Hoadly Road to Old Bridge Road	\$14,900,000	3000	Partially designed and constructed	Yes	CLRP	Most Right-of-way has been acquired. Design is underway and will be completed in 2007. Portions of road are currently under construction through proffers.	Local

Total Roadway Projects \$56,945,180

VI.

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 Congestion Mitigation and Air Quality Funding for Loudoun County (Agenda Item VI)

DATE: June 6, 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 Loudoun County's request to reallocate Congestion Mitigation and Air Quality (CMAQ) Funds.

Background:

Attached is a request from Loudoun County Acting Director of Transportation Terrie L. Laycock to reallocate the following CMAQ funds:

- Reallocate \$1,620,000 in FY 2005 and 2007 CMAQ grant funding from the Ashburn Park-and-Ride Lot (UPC #72995) to the Pacific Boulevard Bridge over the Washington and Old Dominion (W&OD) Trail (UPC # 70760). This construction will enhance safety and flow for users of the W&OD Trail by removing a potential at-grade intersection between Pacific Boulevard and the trail. Since this park-and-ride project is being implemented by others, the CMAQ funding is not needed at this time.
- Reallocate \$500,000 in FY 2008 CMAQ grant funding from the Route 50 Park-and-Ride Lot (UPC #85368) to the Pacific Boulevard Bridge over the Washington and Old Dominion (W&OD) Trail (UPC # 70760). This construction will enhance safety and flow for users of the W&OD Trail by removing a potential at-grade intersection between Pacific Boulevard and the trail. Since Loudoun County and VDOT are not prepared to move forward with this park-and-ride project, the funding is not needed at this time.

Chairman Christopher Zimmerman
Members, Northern Virginia Transportation Authority
June 6, 2008
Page Two

Loudoun County staff, JACC Members and I will be available at the Authority meeting on June 12, 2008, to answer questions.

Cc: Members, NVTa Jurisdictional and Agency Coordinating Committee
John Mason, NVTa Executive Director

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

June 13, 2008

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

Reference: Request to Reallocate Loudoun County CMAQ Funds

Dear Mr. Salehi:

On June 12, 2008, the Northern Virginia Transportation Authority endorsed the attached request from Loudoun County to reallocate the following Congestion Mitigation and Air Quality (CMAQ) funds:

- Reallocate \$1,620,000 in FY 2005 and 2007 CMAQ grant funding from the Ashburn Park-and-Ride Lot (UPC #72995) to the Pacific Boulevard Bridge over the Washington and Old Dominion (W&OD) Trail (UPC # 70760). This construction will enhance safety and flow for users of the W&OD Trail by removing a potential at-grade intersection between Pacific Boulevard and the trail. Since this park-and-ride project is being implemented by others, the CMAQ funding is not needed at this time.
- Reallocate \$500,000 in FY 2008 CMAQ grant funding from the Route 50 Park-and-Ride Lot (UPC #85368) to the Pacific Boulevard Bridge over the Washington and Old Dominion (W&OD) Trail (UPC # 70760). This construction will enhance safety and flow for users of the W&OD Trail by removing a potential at-grade intersection between Pacific Boulevard and the trail. Since Loudoun County and VDOT are not prepared to move forward with this park-and-ride project, the funding is not needed at this time.

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
John Barr, Transportation Planning Section, VDOT
George Phillips, Loudoun County Department of Transportation
John Mason, Executive Director, NVTA

May 28, 2008

Mr. Chris Zimmerman, Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
Fairfax, VA 22030

REF: Request to Transfer CMAQ Funds from Ashburn Park and Ride Lot and Route 50 Park and Ride Lot to the Pacific Boulevard Bridge Over the W&OD Trail.

Dear Mr. Zimmerman:

At the May 20, 2008 meeting the Loudoun County Board of Supervisors voted unanimously to request the Northern Virginia Transportation Authority to transfer \$2.12 million in CMAQ funding allocated to Loudoun County for the Ashburn Park and Ride Lot and the Route 50 Park and Ride for construction of the Pacific Boulevard bridge over the W & OD Trail. This construction would enhance safety and flow for users of the the W&OD Trail by removing a potential at grade intersection between Pacific Boulevard and the W & OD trail.

The Pacific Boulevard project between Severn Way and Auto World Circle, including the bridge construction over the W & OD trail, has been advertised for a design/build contract by VDOT and the contract award should be made any day. The project is scheduled to be under construction in 2008/2009 and completed by 2010. The CMAQ funds are needed to fully fund the bridge portion of the project over the W&OD Trail.

Attached is a copy teste of the Board's action. The copy teste specifics the project ID numbers and amounts to be transferred.

We appreciate NVTa's support of this request. Thank you in advance for your assistance.

Sincerely,

Terrie L. Laycock
Acting Director of Transportation

Cc: Scott K. York, Chairman
John Mason, NVTa Executive Director
Tom Biesiadny, Interim Technical Committee
George Phillips, Senior Transportation Planner
James Zeller, VDOT – Leesburg Residency

Attachment: May 20, 2008 Copy Teste

**LOUDOUN COUNTY BOARD OF SUPERVISORS
ACTION ITEM**

#18

Subject: Request to Transfer CMAQ Funds from Ashburn Park-and-Ride Lot and Route 50 Park-and-Ride Lot to Pacific Boulevard/Autoworld Way to Severn Way

Election Districts: Dulles and Broad Run

Critical Action Date: May 20, 2008

Staff Recommendation: Staff recommends the Board of Supervisors request that the Northern Virginia Transportation Authority (NVTA) transfer the CMAQ funds currently allocated to the Ashburn Park-and-Ride Lot (\$1,620,000) and to the Route 50 Park-and-Ride Lot (\$500,000) to Pacific Boulevard from Autoworld Way to Severn Way.

Background: County staff has been working with VDOT to achieve a funding plan to meet the requirements for a design/build contract for the design and construction of Pacific Boulevard from Autoworld Way to Severn Way. The current estimate for this project is \$27,121,371. In order to get the procurement for this critical section of Pacific Boulevard underway, staff informed VDOT that the County would pledge its CMAQ funds currently allocated to an Ashburn Park-and-Ride Lot and a Route 50 Park-and-Ride Lot toward the project. On April 29, 2008 VDOT sent a notice of intent to award the design build contract to Shirley Design/Build LLC. Board action to request NVTA to transfer the funding is now needed.

Since the opening of the Route 28/Route 625 interchange and the closing of Commercial Drive, this is a critical link of Pacific Boulevard that is needed for business access, optimum traffic flow and safety. VDOT anticipates the Commonwealth Transportation Board's approving the design/build contract within 60 days. The road should be constructed by 2010. The project will connect to a half-section of Pacific Boulevard to the north that is under construction in conjunction with the Route 28/Nokes Boulevard Interchange. These projects will allow for additional points of access into and out of the Dulles 28 Center (Wegmans/Carmax/Target).

Staff feels comfortable in making this recommendation as other opportunities for the Ashburn Park-and-Ride lot have come to light and the funding staff has started to build to use for a future Route 50 Park-and-Ride Lot is not needed in the current timeframe and would be better utilized to have the Pacific project move forward to construction.

Issues: Does the Board concur with the recommendation that the federal CMAQ funding currently allocated to the aforementioned projects be transferred to Pacific Boulevard to fully fund that section for design and construction?

Fiscal Impact: The recommendation to transfer the CMAQ funds has no impact on the County's General Fund.

Draft Motions:

1. I move that the Board of Supervisors request the Northern Virginia Transportation Authority transfer the CMAQ funds currently allocated as follows:

From:

\$1,620,000 from the Ashburn Park-and-Ride Lot (VDOT Project ID 0643-053-304 P101, C501, UPC 72995) and \$500,000 from the Route 50 Park-and-Ride Lot (VDOT Project ID 0050-053-917 P101, C501, UPC 85368)

To:

Pacific Boulevard (VDOT Project ID 1036-053-303, PE 101, RW201, C501, B667, B668, B669)

OR

2. I move an alternate motion.

Staff Contact: Terrie L. Laycock, Office of Transportation Services



Loudoun County, Virginia

www.loudoun.gov

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Tuesday, May 20, 2008 at 9:00 a.m.

IN RE: REQUEST TO TRANSFER CMAQ FUNDS FROM ASHBURN PARK AND RIDE LOT AND ROUTE 50 PARK AND RIDE LOT TO PACIFIC BOULEVARD/AUTOWORLD WAY TO SEVERN WAY

Mrs. Waters moved that the Board of Supervisors request the Northern Virginia Transportation Authority transfer the CMAQ funds currently allocated as follows:

From:

\$1,620,000 from the Ashburn Park-and-Ride Lot (VDOT Project ID 0643-053-304 P101, C501, UPC 72995) and \$500,000 from the Route 50 Park-and-Ride Lot (VDOT Project ID 0050-053-917 P101, C501, UPC 85368)

To:

Pacific Boulevard (VDOT Project ID 1036-053-303, PE 101, RW201, C501, B667, B668, B669)

Seconded by Ms. McGimsey.

Voting on the Motion: Supervisors Buckley, Burk, Burton, Delgaudio, Kurtz, McGimsey, Miller, Waters and York - Yes; None – No.

A COPY TESTE:

DEPUTY CLERK FOR THE LOUDOUN
COUNTY BOARD OF SUPERVISORS

(18 - Request to Transfer CMAQ Funds from Ashburn Park and Ridge Lot and Route 50 Park and Ridge Lot to Pacific Boulevard - Autoworld to Severn Way)

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 General Assembly Activities (Item VIII)

DATE: June 5, 2008

On May 12, 2008, Governor Timothy Kaine released a transportation funding plan and called for a special session of the General Assembly to address transportation on June 23, 2008. The plan includes both regional and statewide components.

Regional Components

The regional components of the Governor's plan include:

- A one-percent sales tax, imposed by the state in both Northern Virginia and Hampton Roads. The revenue from this tax would be returned to the regions to replace the seven taxes and fees originally approved as part of HB 3202.
- The tax would initially generate a projected \$306 million in Northern Virginia and \$168 million in Hampton Roads in FY 2009. This revenue would grow to a projected \$414 million in Northern Virginia and \$227 million in Hampton Roads by FY 2014.
- The revenue from the Northern Virginia portion of the tax would be sent to NVTa for allocation.
- For Northern Virginia, the Governor is proposing the same distribution of funds that was included in HB 3202; i.e. 40 percent of the funds would be returned to the jurisdiction in which the funds are raised for local projects; \$50 million of the regional funding retained by NVTa would be allocated to Washington Metropolitan Area Transit Authority capital projects and \$25 million would be allocated to Virginia Railway Express capital and operating projects. Remaining funds would be available for regional projects.
- The Hampton Roads Transportation Authority would be abolished; however, it is not clear how the Hampton Roads projects would be implemented. In addition to the Hampton Roads projects included in HB 3202, the Governor's plan adds improvements to the Hampton Roads Bridge-Tunnel.

Statewide Components

The statewide components of the Governor's plan include:

- A one percent increase in the motor vehicle sales taxes (from three-percent to four-percent) which will generate approximately \$200 million per year. These funds are dedicated to highway maintenance.
- A rededication of one-percent of the current motor vehicle sales tax to highway maintenance (the remaining two-percent are already dedicated to highway maintenance). If any motor vehicle sales tax revenues remain after highway maintenance needs are met, these funds would be used for highway construction.
- A \$10 annual increase in the vehicle registration fee that will be dedicated to highway maintenance. This increase will generate approximately \$70 million per year.
- A \$0.25/\$100 valuation increase in the state grantor's tax. The increase would generate approximately \$150 million per year. These funds would be distributed:
 - 65 percent to transit capital and operating expenses (Northern Virginia would receive approximately 70 percent).
 - 10 percent to rail capital and operating projects
 - 4 percent to airports
 - 7.5 percent to ports
 - 13.5 percent to the Transportation Partnership Opportunity Fund

Additional details about the funding implications of the Governor's plan are attached. The plan is being drafted as a bill; however, the specific details of some of the allocations are not available yet. It is staff's understanding that legislation that is not adopted as part of a regular General Assembly session requires a 120-day delay in implementation, unless the legislation includes an emergency clause. As a result, if the General Assembly acts around June 23, 2008, to adopt a new transportation plan, the plan will likely be effective around November 1, 2008.

Governor Kaine is hosting a series of town hall meetings on transportation around the state. One meeting was held in Woodbridge on May 13. Another is scheduled in Leesburg on June 11. The meeting will be at Harper Parker Middle School Auditorium, 701 Potomac Station Drive Northeast, Leesburg, Virginia from 7:00 p.m. to 8:30 p.m. Staff will report on this town hall meeting at the NVTa's meeting on June 12, 2008.

In the meantime, several legislators are introducing other pieces of transportation funding legislation. It is not yet clear how the General Assembly will approach the review of all the legislation that is introduced.

Members, Northern Virginia Transportation Authority
June 5, 2008
Page Three

Jurisdiction and Agency Coordination Committee members and I will be available at the June 12, 2008, NVTa meeting to answer questions.

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

Governor Kaine's 2008 Transportation Plan

Statewide Maintenance Funding						
	FY09	FY10	FY11	FY12	FY13	FY14
1% Motor Vehicle Sales and Use Tax	\$ 172.5	\$ 192.5	\$ 195.1	\$ 202.6	\$ 212.7	\$ 212.0
\$10 Annual Registration Fee	70.3	71.9	72.1	72.5	72.9	73.1
Rededicate existing 1% Motor Vehicle Sales and Use Tax to Highway Maintenance (other 2% already dedicated)	188.2	192.5	195.1	202.6	212.7	212.0
Rededicate Existing \$35 Minimal Motor Vehicle Sales and Use Tax to Highway Maintenance*	14.3	14.5	14.7	15.1	15.6	15.5
Total Funding Dedicated to Highway Maintenance	\$ 445.3	\$ 471.4	\$ 477.0	\$ 492.8	\$ 513.9	\$ 512.6

Regional Northern Virginia Funding						
	FY09	FY10	FY11	FY12	FY13	FY14
1% Retail Sales and Use Tax	\$ 306.3	\$ 351.1	\$ 368.3	\$ 384.2	\$ 400.3	\$ 414.3
<div style="display: flex; justify-content: space-between;"> <div> <ul style="list-style-type: none"> - Local Projects -- 40% - Dedicated Metro Funding -- \$50m </div> <div> <ul style="list-style-type: none"> - Virginia Railway Express -- \$25m - Regional Projects -- Remaining Funds </div> </div>						

Regional Hampton Roads Funding						
	FY09	FY10	FY11	FY12	FY13	FY14
1% Retail Sales and Use Tax	\$ 167.9	\$ 192.5	\$ 201.9	\$ 210.6	\$ 219.4	\$ 227.1
<div style="display: flex; justify-content: space-between;"> <div> <ul style="list-style-type: none"> - I-64 Widening on Peninsula & Southside - Midtown/Downtown Tunnel - Southeastern Parkway/Dominion Blvd - I-664 Widening on Peninsula & Southside </div> <div> <ul style="list-style-type: none"> - Third Crossing - Hampton Roads Bridge Tunnel - Route 460 </div> </div>						

Transportation Change Fund						
25 Cent Grantor's Tax	\$ 142.0	\$ 155.0	\$ 152.5	\$ 152.5	\$ 152.5	\$ 155.0
<div style="display: flex; justify-content: space-between;"> <div> <ul style="list-style-type: none"> - 65% Transit Capital & Operating - 10% Rail Capital & Operating - 13.5% Transportation Partnership Opportunity Fund </div> <div> <ul style="list-style-type: none"> - 4% Airports - 7.5% Ports </div> </div>						

TOTAL NEW TRANSPORTATION FUNDING						
	FY09	FY10	FY11	FY12	FY13	FY14
	\$ 859.0	\$ 963.0	\$ 989.9	\$ 1,022.4	\$ 1,057.8	\$ 1,081.5

*Law requires a \$35 tax or the payment of a 3% motor vehicle sales & use tax, whichever is greater

**Public Outreach Working Group
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Marty Nohe, Chairman
Public Outreach Working Group
Northern Virginia Transportation Authority

SUBJECT: Public Outreach Activities

DATE: June 5, 2008

Our “Give Virginia’s Legislators a Piece of Your Commute” You Tube Campaign garnered tremendous media coverage, unfortunately video submissions were limited. However, CNN launched a similar campaign: <http://www.ireport.com/ir-topic-stories.jspa?topicId=27556>

Here are some proposed activities for the lead up to the June 23, 2008 Special Session on Transportation in Richmond:

- A Black Ribbon tying event will be held in Prince William County on Thursday June 19 or June 20 (time and exact location TBD)
 - Business community and citizens will be invited to attend (Coordinate with Alliance and Chambers)
 - Media coverage
 - Speeches by local elected officials with message: “Our residents are hurting. Fix it now or pay later.”
 - Chairman Zimmerman and Vice-Chairman Nohe tie black ribbon at project location signifying that transportation project is “dead” without additional funding.
- Elected officials will wear black ribbons on their lapels to acknowledge the lack of funding at event and for the duration of the special session until a solution has been realized. Every time they do a media interview or public appearance they should explain the purpose of the ribbon!
- The day of the event, giant black ribbons will be hung at various locations throughout Northern Virginia where proposed projects would have begun, but are not because of the lack of transportation funding.
- A special “black ribbon” page will be added to the NVTa web site listing the projects that will not be built because of the lack of funding with links to the on-line petition and to legislator contact information—asking residents to contact their legislators NOW!

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

- Staff will try to produce some original videos of traffic and “man on the street” interviews with commuters and elected officials talking about the congestion problems NoVA faces daily. We’ll do video interviews the day of the event with elected officials that day and post to You Tube. Encourage residents to submit their videos.

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

XII.

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 XII.)

DATE: June 6, 2008

On February 20, 2008, the Transportation Planning Board (TPB) approved the conformity inputs for the 2008 CLRP and FY 2009-2014 TIP.

The inputs included a significant number of new projects in Northern Virginia, due to the anticipated Northern Virginia Transportation Authority funding. In addition, the Virginia submissions reflect the commercial property tax for transportation and increased local vehicle registration fees authorized by the 2007 General Assembly in HB 3202 for jurisdictions that are in the process of adopting them. The significant Virginia additions to the CLRP include:

1. Access to Ft. Belvoir Engineering Proving Grounds (EPG): I-95 and Fairfax County Parkway (BRAC)
2. Widen Segments of US 50 between Eaton Place and Jermantown Road within the City of Fairfax
3. Columbia Pike Streetcar from Skyline to Pentagon City
4. Fairfax Connector Service Transit Development Plan Service Increase

The significant changes to the CLRP include:

1. I-495 Capital Beltway HOV-HOT Lanes
2. I-95/395 HOV-HOT-Bus Lanes Transit Plan Revisions

There are also a number of additional, but less significant, new projects included in the Virginia submissions.

Chairman Christopher Zimmerman
Members, Northern Virginia Transportation Authority
June 6, 2008
Page Two

Federal regulations require that projects included in a CLRP, TIP and its air quality conformity analyses have full funding for its construction/implementation. Unfortunately, the Virginia Supreme Court's ruling of February 29, 2008, creates uncertainty about the funding availability for some of the NVTa projects included in the conformity analysis for the 2008 CLRP and FY 2008-2013 TIP. If the General Assembly does not replace the \$300 million per year in transportation funding NVTa was expecting to collect, the TPB will have to revise its CLRP and conformity analysis to remove those NVTa funded projects for which funding is no longer certain OR not update the CLRP, TIP and conformity until the NVTa funding matter is satisfactorily resolved.

TPB staff has prepared the air quality conformity analyses using the inputs received in January 2008. This analysis indicates that TPB will be able to make a conformity determination, based on the inputs. TPB will be asked to release the conformity analysis for public comment on June 18, 2008, and is scheduled to consider adoption of the conformity analysis, as well as the 2008 CLRP and FY 2009-2014 TIP on July 16, 2008. This "Plan A" can only be used, if the General Assembly restores the NVTa funding at its special session on June 23, 2008.

As a result of the loss of NVTa revenues, on April 16, 2008, the TPB approved a second list of projects for a parallel 2008 CLRP air quality conformity effort. This second list deletes projects that were expected to be funded with NVTa revenues (see attachment I).

If second approach is pursued, the air quality conformity analyses for this revised 2008 CLRP and FY 2009-2014 TIP will not be ready by July 2008. In this case, the air quality conformity analysis would likely to be ready for public release in October 2008. TPB's adoption of the TIP and CLRP would be scheduled for November 2008.

In addition, VDOT has decided not to prepare an FY 2008 State Transportation Improvement Program (STIP) and will instead focus on securing FHWA approval of an FY 2009 STIP by September 2008. Currently, the state is operating with an old STIP that expires in September 2008. For VDOT to adopt the FY 2009 STIP, the TPB will have to adopt the FY 2009 TIP by July 2008. This can be achieved with original analysis, but not with second analysis.

If the NVTa funding is not restored, and it is necessary to use second analysis, TPB will be asked to adopt only the FY 2009 – 2014 TIP in July 2008, but not a 2008 CLRP. This TIP would remove all projects that are being added to the FY 2009 – 2014 TIP that affect air quality conformity. The existing the 2007 air quality conformity would remain in place. TPB would continue working on air quality conformity analyses for the second list of projects. In other words, the FY 2009 TIP that the TPB would consider adopting in July 2008 would be an air quality conformity neutral TIP, and would not include all of the new funding obligations provided by VDOT's Programming Division.

Chairman Christopher Zimmerman

Members, Northern Virginia Transportation Authority
June 6, 2008
Page Three

This approach will allow VDOT to meet the September deadline to have a FY 2009 STIP adopted for the state. Using this approach, the TPB will consider adopting the 2008 CLRP in November 2008 along with an amended FY 2009 – 2014 TIP which would then include all the projects that were removed from the FY 2009 – 2014 TIP approved in July 2008. This November FY 2009 - 2014 TIP will reflect all of the funding information provided by VDOT's Programming Division. Once the air quality conformity analysis for this TIP is approved (likely in early December) VDOT will amend its STIP and add the new projects into the STIP (this may happen by late Jan 2009).

JACC members and I will be available at the June 12, 2008, NVTA meeting to answer questions.

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

ITEM 8 - Action

April 16, 2008

Approval of a Contingency Course of Action for the Air Quality Conformity Assessment for the 2008 CLRP and FY 2009-2014 TIP which Does Not Rely on Funding From the Northern Virginia Transportation Authority (NVTa)

Staff

Recommendation: Adopt Resolution R22-2008 to approve a contingency course of action for the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP which does not rely on NVTa funding.

Issues: None

Background: At the February 20 meeting, the Board approved the major projects submitted for inclusion in the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP. On February 29, the Virginia Supreme Court declared that the taxing ability of the NVTa was unconstitutional. Unless the Virginia General Assembly acts by June to restore this NVTa funding, certain projects approved by the TPB on February 20 for inclusion in the conformity assessment will have to be delayed or removed entirely from the 2008 CLRP and FY 2009 -2014 TIP. Due to the uncertainty of the NVTa funding for some of the projects approved by the TPB on February 20, the Board will be briefed on a contingency course of action for the conformity assessment for the 2008

CLRP and FY 2009 -2014 TIP which does not rely on NVTAF funding, as described in the attached memorandum.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239**

**RESOLUTION TO APPROVE
A CONTINGENCY COURSE OF ACTION
FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR
THE 2008 CONSTRAINED LONG RANGE PLAN (CLRP) AND
FY 2009-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
WHICH DOES NOT RELY ON FUNDING FROM THE NORTHERN VIRGINIA
TRANSPORTATION AUTHORITY (NVTa)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan Area, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on February 20, 2008, the TPB adopted resolution R15-2008 approving a set of project submissions, some of which include Northern Virginia Transportation Authority (NVTa) funded projects, for inclusion in the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP ; and

WHEREAS, the schedule calls for the TPB to release the 2008 CLRP, the FY 2009 -2014 TIP and conformity assessment for public comment in June and for adoption in July; and

WHEREAS, on February 29, 2008 the Virginia Supreme Court declared that the taxing ability of the NVTa was unconstitutional; and

WHEREAS, in the attached letter of March 6, 2008 to the Virginia Department of Transportation (VDOT), the Virginia Division of the Federal Highway Administration (FHWA) states that any amendments to the CLRP or TIP must reflect the current revenue situation in order to meet federal fiscal constraint requirements, which means that unless the Virginia General Assembly acts by June to restore NVTa funding, certain projects approved by the TPB on February 20 for inclusion in the conformity assessment will have to be delayed or removed entirely from the 2008 CLRP and FY 2009 -2014 TIP; and

WHEREAS, in the attached letter of March 17, 2008 to Virginia Division of FHWA, VDOT expresses confidence that the Virginia General Assembly will, in the near future, provide a funding mechanism for raising additional transportation revenues for Northern Virginia; and

WHEREAS, if the NVTa funding has been restored by the Commonwealth by June, the

TPB will release the 2008 CLRP, the FY 2009 -2014 TIP and conformity assessment with the projects as approved on February 20 for public comment as scheduled originally; and

WHEREAS, due to the uncertainty of the NVTa funding for some of the projects approved by the TPB on February 20, a contingency course of action is required for the conformity assessment for the 2008 CLRP and FY 2009 -2014 TIP; and

WHEREAS, in the attached letter of April 10, 2008, VDOT requests that the TPB have a contingency course of action for the 2008 CLRP and FY 2009-2014 TIP, with the following two components: (1) that TPB adopt an FY 2009 -2014 TIP in July so the VDOT portion of the TIP can be included in the new FY 2009 VDOT State Transportation Improvement Program (STIP) which needs to be approved by the FHWA and FTA by September of this year when the current STIP expires, and (2) that TPB conduct a conformity assessment for the 2008 CLRP and FY 2009 -2014 TIP with an alternative set of project inputs that do not depend on NVTa funding; and

WHEREAS, a contingency course of action for the conformity assessment for the 2008 CLRP and FY 2009 -2014 TIP with the two components requested by VDOT is described in detail in the attached memorandum to the TPB of April 10, 2008 ; and

WHEREAS, on April 16, 2008, the TPB was briefed on the contingency course of action and schedule, and the contingency set of project submissions that remove from the 2008 CLRP and FY 2009-2014 TIP those project inputs approved by the TPB in February which are dependent on NVTa funding and for which funding may no longer be reasonably expected to be available; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the contingency course of action and schedule described in the attached memorandum of April 10 2008, and the contingency set of project submissions for inclusion in the air quality conformity assessment for the 2008 CLRP and FY 2009-2014 TIP, as described in the attachment to the VDOT letter of April 10, 2008.



U. S. Department
of Transportation

Virginia Division
(804) 775-3320

400 N. 8th Street, Rm. 750
Richmond, VA 23219

**Federal Highway
Administration**

March 6, 2008

Marsha Fiol, Division Administrator
Transportation and Mobility Planning Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Ms. Fiol,

On Friday, February 29, 2008 the Virginia Supreme Court declared that the taxing ability granted to the regional transportation authorities in the Hampton Roads and Northern Virginia regions of the Commonwealth of Virginia during the 2007 Virginia General Assembly is unconstitutional. The Virginia Division of the Federal Highway Administration wishes to clarify the impact that this ruling may have on the transportation plans and programs in these regions.

As you know, federal transportation planning regulations require that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs), and the statewide transportation improvement program (STIP) demonstrate fiscal constraint as to how projects therein will be implemented using funding sources that are reasonably expected to be available. The recent court ruling regarding the regional authorities established in Hampton Roads and Northern Virginia calls into question the availability of future revenues from these entities that may have been used to fiscally constrain metropolitan transportation plans, TIPs, and subsequently, the STIP.

In cases in which the FHWA and the FTA have found a metropolitan transportation plan, TIP, or the STIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced, the FHWA and the FTA will not withdraw the original determination of fiscal constraint on these planning documents. However, in such cases, federal action will not be taken on an updated or amended plan that does not reflect the changed revenue situation. Updates or amendments to a TIP, or the STIP would be acceptable as long as they do not include the removed or reduced sources of funding.

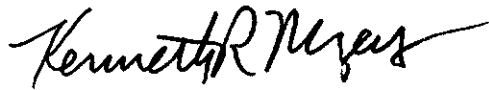
Federal actions include planning and conformity findings on plans and programs and approval of amendments to the STIP. If a plan, TIP or STIP lists revenues from these authorities as funding sources for projects therein, federal action will not be taken on these documents or projects therein until an alternative funding source is identified or the project is removed from the plan or program. Until federal action is deemed necessary on these documents, the fiscal constraint determination previously made is still considered valid.

An amendment is a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment requires public review and comment, redemonstration of fiscal constraint, or a conformity determination.

In summary, any amendments to the plans or programs must reflect the current revenue situation in order to meet Federal fiscal constraint requirements.

FHWA is committed to working cooperatively with the state and the MPOs to implement the statewide and metropolitan planning processes in Virginia. If you have additional questions please contact Kenneth Myers of my staff at (804) 775-3353.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth R. Myers".

for Roberto Fonseca-Martinez
Division Administrator

CC: Ms. Diane Mitchell, VDOT Programming Division
Mr. Dennis Heuer, VDOT Hampton Roads District
Mr. Morteza Salehi, VDOT Northern Virginia District
Mr. Author Collins, Hampton Roads Planning District Commission
Mr. Ronald Kirby, Metropolitan Washington Council of Governments



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

David S. Ekern, P.E.
COMMISSIONER

March 17, 2008

Mr. Roberto Fonseca-Martinez
Virginia Division Administrator
Federal Highway Administration
400 N. 8th Street, Room 750
Richmond, VA 23219

Dear Mr. Martinez:

Thank you for your recent response to VDOT regarding the impact of the recent Virginia Supreme Court decision related to the unconstitutionality of regional transportation authorities levying taxes.

While we are certainly disappointed in the ruling and are concerned about the impact on the Commonwealth and the Metropolitan Planning Organizations' (MPOs) ability to amend their metropolitan plans, transportation improvement programs, and the statewide transportation improvement program, we are confident that the General Assembly will, in the near future, provide a funding mechanism for raising additional transportation revenues for these regions. The General Assembly's resolve to provide additional transportation revenues is evidenced by their action taken last year.

We appreciate your commitment to working with the Commonwealth and the MPOs to implement statewide and metropolitan planning processes in Virginia.

Sincerely,

A handwritten signature in dark ink, appearing to read "David S. Ekern".

David S. Ekern, P.E.
Commissioner

- c: Mr. Paul D. Fraim, Hampton Roads MPO Chairman
Mr. Phil Mendleson, National Capitol Transportation Planning Board Chairman
Mr. Kenneth R. Myers, FHWA
The Honorable Pierce R. Homer, Virginia Secretary of Transportation
Mr. Richard L. Walton, Jr., Chief Policy, Planning, and the Environment
Ms. Marsha C. Fiol, VDOT Planning Division
Ms. Diane Mitchell, VDOT Programming Division
Mr. Dennis Heuer, VDOT Hampton Roads District
Mr. Morteza Salehi, VDOT Northern Virginia District
Mr. Author Collins, Hampton Roads Planning District Commission
Mr. Ronald Kirby, Metropolitan Washington Council of Governments



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

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

April 10, 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:

In keeping with the TPB discussions on March 19, 2008, regarding the proposed changes to the previously approved (February 20, 2008) air quality conformity inputs for the 2008 CLRP/FY 2009-2014 TIP, the Virginia Department of Transportation (VDOT) submits the attached list of changes. The changes to the previously approved conformity inputs stem from the February 29, 2008 Virginia Supreme Court ruling that has, at the present time, impacted the funding available to the Northern Virginia Transportation Authority (NVTa) to advance transportation improvements projects/programs. Due to the uncertainty of the NVTa funding for some of the projects approved by the TPB on February 20, VDOT requests that TPB have a contingency course of action for the conformity assessment for the 2008 CLRP and FY 2009-2014 TIP.

Firstly, VDOT requests that the TPB take steps to adopt an FY 2009-2014 TIP in July so the VDOT portion of the TIP can be included in the new FY 2009 VDOT State Transportation Improvement Program (STIP) which needs to be approved by the FHWA and FTA by September of this year when the current STIP expires. This could be accomplished by releasing for public comment in June a FY 2009-2014 TIP that utilizes the conformity determination for the 2007 CLRP and FY 2008-2013 TIP approved by the TPB in January 2008 and only includes project funding and timing changes that do not affect conformity.

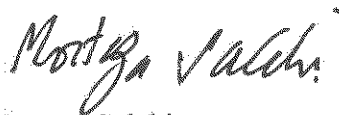
Dear Chairman Mendelson:
April 10, 2008

Secondly, VDOT requests that the TPB develop an alternative set of conformity inputs and conformity analyses for the 2008 CLRP/FY 2009-2014 TIP which would not include any projects depending on NVTA's funding. The projects in the attached list were previously included in the conformity inputs for the 2008 CLRP/FY 2009-2014 TIP and depended, wholly or in part, on NVTA funds. After having reviewed the NVTA list of proposed projects and examined the potential for alternative sources of funding, NVTA member jurisdiction staffs have provided VDOT the attached list of projects whose implementation has either been delayed or rendered uncertain at this time. The NVTA is scheduled to review the attached list of changes at their meeting later this afternoon. On behalf of all of the Northern Virginia jurisdictions and agencies, VDOT requests that TPB reflect the changes on the attached list in its contingency air quality conformity analysis for the 2008 CLRP/FY 2009-2014 TIP.

VDOT notes that the TPB will provide a public comment period once the air quality conformity analysis has been completed and prior to adopting the CLRP and TIP updates. We understand that the conformity analysis for the 2008 CLRP and associated FY 2009-2014 TIP update with this revised set of projects will not be ready for TPB approval in July, as per the previous schedule. VDOT was informed that the air quality conformity analysis will be ready for public comment in September and TPB's approval by October of this year. VDOT recognizes that extra time will be needed to conduct this conformity analysis and looks forward to the adoption of the new CLRP and TIP in October of this year should the contingency course of action be required.

Should you have any questions on the attached list, please do not hesitate to contact Ms. Jo Anne Sorenson, VDOT's Assistant District Engineer for Planning and Development.

Sincerely,



Morteza Salehi
District Administrator
VDOT – Northern Virginia District

cc:	Ms. Jo Anne Sorenson, VDOT- ADE, TPD	(w/ attach.)
	Ms. Marsha Fiol, VDOT- TMPD	“
	Ms. Dianne Mitchell, VDOT – PD	“
	Mr. William Cuttler, VDOT – ADE, PE	“
	Mr. John Lynch, VDOT- L&D	“
	Ms. Helen Cuervo, VDOT - ADE	“
	Mr. Farid Bigdeli, VDOT - ADE	“
	Ms. Renee Hamilton, VDOT - ADE	“
	Mr. Robert McDonald, VDOT-TPS	

Proposed Changes To The Conformity Inputs For The 2008 CLRP/FY 2009-2014 TIP

Highway Projects:

City of Alexandria:

1. Eisenhower Avenue widening. Delayed; 2009 to 2011

Fairfax County:

2. Fairfax County Parkway/Fair Lakes Interchange. Delayed; 2010 to 2011
3. Springfield Connectivity Study Recommendations Delayed; 2011 to 2014

City of Fairfax:

4. Northbound Chain Bridge Road/Willow Crescent Dr. - construct new intersection Delayed; 2009 to 2010

Loudoun County:

5. Construction of South Collector Road (Purcellville) from Route 690 to Route 7. Delayed; 2011 to 2015.
6. Construction of Route 15 Bypass interchange at Edwards Ferry Road. Delayed; 2015 to 2020.
7. Construction of Route 7/Route 659 interchange. Delayed; 2015 to 2020.
8. Widening of Route 15 from Evergreen Mill Road to the Leesburg City Limits. Delayed; 2011 to 2015.

Prince William County:

9. Widening of Route 1 (Neabsco Mills Road to Featherstone Road). Delayed; 2013. Change project to PE only.
10. Widening of Route 28 (Fitzwater Drive to Vint Hill Road). Drop from CLRP/Conformity.
11. Widening of Prince William County Parkway (Hoadly Road to Old Bridge Road). Delayed; 2013. Change project to PE only.
12. Widening of Prince William County Parkway (Old Bridge Road to Minnieville Road). Delayed; 2013. Change project to PE only.
13. Widening of Minnieville Road (Spriggs Road to Route 234). Delayed (2012 to 2013)
14. Construction of University Boulevard (Hombaker Road to Wellington Road). Drop from CLRP

Proposed Changes To The Conformity Inputs For The 2008 CLRP/FY 2009-2014 TIP

Transit Projects:

City of Alexandria:

1. Potomac Yards Transitway.

Delayed; 2011 to 2013

Arlington County/Fairfax County:

2. Columbia Pike Streetcar project.

Delayed; 2014 to 2016

Fairfax County:

3. Fairfax Connector buses (reduced from 76 to 35).
4. Engineering Proving Grounds (EPG) Park-and-Ride Lot
5. Springfield Central Business District (CBD) Park-and-Ride Lot

Delayed; 2010 to 2011.
Delayed; 2011 to 2013
Delayed; 2011 to 2014

Loudoun County:

6. Sterling-Ashburn Park-and-Ride Lot

Delayed; 2010 to 2012.

VRE:

7. Seven locomotives for the Virginia Railway Express. (Replacement locomotives)

Delayed; 2010 to later.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEMORANDUM

April 10, 2008

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director, Department of
Transportation Planning

SUBJECT: A Contingency Course of Action for the 2008 CLRP and FY 2009-2014
TIP Conformity Assessment

Background

On February 20, 2008, the TPB approved a set of project submissions for inclusion in the air quality conformity assessment for the 2008 CLRP and FY 2009 -2014 TIP. The draft 2008 CLRP, TIP and conformity assessment are scheduled to be released for public comment in June and adopted by the TPB on July 16.

On February 29, the Virginia Supreme Court declared that the taxing ability of the Northern Virginia Transportation Authority (NVTA) was unconstitutional. Unless the Virginia General Assembly acts by June to restore this NVTA funding, certain projects approved by the TPB on February 20 for inclusion in the conformity assessment will have to be delayed or removed entirely from the 2008 CLRP and FY 2009 -2014 TIP. Due to the uncertainty of the NVTA funding for some of the projects approved by the TPB on February 20, we need a contingency course of action for the conformity assessment for the 2008 CLRP and FY 2009 -2014 TIP.

Original Course of Action

The original course of action utilizes the conformity inputs and schedule approved by the TPB at its February 20 meeting, including all of the NVTA funded projects and the BRAC projects. This conformity analysis will be ready to be released for public comment in June and adopted in July, along with the 2008 CLRP and FY 2009 -2014 TIP. By June, we will know if the NVTA funding has been restored by the Commonwealth. If this funding has been restored, the TPB will be able to proceed in accordance with the original conformity analysis and schedule. If not, we will need a contingency course of action.

Contingency Course of Action

The TPB needs to adopt an FY 2009 -2014 TIP in July so the VDOT portion of the TIP can be included in the FY 2009 VDOT State Transportation Improvement Program (STIP). VDOT did not develop a FY 2008 STIP and is currently working on having a new FY 2009 STIP approved by the FHWA and FTA by September of this year when the current STIP expires. DDOT and MDOT also need to be able to proceed with an FY 2009-2014 TIP in accordance with the original schedule. In order to accomplish these objectives, the contingency course of action will have two components:

(1) Utilizing the conformity determination for the 2007 CLRP and FY 2008-2013 TIP approved by the TPB in January 2008, create an FY 2009-2014 TIP that can be released for public comment in June and adopted in July. This TIP will not include any of the project updates affecting conformity that were submitted for the 2008 CLRP and FY 2009 -2014 TIP conformity assessment, but will include all project funding and timing changes that do not affect conformity. Adopting this FY 2009-2014 TIP in July will allow VDOT to meet the September deadline to have a FY 2009 STIP adopted for the state, and will also allow DDOT and MDOT to proceed with a FY 2009-2014 TIP on the original schedule.

(2) Remove from the proposed 2008 CLRP and FY 2009-2014 TIP those project inputs approved by the TPB in February which are dependent on NVTA funding and for which full funding may no longer be reasonably expected to be available. The TPB will be asked to approve this list of changes to the project submissions for the conformity assessment of the 2008 CLRP at its April 16 meeting. This conformity assessment, the 2008 CLRP and amended FY 2009-2014 TIP will be ready for public release in September, and for adoption by the TPB in October. Once the conformity determination for the 2008 CLRP and amended FY 2009-2014 TIP is approved by FHWA and FTA (likely in early December), DDOT, MDOT and VDOT will be able to amend their FY 2009 STIPs to incorporate updates, changes and new projects.

XIII.

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 XIII.)

DATE: June 6, 2008

VDOT submitted three different FY 2007 TIP amendment packages to the Transportation Planning Board for approval in June. Copies of these amendment packages are attached. The first amendment package contains eight projects. These projects are summarized below.

- Route 29 – Bridge Replacement; Little Rocky Run; Fairfax County – Adds \$1,319,000 in FY 2008 Federal bridge funding to preliminary engineering phase of project to replace Route 29 bridge over Little Rocky Run between Bradley Road and Union Mill Road.
- Route 28 – Widening to Six Lanes; Prince William County – Adds \$3,794,000 in FY 2008 Federal Advanced Construction funds to preliminary engineering phase of project to widen Route 28 to six lanes between Godwin Drive and Route 215.
- Route 234 – Park-and-Ride Expansion; Prince William County – From Federal Advanced Construction funds and state funding, adds \$195,000 to the preliminary engineering phase and \$6,575,000 to the construction phase of project to construct a park-and-ride lot at Route 1 and Route 234.
- Twin Lakes Drive – Rehabilitate Bridge; Fairfax County - Adds project and \$646,000 in Federal bridge funding for preliminary engineering to rehabilitate bridge on Twin Lakes Drive between Clifton Road and Union Mill Road.

Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
June 6, 2008
Page Two

- Route 15 – Widening to Four Lanes; Leesburg – From Federal Advanced Construction, Surface Transportation Program and Regional Surface Transportation Program funds, adds \$1,194,000 to the right-of-way phase and \$7,055,000 to the construction phase of a project to widen Route 15 to four lanes from Evergreen Mill Road to the Leesburg Town Limit.
- Route 7 – Intersection Improvements; Beauregard Street; Alexandria - From Federal Advanced Construction and Surface Transportation Program funds, adds \$661,000 to the right-of-way phase and \$7,929,000 to the construction phase of a project to construct intersection improvements on Beauregard Street between Chesterfield Road and North Hampton Road.
- VRE Gainesville-Haymarket Extension; Prince William County – adds \$870,000 in CMAQ funds for a new study of extending VRE service from Manassas to Gainesville and Haymarket.
- Pentagon City Metrorail Station; Arlington County – Adds \$3,000,000 in CMAQ and Regional Surface Transportation Program funds to the project to construct station improvements at the Pentagon City Metrorail Station.

The second amendment package contains four transit projects. They are summarized below:

- Potomac Yards Transit Improvements, City of Alexandria – From Federal Transit Administration Section 5309 Funds, adds \$298,000 in FY 2008 preliminary engineering funds, \$324,000 in FY 2009 construction funds and \$343,000 in FY 2010 in construction funds to develop a busway and construct transit service improvements in Potomac Yards between Monroe Avenue Bridge and East Glebe Road.
- Falls Church Transportation Intermodal Center - From Federal Transit Administration Section 5309 Funds, adds \$543,000 in FY 2008 construction funds and \$564,000 in FY 2009 construction funds for an intermodal transportation center near Route 7 (Broad Street) and Route 29 (Lee Highway) in Falls Church.
- VRE – Contract Operation and Maintenance of Trains – From Federal Transit Administration Section 5309 Funds, adds \$1,856,000 in FY 2008 funds for the operation and maintenance of trains by Amtrak.
- PRTC – Rehabilitate and Rebuild Omniride Buses, Prince William County – From Federal Surface Transportation Program funds, adds \$5,009,000 to overhaul 19 commuter buses to lengthen their useful lives.

Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
June 6, 2008
Page Three

The third amendment package is a multi-part amendment that the TPB released for public comment on May 21, 2008, due to the number and magnitude of the changes. The amendment includes a variety of projects funded from numerous revenue sources. As of June 6, 2008, no comments have been requested.

Copies of all three of the amendment packages are attached.

Jurisdiction and Agency Coordinating Committee members and I will be available at the June 12, 2008, NVTa meeting to answer questions.

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

May 30, 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:

VDOT's Northern Virginia District Office requests amending the FY 2007-2012 Transportation Improvement Program (TIP) to add the following projects. All of the projects in this amendment are either exempt from air quality conformity analysis OR have been included in previous air quality conformity analyses OR are not regionally significant for air quality conformity purposes. We request this amendment be approved by the TPB Steering Committee at its meeting on June 6, 2008.

VDOT Primary Projects:

- Rte 29 - Bridge Replacement over Little Rocky Run, Fairfax County. This existing TIP project will replace the Route 29 Bridge over Little Rocky Run between Bradley Road and Union Mill Road. Proposed amendment will add \$1,319K in FY08 preliminary engineering using Federal Bridge funding from FY08 allocations.
- Rte 28 – Widen to 6 Lanes, Prince William County. This existing project will widen Rte 28 to six lanes between Godwin Drive and Route 215. Proposed amendment will add \$3,794K in FY08 preliminary engineering using Federal Advanced Construction process.
- Rte 234- Park and Ride Lot Expansion, Prince William County. This existing project will construct a park and ride lot at Route 1 and Route 234. Proposed amendment will add \$195K in FY08 preliminary engineering and \$6,575K in FY08 construction using Federal Advanced Construction process and State funding from FY08 allocations.

VDOT Secondary Projects:

- Twins Lakes Drive – Rehabilitate Bridge, Fairfax County. This new project will rehabilitate the bridge between Clifton Road and Union Mill Road. Proposed amendment will add \$646K in FY08 preliminary engineering using Federal Bridge funding from FY08 allocations.

VDOT Urban Projects:

- Rte 15 – Widen to 4 lanes, Town of Leesburg. This existing TIP project will widen Route 15 to four lanes from Evergreen Mill Road to Leesburg Town limits. Proposed amendment will add \$1,194K in FY08 right-of-way acquisition and add \$7,055K to FY10 construction using the Federal Advanced Construction (AC) process, Surface Transportation Program (STP) funds and Regional STP funding from FY08 allocations.
- Rte 7 – Intersection Improvements at Beauregard Street, City of Alexandria. This existing project will construct intersection improvements between Chesterfield Road and North Hampton Drive. Proposed amendment will add \$661K in FY08 right-of-way acquisition and \$7,929K in FY10 construction using Federal Advanced Construction (AC) process and Surface Transportation Program (STP) funds from FY08 allocations.

VDOT Transit Projects:

- VRE Gainesville Haymarket Extension, Prince William County. This new study will extend the VRE facility between Gainesville and Haymarket. Proposed amendment will add \$870K in FY08 preliminary engineering using Federal CMAQ funds from FY08 allocations.
- Pentagon City Metro Station: Hayes Station, Arlington County. This new project will construct station improvements to the Pentagon City Metro Station. Proposed amendment will add \$3,000K in FY08 preliminary engineering using Federal CMAQ and Regional STP funds from FY08 allocations.

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.

Sincerely,

Morteza Salehi
District Administrator
VDOT – Northern Virginia District

cc:	Ms. Diane Mitchell, VDOT-PD	(w/ attach.)
	Ms. Deborah Grant, VDOT-PD	“
	Ms. Jo Anne Sorenson, VDOT-NoVA	“
	Mr. Bud Siegel, PE, VDOT-NoVA	“
	Ms. Maria Sinner, PE, VDOT-NoVA	“
	Mr. Dic Burke, VDOT-NoVA	“
	Mr. James Zeller, VDOT-NoVA	“
	Mr. Charles Badger, VDRPT	“

DRAFT

PROPOSED TIP AMENDMENT - 6/6/2008

Changes to existing entries are noted in **bold**.

Agency Project ID	Facility, Location, Description	Phase	Prev	Annual Element FY 07	FY 08	FY09	FY 10	FY 11	FY12	Program Total FY 07-12	Funding Source	Funding Shares Fed/st/lo			
VDOT Primary															
77322	Facility: Rte 29 Bridge Replacement over Little Rocky Run From: Bradley Road To: Union Mill Road Jurisdiction: Fairfax County	P.E.	0	0	\$1,319	0	0	0	0	\$1,319	Fed - BR	80%	20%		
		ROW	0	0	0	0	0	0	0						
		Const	0	0	0	0	0	0	0						
		Description: Rehabilitate Rte 29 bridge within cited limits.													
	Reason for Amendment	Updates an existing project by adding \$1,319K to PE in FY08 using Federal BR funds.													
	Air Quality	Project is exempt from an air quality conformity analysis.													
52838	Facility: Rte 28 - Widen to 6 Lanes From: Godwin Drive To: 1.0 mile South Rte 215 Jurisdiction: Prince William County	P.E.	\$3,667	0	\$3,794	0	0	0	0	\$3,794	Fed - AC	80%	20%		
		ROW	0	0	0	0	0	0	0						
		Const	0	0	0	0	0	0	0						
		Description: Widen Rte 28 to 6 lanes within cited limits.													
	Reason for Amendment	Updates an existing project by adding \$3,794K to PE in FY08 using Federal AC process.													
	Air Quality	Project was in previous air quality conformity analysis.													
78021	Facility: Rte 234 Park and Ride Lot Expansion From: at Route 1 To: Jurisdiction: Prince William County	P.E.	\$1,210	0	\$195	0	0	0	0	\$6,575	Fed-AC State	80%	20%	100%	
		ROW	0	0	0	0	0	0	0						
		Const	0	0	\$6,575	0	0	0	0						
		Description: Construct parking lot at Rte 234 and Route 1.													
	Reason for Amendment	Updates an existing project by adding \$195K to FY08 PE and \$6,575K FY09 CN using Federal AC process and State funding.													
	Air Quality	Project was in previous air quality conformity analysis.													
VDOT Secondary															
87728	Facility: Twin Lakes Drive - Rehabilitate Bridge From: Clifton Road To: Union Mill Road Jurisdiction: Fairfax County	P.E.	0	0	\$646	0	0	0	0	\$646	Fed - BR	80%	20%		
		ROW	0	0	0	0	0	0	0						
		Const	0	0	0	0	0	0	0						
		Description: Rehabilitate Rte 3546 bridge within cited limits.													
	Reason for Amendment	New project and adds \$646K to PE in FY08 using Federal BR funds.													
	Air Quality	Project is exempt from an air quality conformity analysis.													
VDOT Urban															
17687	Facility: Rte 15 Widen to 4 Lanes From: Evergreen Mill Road To: SCL Leesburg Jurisdiction: Town of Leesburg	P.E.	\$720	0	0	0	0	0	0	\$4,689	Fed - AC Fed - RSTP Fed STP Fed EB	80% 80% 80% 80%	20% 20% 20% 20%		
		ROW	0	0	\$1,194	0	0	0	0						
		Const	0	0	0	0	\$7,055	0	0						
		Description: Widen Rte 15 to 4 lanes within cited limits.													
	Reason for Amendment	Existing TIP project and adds \$1,194K to FY08 RW and \$7,929K to FY10 CN using Federal AC process, RSTP, STP and EB funding.													
	Air Quality	Project was in previous air quality conformity analysis.													
8645	Facility: Rte 7 Intersection Improvements - Beauregard St. From: Chesterfield Road To: North Hampton Drive Jurisdiction: City of Alexandria	P.E.	\$1,971	0	0	0	0	0	0	\$916	Fed - AC Fed - STP Fed - EB	100% 80% 80%	20% 20%		
		ROW	0	0	\$661	0	0	0	0						
		Const	0	0	0	0	\$7,929	0	0						
		Description: Construct intersection improvements within cited limits.													
	Reason for Amendment	Existing TIP project and adds \$661K to FY08 RW and \$7,929K to FY10 CN using Federal AC process, STP, and EB funding.													
	Air Quality	Project is categorically exempt from an air quality conformity analysis.													

VDOT Transit													
85373	Facility: VRE Gainesville Haymarket Extension Study	P.E.	0	0	\$870	0	0	0	0	\$870	Fed - CM	80%	20%
	From:	ROW	0	0	0	0	0	0	0				
	To:	Const	0	0	0	0	0	0	0				
	Jurisdiction: Prince William County	Description	Study VRE Gainesville Haymarket extension.										
		Reason for Amendment	New TIP study and adds \$870K to FY08 PE using Federal CMAQ funding.										
		Air Quality	Project was in previous air quality conformity analysis.										
84292	Facility: Pentagon City Metro Station: Hayes Station	P.E.	0	0	\$3,000	0	0	0	0	\$1,000	Fed - CM	80%	20%
	From: at Pentagon City and 12th Street	ROW	0	0	0	0	0	0	0	\$2,000	Fed - RSTP	80%	20%
	To:	Const	0	0	0	0	0	0	0				
	Jurisdiction: Arlington County	Description	Construct Pentagon City Metro Station improvements at Pentagon City and 12 Street.										
		Reason for Amendment	New TIP project and adds \$3,000K to FY08 PE using Federal CMAQ and RSTP funding.										
		Air Quality	Project is categorically exempt from an air quality conformity analysis.										

Note: The following funding definitions apply:

1. Fed BR is Bridge Replacement funds
2. Fed AC is advanced construction process.
3. Fed STP is Surface Transportation Program funds.
4. Fed DEMO is Federal Demonstration funds.
5. Fed HPD is TEA-21 High Priority
6. Fed SRS is Federal Safe Routes to School program funds.
7. Fed EB is Federal STP Equity Bonus program funds.
8. Fed HSIP is Federal Highway Safety Improvements program funds.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

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

June 5, 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:

VDOT's Northern Virginia District Office requests amending the FY 2007-2012 Transportation Improvement Program (TIP) to update four transit projects as requested by the City of Alexandria, City of Falls Church, Virginia Railway Express (VRE), and Potomac and Rappahannock Transportation Commission (PRTC). This amendment is exempt from air quality conformity analysis OR has been included in previous air quality conformity analyses OR is not regionally significant for air quality conformity purposes. VDOT requests this amendment be approved by the TPB Steering Committee at its meeting on June 6, 2008. Please note, Section 5309 funding will expire September 30, 2008 if this amendment is not approved.


DRPT Transit Projects:

- Potomac Yard Transit Improvements, City of Alexandria. This existing TIP project will develop a bus way and construct transit service improvements between Monroe Avenue Bridge and East Glebe Road. Proposed amendment will place \$298K in FY08 Preliminary Engineering, \$324K in FY09 Construction, and \$343 in FY10 Construction using Federal Transit Administration Section 5309 funds.
- Falls Church Transportation Intermodal Center, City of Falls Church. This existing TIP project will construct a Transportation Intermodal Center near Route 7 and Route 29 intersection. Proposed amendment will place \$543K in FY08 Construction and \$564K in FY09 Construction using Federal Transit Administration Section 5309 funds.

- VRE - Contract Operation and Maintenance of Trains, NoVA District and District of Columbia. This new TIP project will contract the operation and maintenance of trains with AMTRAK. Proposed amendment will place \$1,856K in FY08 Construction using Federal Transit Administration Section 5309 funds.
- PRTC – Rehabilitate and Rebuild OmniRide Buses, Prince William County. This new TIP project will overhaul 19 MCI buses in order to lengthen the existing bus useful life. In addition, the project will rebuild several power trains and bus engines that have reached 300,000 miles. Proposed amendment will place \$5,009K in FY08 Construction using FY08 Federal Surface Transportation Program funds that will be flexed to DRPT.

Please call Jo Anne Sorenson, if you need further information on this amendment. Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chip Badger in DRPT in Richmond. Thank you for your consideration of and action on this request.

Sincerely,

 *Asst. Dist. Admin.*
Morteza Salehi

District Administrator

VDOT – Northern Virginia District

cc: Mr. Chip Badger, VDRPT
Mr. Jim Maslanka, City of Alexandria
Ms. Wendy Sanford, City of Falls Church
Ms. Betsy Massie

(w/ attach.)

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

PROPOSED TIP AMENDMENT - 6/6/2008

FY 2007-13
Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	Prev	Annual Element FY 08	FY 09	FY 10	FY 11	FY 12	FY13	Program Total FY 08-13	Funding Source	Funding Shares Fed/st/lo
DRPT Transit												
ALEX0005	Facility: Potomac Yard Transit Improvements From: Monroe Avenue Bridge To: East Glebe Road Jurisdiction: City of Alexandria	P.E.	\$283	\$298	0	0	0	0	0	\$965	Section 5309	80% 20%
		ROW	0	0	0	0	0	0	0	0		
		Const	0	0	\$324	\$343	0	0	0	0		
	Description: Develop bus way and transit service in the corridor within cited limits. This project is also attached to LPC T1837. Reason for Amendment: Updates existing project by increasing FY08 PE, FY09 CN, and FY10 CN funding using FTA 5309 funds. Air Quality: Project was in previous air quality conformity analysis.											
CFC0001	Facility: Falls Church Intermodal Center From: near Rte 7 and Rte 29 Intersection To: Jurisdiction: City of Falls Church	P.E.	\$978	0	0	0	0	0	0	\$1,107	Section 5309	80% 20%
		ROW	0	0	0	0	0	0	0	0		
		Const	0	\$543	\$564	0	0	0	0	0		
	Description: Construct Intermodal Transportation Facility that will link multiple modes of transportation with the City's local bus sys Reason for Amendment: Updates existing project by increasing FY08 PE and FY09 CN funding using FTA 5309 funds. Air Quality: Project is exempt from air quality conformity analysis.											
VRE0013	Facility: VRE Contract Operation & Maintenance of Trains From: To: Jurisdiction: NoVA and District of Columbia	P.E.	0	0	0	0	0	0	0	\$1,856	Section 5309	80% 10% 10%
		ROW	0	0	0	0	0	0	0	0		
		Const	0	\$1,856	0	0	0	0	0	0		
	Description: VRE contracts for the Operation and Maintenance of the trains with AMTRAK. Reason for Amendment: New project by places \$1,856K in CN funding using FTA 5309 funds. Air Quality: Project was in previous air quality conformity analysis.											
PRTC0003	Facility: PRTC - Rehabilitate / Rebuild OmniRide Buses From: To: Jurisdiction: Prince William County	P.E.	0	0	0	0	0	0	0	\$5,009	Fed - STP	30% 16% 4%
		ROW	0	0	0	0	0	0	0	0		
		Const	0	\$5,009	0	0	0	0	0	0		
	Description: Overhaul 19 MCI buses in order to the lengthen the bus useful life and rebuild several power trains/bus engines Reason for Amendment: New project by places \$5,009K in CN funding using Flexible STP funds. Air Quality: Project is exempt from air quality conformity analysis.											

May 30, 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:

VDOT's Northern Virginia District Office requests amending the FY 2007-2012 Transportation Improvement Program (TIP) to update one transit project as requested by the City of Alexandria. This amendment is exempt from air quality conformity analysis OR has been included in previous air quality conformity analyses OR is not regionally significant for air quality conformity purposes. VDOT requests this amendment be approved by the TPB Steering Committee at its meeting on June 6, 2008.

DRPT Transit Project:

- Potomac Yard Transit Improvements, City of Alexandria. This existing TIP project will develop a bus way and construct transit service improvements between Monroe Avenue Bridge and East Glebe road. Proposed amendment will place \$298K in FY08 Preliminary Engineering, \$324K in FY09 Construction, and \$343 in FY10 Construction using Federal Transit Administration Section 5309 funds.

Please call Jo Anne Sorenson, if you need further information on this amendment. Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chip Badger in DRPT in Richmond. Thank you for your consideration of and action on this request.

Sincerely,

Morteza Salehi
District Administrator
VDOT – Northern Virginia District

cc: Mr. Chip Badger, VDRPT
Mr. Jim Maslanka, City of Alexandria

(w/ attach.)

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DRAFT

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

PROPOSED TIP AMENDMENT - 6/6/2008

FY 2007-13

Changes to existing entries are noted in **bold**.

Agency Project ID	Facility, Location, Description	Phase	Prev	Annual Element FY 08	FY 09	FY 10	FY 11	FY 12	FY13	Program Total FY 08-13	Funding Source	Funding Shares Fed/st/lo			
DRPT Transit															
ALEX0005	Facility: Potomac Yard Transit Improvements	P.E.	\$283	\$298	0	0	0	0	0	\$965	Section 5309	80%	20%		
	From: Monroe Avenue Bridge	ROW	0	0	0	0	0	0	0						
	To: East Glebe Road	Const	0	0	\$324	\$343	0	0	0						
	Jurisdiction: City of Alexandria	Description													
		Develop bus way and transit service in the corridor within cited limits. This project is also attached to UPC T1837.													
		Reason for Amendment													
		Updates existing project by increasing FY08 PE, FY09 CN, and FY10 CN funding using FTA 5309 funds.													
		Air Quality													
		Project was in previous air quality conformity analysis.													

ITEM 12 - NOTICE

May 21, 2008

Notice of Proposed Amendments to the FY 2007-2012 TIP
that are Exempt from the Air Quality Conformity Requirement to
Update Funding for Five Existing Projects and to
Include Fourteen New Projects as
Requested by the Virginia Department of Transportation (VDOT)

Staff

Recommendation: Review proposed amendments to the FY 2007-2012 TIP.

Issues: None

Background: Notice is provided that VDOT has requested amendments to the FY 2007-2012 TIP to update funding for five existing projects and to include fourteen new projects, as described in the enclosed materials.

Following a public comment period, the Board will be asked to act on this request at the June 18, 2008 meeting. Comments may be provided to the TPB in writing, at the TPB web site: "mwcog.org/transportation," or during the public comment period provided prior to each TPB meeting.



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

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

May 6, 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:

VDOT's Northern Virginia District Office requests amending the FY 2007-2012 Transportation Improvement Program (TIP) to add the following projects. These project amendments were the subject of a 30-day notice period in view of the number of projects involved. All of the projects in this amendment are either exempt from air quality conformity analysis OR have been included in previous air quality conformity analyses OR are not regionally significant for air quality conformity purposes. We understand that this amendment will be a TPB "notice item" in May, and we ask that this amendment be approved by the TPB at its meeting on June 18, 2008.

VDOT Interstate Project:

- Extension of I-95 Acceleration and Deceleration lanes for HOV Ramps, Fairfax County. This existing TIP project will extend the HOV ramp acceleration and deceleration lanes at the Newington Flyover. Proposed amendment will add \$1,350K to FY08 construction using Federal NH funds from FY08 allocations.

VDOT Primary Projects:

- Extend Old Mill Road, Fairfax County. This existing TIP project will extend Old Mill Road from Route 1 to Route 611. Proposed amendment will add \$112K in FY08 preliminary engineering, \$2,032K in FY08 right of way acquisition and \$5,537K in FY08 construction using Federal SATETEA-LU funding.
- Construct Dual Left Turn Lanes on Southbound Rte 234, Prince William County. This new project will construct left turn lanes on Rte 234 at Route 840. Proposed amendment will add

\$100K in FY08 preliminary engineering and \$400K in FY08 construction using Federal Surface Transportation Program (STP) funding from FY08 allocations.

- Rte 234- Reconstruct Intersection, Prince William County. This new project will reconstruct the intersection at Route 1 and Route 234. Proposed amendment will add \$113K in FY08 preliminary engineering and \$239K in FY08 construction using Federal Highway Safety Improvements Program (HSIP) funding from FY08 allocations.
- Rte 124 – Widen Median and Construct Signalized Pedestrian Crossing, Arlington County. This new project will widen the median and provide a signalized pedestrian crossing from Lee Highway to Lorcom Lane. Proposed amendment will add \$93K in FY08 preliminary engineering and \$134K in FY09 construction using Federal Highway Safety Improvement Program (HSIP) funding from FY08 allocations.
- Rte 7 – Construct Sidewalk , Town of Purcellville. This new project will construct a sidewalk from North 28th Street to North 33rd Street. Proposed amendment will add \$55K in FY08 preliminary engineering using Federal Highway Safety Improvement Program (HSIP) funding from FY08 allocations.

VDOT Secondary Projects:

- Rte 659 – Widen to 4 Lanes, Loudoun County. This new project will widen Route 659 to 4 lanes from Gloucester Parkway to Route 7. Proposed amendment will add \$10,884K in FY08 right of way acquisition and \$14,088K in FY10 construction using Federal Advance Construction (AC) process and Surface Transportation Program (STP) funding from FY08 allocations.
- Rte 643 – Install Proper Super-elevation , Prince William County. This new project will provide proper roadway super-elevation from Purcell Branch to Vista Brook Drive. Proposed amendment will add \$81K in FY08 preliminary engineering using Federal Highway Safety Improvement Program (HSIP) funding from FY08 allocations.
- Rte 617 – Construct Pedestrian Sidewalk, Fairfax County. This new project will construct a pedestrian sidewalk from I-495 to Route 1467. Proposed amendment will add \$50K in FY08 preliminary engineering, \$99K in FY08 right of way acquisition, and \$50K in FY09 construction using Federal Highway Safety Improvement Program (HSIP) funding from FY08 allocations.
- Rte 784 –Extend Westbound Left Turn Lanes , Prince William County. This new project will extend westbound left turn lanes at the intersection Route 784 and Route 2480. Proposed amendment will add \$190K in FY08 preliminary engineering and add \$210K in FY09 right of way acquisition using Federal Surface Transportation Program (STP) funding from FY08 allocations.

VDOT Urban Projects:

- Intersection Improvements on Manassas Drive, Manassas Park. This existing TIP project will construct intersection improvements at Manassas Drive and Euclid Avenue. Proposed amendment will reduce FY08 preliminary engineering by \$19K, add \$500K to FY08 right-of-away acquisition, and add \$1,900K to FY09 construction using Federal Advanced Construction (AC) process and Surface Transportation Program (STP) funds from FY08 allocations.

- Rte 7 Intersection Improvements, Town of Purcellville. This existing TIP project will construct intersection improvements from South Maple Avenue to Route 287. Proposed amendment will add \$4,000K in FY09 right-of-way acquisition and add \$3,811K to FY10 construction using the Federal Advanced Construction (AC) process, Surface Transportation Program (STP) funds and State funding from FY08 allocations.
- Center City Improvements along Maple Avenue, City of Falls Church. This new project will construct spot improvements along Maple Avenue from Rte 7 to Annandale. Proposed amendment will add \$51K in FY08 preliminary engineering and \$6,028K in FY09 construction using Federal Advanced Construction (AC) funds.
- Safe Routes to School – Barrett and Mason Elementary, City of Alexandria. This new project will construct crossing improvements within one half mile of the elementary school. Proposed amendment will add \$49K in FY08 preliminary engineering and add \$443K in FY09 construction using Federal Safe Routes to School Program funds.

VDOT Enhancement Project:

- Bicycle/Pedestrian Bridge over Four Mile Run, Northern Virginia Regional Commission. This new TIP project will construct a bicycle and pedestrian bridge over Four Mile Run. Proposed amendment will add \$500K in FY08 preliminary engineering using Federal Surface Transportation Program (STP) enhancement funds from FY08 allocations.

VDOT ITS Projects:

- Traffic Signal Optimization, District-wide. This existing project will install traffic signal optimization systems district-wide. Proposed amendment will add \$566K in FY08 preliminary engineering using the Federal CMAQ funds from FY08 allocations.
- Install Video Traffic Monitoring Cameras, City of Fairfax. This new TIP project will install video traffic monitoring cameras city-wide. Proposed amendment will add \$20K in FY08 preliminary engineering and add \$100K in FY08 construction using Federal CMAQ funds from FY08 allocations.

VDOT Transit Projects:

- Commuter Assistance Program, Arlington County. This new project will provide funding for the operation of Commuter Stores at Crystal City, Ballston, and mobile stores. Proposed amendment will add \$2,485K in FY08 preliminary engineering using Federal CMAQ funds from FY08 allocations.
- Commuter Assistance Program, Fairfax County. This new project will provide funding for the operation of Commuter Stores and Services in Fairfax County. Proposed amendment will add \$3,000K in FY08 preliminary engineering using Federal CMAQ funds from FY08 allocations.

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.

Sincerely,



Asst. Dist Admin.

for

Morteza Salehi
District Administrator
VDOT – Northern Virginia District

cc: Ms. Diane Mitchell, VDOT-PD
Ms. Deborah Grant, VDOT-PD
Ms. Jo Anne Sorenson, VDOT-NoVA
Mr. Bud Siegel, PE, VDOT-NoVA
Ms. Maria Sinner, PE, VDOT-NoVA
Mr. Dic Burke, VDOT-NoVA
Mr. James Zeller, VDOT-NoVA
Mr. Charles Badger, VDRPT

(w/ attach.)

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PROPOSED TIP AMENDMENT - 6/6/2008

FY 2007-12
Changes to existing entries are noted in bold.

[illegible]

VDOT Secondary															
76243	Facility: Rte 659 - Widen to 4 Lanes From: Gloucester Parkway To: Rte 7 Jurisdiction: Loudoun County	Description: Widen Rte 659 to 4 lanes within cited limits. Reason for Amendment: New project and places \$10,884K in FY08 RW and \$14,088K in FY10 CN using Fed AC, STP, and EB funds. Air Quality Project is included in the CLRP air quality conformity input table.	P.E.	0	0	0	0	0	0	0	\$19,493	Fed - AC	80%	20%	
			ROW	0	0	\$10,884	0	0	0	0	0	\$5,115	Fed STP	80%	20%
			Const.	0	0	0	0	\$14,088	0	0	0	\$364	Fed EB	80%	20%
86516	Facility: Rte 643- Install Proper Superlevation and Drainage From: Purcell Branch To: Vista Brook Drive Jurisdiction: Prince William County	Description: Install proper superlevation and drainage within cited limits. Reason for Amendment: New project and places \$81K in FY08 PE using HSIP funds Air Quality Project is exempt from an air quality conformity analysis.	P.E.	0	0	\$81	0	0	0	0	\$81	Fed - HSIP	90%	10%	
			ROW	0	0	0	0	0	0	0	0	0			
			Const.	0	0	0	0	0	0	0	0	0			
81293	Facility: Rte 617- Construct Pedestrian Sidewalk From: I-495 To: Rte 1467 Jurisdiction: Fairfax County	Description: Construct pedestrian sidewalk within cited limits. Reason for Amendment: New project and places \$50K in FY08 PE, \$99 in FY08 RW and \$50 in FY09 CN using HSIP funds Air Quality Project is exempt from an air quality conformity analysis.	P.E.	0	0	\$50	0	0	0	0	\$199	Fed - HSIP	90%	10%	
			ROW	0	0	\$99	0	0	0	0	0	0			
			Const.	0	0	0	\$50	0	0	0	0	0			
86638	Facility: Rte 784 Extend Westbound left turn lanes From: at Rte 2480 (Benita Fitzgerald Drive) To: Jurisdiction: Prince William County	Description: Extend westbound left turn lanes at Rte 784 and Rte 2480. Reason for Amendment: New project and adds \$190K to FY08 PE and \$210K to FY09 RW using Federal STP funds. Air Quality Project is categorically exempt from an air quality conformity analysis.	P.E.	50	0	\$190	0	0	0	0	\$400	Fed - STP	80%	20%	
			ROW	0	0	0	\$210	0	0	0	0	0			
			Const.	0	0	0	0	0	0	0	0	0			
VDOT Urban															
76683	Facility: Intersection Improvements on Manassas Drive From: at Euclid Avenue To: Jurisdiction: Manassas Park	Description: Construct intersection improvements on Manassas Drive Updates existing project by reducing FY08 PE by \$19K, adds \$500K to FY08 RW, adds \$1,900K to FY09 CN using Federal AC and STP funds. Air Quality Project is categorically exempt from an air quality conformity analysis.	P.E.	\$0	\$419	-\$19	0	0	0	0	\$2,196	Fed - AC	80%	20%	
			ROW	0	0	\$500	0	0	0	0	0	\$185	Fed - STP	80%	20%
			Const.	0	0	0	\$1,900	0	0	0	0	0			
70578	Facility: Rte 7 Intersection Improvements From: South Maple Avenue To: Route 287 (Berlin Turnpike) Jurisdiction: Purcellville	Description: Construct intersection improvements to include sidewalk enhancements within cited limits. Updates an existing project by adding \$4,000K to RW in FY08 & \$3,811K to CN in FY10 using Federal AC, STP, other funds. Air Quality Project is categorically exempt from an air quality conformity analysis.	P.E.	\$760	0	0	0	0	0	0	\$7,422	Fed - AC	80%	20%	
			ROW	0	0	0	\$4,000	0	0	0	0	\$189	Fed - STP	80%	20%
			Const.	0	0	0	0	\$3,811	0	0	\$200	Other		100%	
81015	Facility: City Center Improvements along Maple Avenue From: Route 7 To: Annandale Jurisdiction: Falls Church	Description: Construct spot improvements along Maple Avenue New TIP project and adds \$51K to FY08 PE and \$6,028K to FY08 CN using Fed AC process and Fed EB funding. Air Quality Project is categorically exempt from an air quality conformity analysis.	P.E.	0	0	\$51	0	0	0	0	\$5,695	Fed - AC	80%	20%	
			ROW	0	0	0	0	0	0	0	0	\$384	Fed - EB	80%	20%
			Const.	0	0	0	\$6,028	0	0	0	0	0			
87185	Facility: Safe Routes to School - Barrett and Mason ES From: To: Jurisdiction: City of Alexandria	Description: Construct crossing improvements within 1/2 mile of elementary school. New TIP project and adds \$49K to FY08 PE and \$443 to FY09 CN using Federal SRS funding. Air Quality Project is categorically exempt from an air quality conformity analysis.	P.E.	0	0	\$49	0	0	0	0	\$492	Fed - SRS	100%		
			ROW	0	0	0	0	0	0	0	0	0			
			Const.	0	0	0	\$443	0	0	0	0	0			

VDOT Enhancement											
87450	Facility: Bicycle/Pedestrian Bridge over Four Mile Run From: S. Eads Street To: Commonwealth Avenue Jurisdiction: Northern Virginia Regional Commission	Del Reason for Amendment Air Quality	P.E. ROW Const	0 0 0	0 0 0	\$500 0 0	0 0 0	0 0 0	\$500	Fed - STP/EN	80% 20%
Construct bicycle and pedestrian bridge over Four Mile Run. New project and adds \$600K to PE in FY08 using Federal STP/EN funds. Project is categorically exempt from an air quality conformity analysis.											
VDOT ITS											
70625	Facility: Traffic Signal Optimization From: Districtwide To: NoVA District Jurisdiction: NoVA District	Description Reason for Amendment Air Quality	P.E. ROW Const	\$350 0 0	0 0 0	\$566 0 0	0 0 0	0 0 0	\$566	Fed - CMAQ	80% 20%
Install traffic signal optimization district-wide. Updates an existing project and adds \$566K to FY08 PE using Federal CMAQ funding. Project is categorically exempt from an air quality conformity analysis.											
85378	Facility: Install Video Traffic Monitoring Cameras From: City-wide To: City of Fairfax Jurisdiction: City of Fairfax	Description Reason for Amendment Air Quality	P.E. ROW Const	0 0 0	0 0 0	\$20 0 \$100	0 0 0	0 0 0	\$120	Fed - CMAQ	80% 20%
Install video traffic monitoring cameras city-wide. New TIP project and adds \$20K to FY08 PE and \$100 to FY08 CN using Federal CMAQ funding. Project is categorically exempt from an air quality conformity analysis.											
VDOT Transit											
T100	Facility: Commuter Assistance Program From: Arlington County To: Arlington County Jurisdiction: Arlington County	Description Reason for Amendment Air Quality	P.E. ROW Const	\$4,075 0 0	0 0 0	\$2,485 0 0	0 0 0	0 0 0	\$2,485	Fed - CMAQ	80% 20%
Provides funding for the operation of Commuter Stores at Crystal City, Ballston, and mobile stores. Updates an existing project and adds \$2,485K to FY08 PE using Federal CMAQ funding. Project is categorically exempt from an air quality conformity analysis.											
T160	Facility: Commuter Assistance Program From: Fairfax County To: Fairfax County Jurisdiction: Fairfax County	Description Reason for Amendment Air Quality	P.E. ROW Const	0 0 0	0 0 0	\$3,000 0 0	0 0 0	0 0 0	\$3,000	Fed - CMAQ	80% 20%
Provides funding for the operation of Commuter Stores and Services in Fairfax County. Updates an existing project and adds \$3,000K to FY08 PE using Federal CMAQ funding. Project is categorically exempt from an air quality conformity analysis.											

Note: The following funding definitions apply:

1. Fed BR is Bridge Replacement funds
2. Fed AC is advanced construction process.
3. Fed STP is Surface Transportation Program funds.
4. Fed DEMO is Federal Demonstration funds.
5. Fed HPD is TEA-21 High Priority
6. Fed SRS is Federal Safe Routes to School program funds.
7. Fed EB is Federal STP Equity Bonus program funds.
8. Fed HSIP is Federal Highway Safety Improvements program funds.

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 XIV.)

DATE: June 5, 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) has established a Climate Change Steering Committee (CCSC) to review the amount of greenhouse gases (GHG), particularly carbon dioxide, generated by the region, and consider ways to reduce these emissions. CCSC is developing a list of strategies to try to achieve the following goals:

- Reduce GHG by 10 percent by 2012;
- Reduce GHG by 20 percent below 2005 levels by 2020; and
- Reduce GHG by 80 percent below 2005 levels by 2050.

These strategies are separated into a variety of different categories, including economic development; outreach and education; local governments; energy production; transportation; land use; financing and adaptation. Regarding the transportation category, the CCSC has discussed the fact that TPB is pursuing a new scenario as part of the work of its Scenario Study Task Force. This scenario is called "What would it take?" This scenario is intended to determine the types and magnitude of land use and transportation improvements that will be needed to meet a predetermined regional air quality goal (one consistent with the CCSC goals). The CCSC has asked that more specific transportation strategies to be included on their working list prior to the completion of the scenario work.

On May 28, 2008, the CCSC reviewed a draft report to the COG Board of Directors. The report includes a number of recommendations regarding transportation strategies. These recommendations are grouped in the following areas:

- Transportation Planning Options for Meeting Regional Greenhouse Gas Emission Reduction Goals
- Traffic Engineering Improvements and Roadway Management
- Idling
- Promote Clean Vehicles and Fuels
- Regional Green Fleet Policy

Mr. Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
June 5, 2008
Page Two

- Vehicle Miles Traveled Reduction
- “Conformity” Process for Greenhouse Gas Emissions
- Smart Growth/Transit-Oriented Development
- Alternative Modes of Transportation
- Bicycle/Pedestrian

The transportation section of the draft report is attached. The CCSC will meet again on June 25, 2008, to continue their review of the report.

JACC members and I will be available at the Authority meeting on June 12, 2008, to answer questions.

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

NATIONAL CAPITAL REGION

Climate Change Report And Recommendations

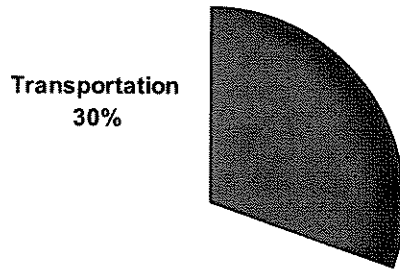
COMMITTEE REVIEW DRAFT MAY 23, 2008

May 2008



Metropolitan Washington Council of Governments

Taking Action: Mitigating Emissions From Transportation and Land Use



Emissions from transportation are approximately 30 percent of the overall regional CO₂ emission inventory, thus the ability of the transportation sector to reduce emissions will have a large bearing on the region's ability to meet its greenhouse gas emission reduction goals. The region is growing by many measures. Between 2002 and 2008, population, households, and employment have each grown by approximately 11 percent, increasing the number of vehicle trips from 20 to 22 million and total vehicle miles traveled (VMT) from 146 to 160 million miles per day. The fastest rate of growth in the region is occurring in the outer suburbs, leading to significant increases in VMT and congestion in these areas (Figure 9).

There are three ways to reduce transportation emissions: reduce VMT, increase vehicle fuel efficiency, and reduce the carbon content of fuel (e.g., use alternative fuels). Each of these strategies will play a role in helping the region reduce greenhouse gas emissions from the transportation sector, and most also offer co-benefits, including improved air quality, increased opportunity for walking, and reduced traffic congestion. This section briefly explores projected trends in transportation and land use in the region, discusses current initiatives for reducing VMT and greenhouse gas emissions, and offers recommendations for adopting new transportation and land-use guidelines that will help reduce greenhouse gases and the risk of climate change.

Projected Transportation and Land Use Trends in the Metropolitan Washington Region

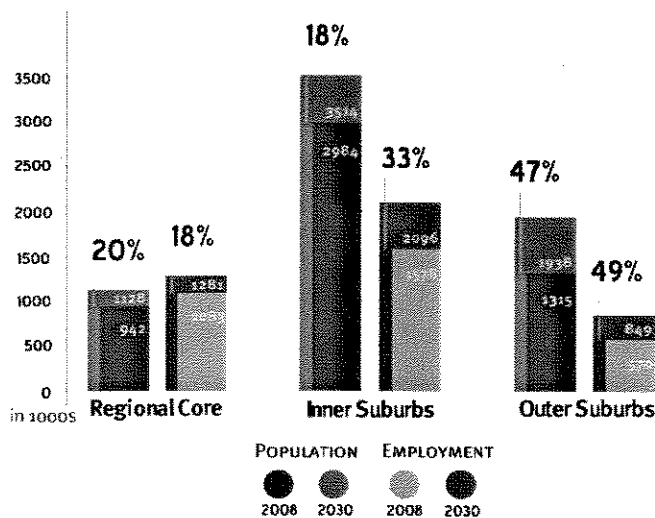
Population and Employment Will Increase Significantly

Between 2005 and 2030, regional economic growth will generate nearly 39 percent additional jobs, attracting approximately 64,000 new residents a year and fueling increased demand for transportation options. Most of the population growth will be in Fairfax, Loudoun, Montgomery, and Prince William counties. Population in the outer suburbs will experience the fastest growth—a 47 percent increase by 2030, compared to 18–20 percent in the regional core and inner suburbs.¹⁸

The region is anticipating a population/employment imbalance by 2030, which is expected to increase traffic congestion and VMT. Between 2005 and 2030, the regional shares of population and household growth for the outer suburbs are 46 and 40 percent, respectively. However, local planners do not anticipate sufficient job growth within the outer jurisdictions to provide employment for all of the new residents located there. The regional share of employment growth in the outer suburbs during this time is only 28 percent. This imbalance is expected to cause more commute trips from the outer jurisdictions to jobs located outside of the region's activity centers, including trips to the regional core and inner suburbs. This problem is likely to be exacerbated by the lack of adequate transit facilities servicing the outer suburbs.

Figure 14: Projected Changes in Population and Employment by Location

Change in Population and Employment Forecast, 2008-2030



Source: TPB, "Long-Range Transportation Plan, 2007 Update."

¹⁸ MWCOG, "Growth Trends to 2030: Cooperative Forecasting in the Washington Region," 2007.

Regional VMT, Transit and Highway Congestion, and Greenhouse Gas Emissions Will Rise

VMT is a function of several different factors, including land-use patterns, access to and availability of alternative transportation choices, fuel prices, other fees and taxes that affect the cost of driving, congestion, and individual lifestyles and behavior. Only 30 percent of the region's employment growth and 20 percent of its household growth is expected to occur near Metrorail and commuter rail stations.¹⁹ As the outer suburbs rapidly grow, traffic and transit congestion, vehicle trips, VMT, congested lane miles, and greenhouse gas emissions all will continue to rise.

Between 2008 and 2030, the projected regional growth in population and jobs, coupled with the imbalance of the location of these jobs in relation to housing, will lead to additional vehicles, trips, and congestion in the region's transportation system. Transit work trips are forecast to increase by 31 percent, as a rising number of people commute to work, exacerbating current crowding problems on the Metrorail system.

Fuel Efficiency and New Federal Standards

The Washington metropolitan region ranks high in the purchase of hybrid vehicles, but has a fairly low average fleet fuel economy (approximately 17-20 miles per gallon [mpg]). TPB analyzed the 2007 federal CAFE standards contained in the federal energy bill to assess the impact on the region's efforts to achieve greenhouse gas reduction targets. The 2007 federal energy bill will improve overall fleet fuel economy through 2020 to 35 mpg for cars and light trucks. TPB's analysis (Table 6) indicates that the 2007 CAFE standard by itself will not achieve the necessary reduction but it's a step in the right direction. Mobile-source CO₂ emissions will still exceed 2005 levels by 7.8 percent in 2020 and 8.1 percent in 2030. This represents a large improvement over the baseline, but falls far short of the 20 percent decrease by 2020 and the 44 percent decrease by 2030 that would be consistent with the proposed regional goal.

Table 6: CO₂ Emissions from Cars, Trucks, and Buses (in Millions)

Scenarios	2005	2020	2030
Baseline Emissions	24.89	31.02	34.45
% Change from 2005 levels	—	24.6%	38.4%
Emissions With CAFE Reductions	24.89	26.83	26.91
% Change from 2005 levels	—	7.8%	8.1%
COG CCSC Proposed Regional Goal	24.89	19.91	*16.43
% Change from 2005 levels	—	-20%	*-44%

*Interpolated from the 2050 goal of -80%.

Note: All figures are annual tons of CO₂ emissions in the 8-hour ozone nonattainment area.

COG = Washington Council of Governments; CCSC = Climate Change Steering Committee

¹⁹ The Regional Mobility and Accessibility Scenario Study: What if the Region Grew Differently? National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments. October 2006.

The analysis of CAFE shows it provides significant reductions but further improvements will be needed to meet regional reduction targets. The gradual increase in the mpg standard under CAFE ends in 2020, so the beneficial effects between 2020 and 2030 are due only to continuing turnover of the vehicle fleet. Further, the CAFE standard applies only to light-duty vehicles, which account for about 80 percent of regional CO₂ emissions; heavy duty vehicles, which contribute the remaining 20 percent, are unaffected. Clearly, it will take some combination of further increases in fuel economy, shifts to alternative fuels that generate less life-cycle CO₂ emissions, and reductions in VMT to reach the CO₂ goals currently under discussion. If approved, the California Low Emission Vehicle Phase 2 (CAL LEV II) program could provide further improvements in fleet fuel efficiency.

Current Metropolitan Regional Initiatives for Reducing Transportation Emissions

The Metropolitan Washington region has been working to reduce vehicle miles traveled since the early seventies when the Commuter Club was formed. In 1996 the program became known as Commuter Connections. Commuter Connections promotes a variety of programs to reduce single vehicle occupancy and to promote mass transit.

Public Transit Ridership Is Increasing

The Washington metropolitan region has a vast network of transit options, including Metrorail and Metrobus, local bus transit, commuter rail (VRE and MARC), and commuter bus. The recent hike in gasoline prices, coupled with improved transit access (including an increase in mixed-use and walkable community projects), have resulted in increased transit ridership. Also, employers are encouraging public transit by identifying employees' home locations served by public transit; keeping current transit schedules on hand and posted; arranging meetings with public transit operators and assist in developing transit support programs (Guaranteed Ride Home, SmartBenefits, etc.) and transit use monitoring programs; and arranging for the implementation of SmartBenefits for employees.

Bicycle/Pedestrian Initiatives Are Growing

The bicycle/pedestrian plan adopted in 2006 contains a list of projects designed to improve bicycle and pedestrian capacity throughout the region. Some large transportation projects, such as the Woodrow Wilson Bridge, include bicycle and pedestrian paths in their plans. In addition, higher priority is being placed on pedestrian safety and access. The District of Columbia and Arlington County have recently launched a bike-sharing program, and bike racks and lockers are now common features on mass transit.

Teleworking Is on the Rise

Employers are also allowing their employees to occasionally work at home, at a telework center, or an employer's satellite office during an entire work day instead of traveling to their regular work place. Regionally, more than 450,000 workers are teleworking, reducing traffic congestion and air pollution, increasing the area's economic vitality, and bolstering overall quality of life. The region's VMT declined by 50 percent between 2004 and 2007 because of teleworking. For

every 10% of employees who telework an average of 1.5 days per week, trips will be reduced by about 2–3%.

Ridesharing Services Are Growing in Popularity

Ridesharing services enable commuters to find other individuals who share similar commute routes and work hours. A free list of all alternative commuter options is available in the region through Commuter Connections at <http://www.commuterconnections.org> or by calling 800-745-RIDE. Also, upon request, Commuter Connections can provide data to identify potential carpool and vanpool partners. Ridesharing benefits include savings in fuel cost and overall expenses, reduced traffic congestion and wear and tear on roads, access to high-occupancy vehicle lanes, and reduced pollution and greenhouse gas emissions. Ridesharing with a guaranteed ride home component will reduce commuter trips by 0.5–3 percent.

Transit-Oriented Development

State and local governments in the Washington Region promote transit-oriented development (TOD) in several ways. State governments encourage TOD by investing state funds in transit station area planning initiatives and assisting with infrastructure improvements that facilitate transit access. Local governments also promote TOD through targeted infrastructure improvements, as well as developer incentives in local zoning and permitting processes. These can include density credits, reduced parking requirements, and even financing collaboration. Such efforts encourage efficient use of land around transit stations and stops, where residents and workers can access their homes and jobs without the use of a car.

Concentrated Mixed-Use Development

Localities in the Washington Region facilitate concentrated, mixed-use development through comprehensive planning of activity centers and use of various tools and regulatory authority to steer growth to preferred locations. Pursuit of a strategy of concentrated, mixed-use development around the region significantly reduces the region's development footprint, mitigating the environmental impacts of growth and decreasing reliance on automobile travel.

Recommendations for Reducing Greenhouse Gas Emissions From Transportation

Reducing greenhouse gas emissions from transportation and land use is a significant challenge in the face of anticipated growth in the region. The main strategies being considered are increasing fuel efficiency, lowering the carbon intensity of fuels/vehicles, and reducing vehicle miles traveled (VMT) through a number of strategies including smart growth planning, shirting transportation modes for existing trips, and reducing the number or length of trips.

Transportation Planning Options for Meeting Regional Greenhouse Gas Emission Reduction Goals

- Develop a “What would it take?” analysis, to assess what combinations of interventions would achieve the greenhouse gas reduction goals.

- Embark on expanded growth scenarios and planning, assuming more infill and mixed-use development and greater growth near transit stations, which could be accomplished through changes in zoning plans, overlays, and comprehensive plan rewrites.
- Encourage localities to revisit current land-use plans, in light of current shifts in the real estate market, coupled with high energy costs,
- Based on the “What would it take?” analysis, develop regional policies and plans to meet regional greenhouse gas emission reduction goals for the transportation sector.

Increase Fuel Efficiency

Traffic Engineering Improvements and Roadway Management

- Identify and promote best practices for traffic engineering improvements and roadway management to reduce VMT, congestion, and emissions of greenhouse gases.
- Identify locations of significant recurrent congestion, and prioritize investments to reduce congestion.
- Implement the Metropolitan Area Transportation Operations Coordination Program (improve coordination among transportation agencies for data sharing, incident mgt)
- Promote transit-supportive street designs.

Idling

- Increase enforcement of existing idling regulations to prevent extended vehicle idling.

Low Carbon (“Clean”) Fuels

Promote Clean Vehicles and Fuels

- Promote adoption of CALEV2 standards for all jurisdictions in the region.
- Promote/accelerate adoption of efficient clean fuel vehicles, including hybrids (cars, trucks, and buses).
- Assess the benefits from a “Cash-for-Clunkers” program and rebates or tax incentives for purchase of hybrid vehicles.
- Further explore alternative-fuel vehicles, such as biofuel-, electric-, or hydrogen-powered vehicles.

Regional Green Fleet Policy

- Establish a regional green fleet policy with measurable goals and timetables.
 - Target public and private fleets, transit, taxicabs, rental cars, and refuse haulers. Evaluate the benefits of specific “green fleet” conversion percentages.

Reduce VMT

VMT Reduction

- Collaborate with the Transportation Planning Board (TPB) to develop regional goals to reduce VMT by 2012 and 2020.
- Identify the percentage of auto trips under 3, 2, 1, and ½ miles, and develop a strategy to shift half of these trips to bike or pedestrian modes and evaluate the benefit.
- Evaluate the potential greenhouse gas emission reduction benefits and costs of using financial incentives (e.g., pay as you travel insurance or congestion pricing) to reduce VMT.
- Promote car sharing.
- Examine parking policies and their relation to VMT, and implement new parking policies to reduce VMT.
- Strengthen financial and other incentives (e.g., tax rebates, higher parking costs, and transit benefits) to encourage residents to drive less and purchase cleaner more, efficient vehicles and/or cleaner fuels.

“Conformity” Process for Greenhouse Gas Emissions

- Collaborate with TPB to develop a process similar to the one currently used to demonstrate conformity for ozone and particulate matter for greenhouse gas emissions.
- Make greenhouse gas reduction a stated goal of regional transportation planning activities, including the newly launched multi-stakeholder *Greater Washington 2050 Initiative*,²⁰ poised to generate additional growth scenarios, a growth compact, and quality growth strategies.

Smart Growth/Transit-Oriented Development

Many studies inside and outside of this region have demonstrated the VMT and greenhouse gas reduction benefits of compact community development that incorporates mixed use, transit accessibility and availability, infill development, higher densities, pedestrian infrastructure, and connected streets.

- Evaluate the benefits from achieving a range of possible goals (up to 95%) for directing new residential and commercial growth to designated regional activity centers, including growth around transit as well mixed-use higher-density development.
- Encourage local governments to evaluate opportunities to provide incentives (including zoning changes) to encourage mixed-use development, including workforce housing at transit stations and hubs to reduce sprawl and VMT.
- Consider establishing transit-oriented development as the region’s preferred growth strategy.

²⁰ <http://www.greaterwashington2050.org/>

Alternative Modes of Transportation

- Support expanded transit infrastructure and use.
 - With WMATA evaluate the greenhouse gas reduction benefits of specific incremental expansion of regional transit capacity and peak commuter rail service.
 - Evaluate the greenhouse gas reduction benefits of expanding existing and establishing new exclusive transit routes, lanes, on-ramps, corridors, and intercity high-speed rail.
 - Examine options to promote the increased use of existing transit capacity.
 - Evaluate funding requirements for transit incentives and an expanded metrocheck program.
- Consider developing specific targets for shifting modes from single-occupancy vehicles to transit, walking, and bicycling for commuting and noncommuting trips.
- Expand existing and fund new programs to enhance access to transit and alternative modes, commuter connections, guaranteed ride home, telework programs, bike/pedestrian access, and park/ride lots.
- Encourage new commercial construction to include a “travel management plan.”
- Promote the equalization of transit and parking benefits.

Bicycle/Pedestrian

- Fully fund the construction of bicycle/pedestrian paths in the region, as outlined in the regional bicycle/pedestrian plan.
- Provide incentives to developments that speed improvements in bicycle/pedestrian access, including improvements in sidewalks, curb ramps, crosswalks, and lighting.

Land Use Planning

- Preserve the region’s tree canopy.
 - Establish a goal and develop a program and plan to achieve “no net loss” in the region’s tree canopy.
 - Consider associated issues related to density and height requirements for buildings.
- Carefully plan the location and design of new development.
 - Promote regional policies that support walkable communities and affordable housing near transit, and that protect green infrastructure

- *[Integrate greenhouse gas emissions analyses and climate change considerations into local government comprehensive planning practices and policies.
 - Identify best practices enabling local governments to include greenhouse gas reduction and energy efficiency/conservation as elements in their local comprehensive planning.
 - Include practices that address climate change risk reduction and guide local zoning, building codes, site planning, and review.
 - In cooperation with COG's Planning Directors Committee and local government environmental and energy planners, convene a working group to devise a consistent, standardized methodology for evaluating the greenhouse gas emissions from proposed individual development projects.]*
- Use comprehensive planning as a guide to land use.
 - Identify best practices for local governments to include greenhouse gas reduction and energy as an element in their local comprehensive planning.
 - Include practices that address climate change risk reduction and guide local zoning, building codes, site planning, and review.

Outreach and Education.

- Implement a regional public education campaign.
 - Develop a "Top 10 Things You Can Do" list that encourages individual energy efficiency activities
 - Partner with Clean Air Partners to promote "Top 10 Things You Can Do" list
 - Partner with Commuter Connections on promotion of alternative commuting options.
 - Establish a regional "Climate Action Week" to coincide with September "Car Free" activities or other appropriate events.

Table 7. Recommendations: Summary and Preliminary Assessment

Recommendations		Emission Impact	Implementation Timing	Cost	Economic Co-Benefits	Potential Partners
i. Regl GHG Reduction Goals						
a. 2012: Reduce 10% by 2012	Medium		Immediate	Low	Medium-High	Fleet, Energy, and Building Managers, General Public, Board of Trade, Procurement Officers
b. 2020: Reduce 20% below 2005	High		Midrange-Long Term	Low-Medium	Medium-High	COG Members, Federal Government, Board of Trade, WMATA, MWAA, Procurement Officers
c. 2050: Reduce 80% below 2005	High		Midrange-Long Term	Medium-High	Medium-High	All
ii. Energy						
a. Regional green building policy	High		Immediate-Midrange	Varies	Medium-High	IGBG, Facilities Managers, GSA, USGBC
b. Energy conservation and efficiency goals, plan	Medium-High		Immediate-Midrange	Low-Medium	High	Energy Advisory Committee, State Energy Offices, Utilities, Universities, Businesses, General Public, ACEEE
c. Energy Use: identify best practices	Medium-High		Immediate-Midrange	Low-Medium	High	Energy Advisory Committee, State Energy Offices, Utilities, Universities, Businesses, General Public, ACEEE
d. Energy Use: Energy Star goals for new buildings	Medium-High		Immediate-Midrange	Low-Medium	High	EPA, Energy Advisory Committee, Board of Trade, AIA, Trade Asscns
e. Green Power: utilization goals	Medium-High		Immediate-Midrange	Medium-High	Medium	EPA Green Power Partnership, Energy Managers, Utilities, Procurement Officers
f. Green Power: regional cooperative purchase	Low-Medium		Immediate-Midrange	Medium-High	Medium	Energy Advisory Committee, Energy Managers, Utilities, Procurement Officers
g. Regional street lighting standard	Low-Medium		Immediate-Midrange	Medium-High	Medium	Energy Managers, Utilities, Board of Trade, Private Sector
h. Regional energy performance contracting	Low-Medium		Immediate-Midrange	Medium-High	Medium	Energy Managers, State Energy Offices, Utilities, Private Sector
i. Promote 20% RPS	High		Immediate-Midrange	Medium-High	Medium	Energy Advisory Committee, Energy Managers, Utilities, State Energy Offices
j. RGGI - Expand to DC & VA	Medium-High		Immediate-Midrange	Medium-High	Low-Medium	Maryland, RGGI States, EPA
k. Citizen Outreach Campaign	Medium-High		Immediate-Midrange	Medium-High	Low-Medium	Clean Air Partners, Commuter Connections, Wise Water, Recycling Committee, IGBG
iii. Transportation and Land Use						
a. Evaluate "what would it take" scenarios to achieve GHG reduction goals for transportation	Medium-High		Immediate	Low	Low	NVTC, WMATA, DOTs
b. Develop policies based on results	Medium-High		Midrange-Long Term	Medium-High	Varies	TPB, DOTs
c. Develop conformity process for GHGs	Medium-High		Midrange-Long Term	Medium-High	Low	Planning Directors, MDPC, TPB, Board of Trade, DOTs, WMATA
d. Direct development to activity centers	Low-Medium		Midrange-Long Term	Varies	High	DOTs, TPB
e. Traffic engineering and roadway improvements	Low-Medium		Midrange-Long Term	Varies	High	State Air Agencies, State Legislature
f. Promote clean vehicles and fuels: CAL LEV	Medium-High		Midrange-Long Term	Low-Medium	Medium	
g. Promote clean vehicles and fuels: incentives for early retirement	Medium-High		Midrange-Long Term	Low-Medium	Medium	
h. Alternative Modes: expand transit capacity	Low-Medium		Immediate-Midrange	Medium-High	Low-Medium	Local and State Govt
i. Alternative Modes: promote increase transit use	Medium-High		Midrange-Long Term	Medium-High	Medium-High	Transit Authorities, TPB, DOT
j. Alternative Modes: enhance access	Low-Medium		Immediate-Midrange	Low-Medium	Medium-High	Commuter Connections, TPB, DOTs, Local Govt, Transit Authorities
k. Alternative Modes: exclusive transit routes	Low-Medium		Immediate-Midrange	Medium-High	Medium-High	TPB, DOTs, Local Govt, Transit Authorities
l. Equalize transit and parking benefits	Low		Midrange-Long Term	Low	Low	State and Local Govt
m. VMT Reduction: goals	Medium-High		Immediate-Midrange	Medium-High	Low-Medium	TPB, DOTs, Local Govt, Transit Authorities
n. VMT Reduction: shift short trips	Low-Medium		Immediate-Midrange	Low	Medium-High	Local Govt, Transit Authorities, Commuter Connections
o. VMT Reduction: financial incentives	Low-Medium		Immediate-Midrange	Medium-High	Low	State and Local Govt
p. Car Sharing	Low-Medium		Immediate-Midrange	Medium-High	Low-Medium	Local Govt, Zipcar, Flexcar
q. Bicycle/pedestrian programs	Low-Medium		Immediate-Midrange	Medium-High	Medium-High	TPB, DOTs, Local Govt, WMATA
r. Anti-idling initiatives: rules and enforcement	Low-Medium		Immediate	Low-Medium	Low-Medium	Local Govt, Police
s. Land Use Planning: Tree canopy preservation	Low-Medium		Midrange-Long Term	Low-Medium	High	State and Local Forestry Agencies, U.S. Forest Service, Casey Trees, Center for Chesapeake Communities
t. Land Use Planning: Promote location & design of new development around regional activity centers	Medium-High		Immediate-Midrange	Low-Medium	High	Local Planning Agencies, Local Developers, Greater Washington 2050
u. Land Use Planning: Promote walkable communities and affordable housing near transit	Medium-High		Midrange-Long Term	Medium	High	MDPC, Planning Directors, Local Planning Agencies, Local Developers, WMATA
v. Comprehensive Planning: best practices	Low-Medium		Immediate-Midrange	Low-Medium	Medium-High	MDPC, Planning Directors, Local Planning Agencies, Local Developers
w. Comprehensive Planning: environmental review	Low-Medium		Immediate-Midrange	Low-Medium	Low-Medium	MDPC, Planning Directors, Local Planning Agencies, Local Developers

Table 7. Recommendations: Summary and Preliminary Assessment

Recommendations		Emission Impact	Implementation Timing	Cost	Economic Co-Benefits	Potential Partners
IV. Economic Development						
a. Promote green business & green jobs	Low	Immediate-Midrange	Medium-High	Medium-High	Medium-High	Board of Trade, Universities, Sustainable Business Alliance
b. Promote eco-business or green business zones	Low	Immediate-Midrange	Medium-High	Medium-High	Medium-High	Board of Trade, Universities
c. Promote cooperative green purchasing	Low-Medium	Immediate-Midrange	Low-Medium	Low-Medium	Medium-High	Procurement Officers, Board of Trade
d. Promote local food production options	Low-Medium	Immediate-Midrange	Low-Medium	Low-Medium	Medium-High	State and Local Govt, Farmer's Cooperatives, Regional Agricultural Workgroup, Community Supported Agriculture, Freshfarm Markets
e. Promote local vendors and suppliers	Low-Medium	Immediate-Midrange	Low-Medium	Low-Medium	Medium-High	State and Local Govt, Farmer's Cooperatives, Economic Development Authorities
f. Evaluate financing mechanisms or GHG reduction & Energy Eff. Projects	Medium-High	Immediate-Midrange	Low-Medium	Low-Medium	High	Chicago Climate Exchange, Others
g. Regional offset fund for tree canopy enhancement	Medium	Immediate-Midrange	Medium	Medium	Medium	State and Local Forestry Agencies, U.S. Forest Service, Casey Trees, Center for Chesapeake Communities
h. Identify funding for transit	Medium-High	Immediate-Midrange	High	High	High	State and Federal Govt, WMATA
i. Identify funding for building retrofits	Medium-High	Immediate-Midrange	High	High	High	State and Federal Govt, ESCOs
V. Adaptation						
a. Partner w/ university to develop 2050 Impacts Report	Low	Immediate-Midrange	Medium	Medium	Medium	University of Maryland, NOAA
b. Develop adaptation policies based on report	Low	Midrange-Long Term	Medium	Medium	Medium	University of Maryland, NOAA
c. Conduct regional adaptation workshops	Low-Medium	Midrange-Long Term	Medium	Medium	Medium	University of Maryland, NOAA
VI. COG Climate Change Program						
a. Develop CC Plan for 2012 by 2009	Low	Immediate	Low-Medium	Low-Medium	Medium-High	TPB, EAC, IGBG, MWAQC, Board of Trade, Member Jurisdictions, WMATA, State Energy Offices, Utilities, Air Agencies
b. Develop CC Plan for 2020 by 2010	Low	Immediate	Low-Medium	Low-Medium	Medium-High	TPB, EAC, IGBG, MWAQC, Board of Trade, Member Jurisdictions, WMATA, State Energy Offices, Utilities, Air Agencies
c. Develop tools to evaluate measures and track progress annually	Low	Immediate	Low-Medium	Low-Medium	Low	EPA, States, US DOE, ICLEI, Air Agencies
d. Rec. governance structure for COG CC program	Low	Immediate	Low	Low	Low	
e. Dev. Sustainable funding for COG CC program	Low	Immediate	Low	Low	Low	
f. Advocate for GHG reduction policies at fedl, state, and local levels	Medium-High	Immediate	Low	Low	Medium-High	States, NACAA

Key:

Emission Impact:

Low - Minimal emission reduction expected
Medium - Some emission reduction anticipated.
High - Significant emission reduction anticipated.

Cost:

Low - Relatively low cost.
Medium - Moderate financial costs.
High - Expensive option to implement.

Economic Co-Benefits:

Low - Action will have limited impact on other areas of the economy.
Medium - Some economic synergies are anticipated.
High - Significant enhancement to the economy or sector are possible.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: The Honorable C. Zimmerman, Chairman, and Members
Northern Virginia Transportation Authority

FROM: J. Mason, Executive Director

SUBJECT: Refund Status

DATE: June 3, 2008

Refunding of NVT A taxes and fees paid in January/February continues. To date, a total of \$13.9 million has been remitted from NVT A to circuit courts (\$11.9M) and the State Treasurer (\$2M). As of June, it is not anticipated that any significant additional funds will be forwarded to NVT A. There is a small amount of transient occupancy tax (TOT) and safety inspection fees that been received since the last Authority meeting. These funds will be forwarded to State Treasurer promptly. By the end of June, we do not anticipate any further receipts. However, NVT A may need to make additional transfers to the State Treasurer.

Status of various special taxes/fees is:

- **Grantor's tax.**
 - Alexandria Circuit Court: Disbursed 88% of funds. All settlement companies notified; waiting for some affidavits to be returned before disbursing remainder
 - Arlington Circuit Court: Disbursed 99+%.
 - Fairfax Circuit Court: Disbursed approximately 82%. Some companies out of business. Expect to disburse approximately \$4.1 million of \$4.6 million collected.
 - Loudoun Circuit Court: Disbursed approximately 78%. Have 73 remaining accounts (settlement agents).
 - Prince William Circuit Court:
- **Regional vehicle initial registration and registration fees (DMV):**
Approximately \$11.2 million refunded to nearly 250,000 customers.

XV.

- **Taxes and fees being remitted to State Treasurer (Division of Unclaimed Property).** A total of \$9,505,265.10 has been remitted in the following categories:

- TOT: \$3,132,247.47
- Car rental tax: \$ 950,000.00
- Safety Inspection Fee: \$1,847,552.70
- Car repair tax \$3,575,464.94

State Treasurer has paid out 302 claims totaling \$4,673.13 as of May 30. The average claim amount is \$15.47. The majority of the claims paid have been for the car repair tax and the safety inspection fee.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Executive Director's Report – June 12, 2008

- **Preparation/Drafting of documents for operation of NVTa**
 - Bylaws (requires Authority approval)
 - Coordinated for final approval in June.
 - Policy (requires Authority approval)
 - Conflict of interest policy - considering
 - Financial management (holding for hire of CFO)
 - SOPs (ED approval)
 - Drafting
 - ✓ Public hearing procedures
 - ✓ Regular meeting procedures
 - Information notebook for members and for orientation of TAC and PCAC
 - Administrative regulations (ED approval)
 - Outline drafted
 - Drafted to date
 - ✓ Employment Procedures
 - ✓ Employee Code of Conduct
 - ✓ Employee Leave
 - ✓ Office Hours and Location of Work
 - ✓
 - Employee's Handbook (ED approval)
 - Preliminary outline drafted
- **Financial issues**
 - Operating budget. Coordinated options for FY09 budget.
 - Auditing. Coordinating with staff on audit process for FY08.

- **Refunding process**
 - Coordinated procedures with agencies.
 - Remitted all revenues received to date to refunding agencies.
 - Responding to inquiries on daily basis (typically 3 – 5 per day). These tend to be questions about unusual situations.
- **Personnel considerations.** No hiring at this time; however, drafting/refining job descriptions for staff positions.
- **Administrative issues**
 - Web site. Will be maintained by NVTC through June (at least).
 - Temporary AA. Reduced to half-time.
- **Initial round of visits to Authority members**
 - Almost completed.
- **Advocacy outreach**
 - Coordinating with Virginia Chamber of Commerce
 - Drafted sample resolution advocating GA action.

Correspondence

Rec'd 5/21/08
jmc

TOWN ASSOCIATION OF NORTHERN VIRGINIA

Towns of ~Dumfries ~Haymarket ~Herndon ~
~Leesburg ~Middleburg ~Purcellville ~Vienna

April 11, 2008

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

Re. Town Non-Voting Member of Northern Virginia Transportation Authority

Dear Chairman Zimmerman:

On March 7, Governor Kaine signed HB451, which increases the membership of the Northern Virginia Transportation Authority (NVTA) by adding a non-voting town representative. This bill becomes effective July 1, 2008.

The Town Association of Northern Virginia (TANV) recommends that the mayors from each of the five participating towns in the Virginia Department of Transportation (VDOT) street maintenance program be appointed on a rotating basis to serve a one year term beginning July 1 through June 30. The appointments of the mayor representative should follow the order of population for those localities ~ Leesburg, Herndon, Vienna, Purcellville, and Dumfries. If a town elects to forgo a representative from their locality for the designated term, the term would fall to the next locality. The town representative appointed for the first term should be the Mayor of Town of Leesburg, beginning July 1, 2008 and ending June 30, 2009.

We appreciate your consideration of our recommendation. Please do not hesitate to contact us should you need additional information.

Honorable Christopher Zimmerman
Chairman, Northern Virginia Transportation Authority
April 11, 2008
Page Two

Sincerely,

Fred Yohey

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Mayor, Town of Dumfries
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Dumfries, Virginia 22026

Pamela Stutz

Pamela E. Stutz
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Kristen Umstattd

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M. Jane Seeman
Mayor, Town of Vienna
127 Center Street, South
Vienna, Virginia 22180

- c. Members of the Town Association of Northern Virginia
Members of the Herndon Town Council



The Northern Virginia Transportation Authority

May 8, 2008

The Honorable Timothy M. Kaine
Governor
1111 East Broad Street
Richmond, Virginia 23219

Dear Governor Kaine:

On behalf of the Northern Virginia Transportation Authority, I would like to express our appreciation for your extraordinary efforts in getting Rail to Dulles back "on track". Your leadership, along with that of key Virginia Congressional leaders, has afforded the opportunity for creating a vital link in the Metropolitan Washington transit system.

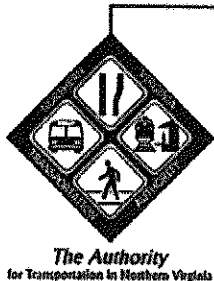
The rail link to Dulles Airport will be crucial to ensuring that an adequate work force will be able to service expanded facilities at Dulles as well as providing a direct connection to the regional core. It will also be essential in the build-out of Tyson's Corner, with considerable reverse commute from Alexandria and Arlington and even from across the Potomac River. The Tyson's-Dulles spine is a critical element of Northern Virginia's economic base and therefore of great importance to the Commonwealth. Also, additional rail will help us to achieve mandated air quality standards in the region.

One of the key elements to ensuring federal funding for Dulles Rail is a stable, dedicated funding source for Metro of \$150 million per year from the District of Columbia, Maryland, and Virginia. As you know, our previously authorized funding under HB 3202 provided \$50 million a year as Virginia's share of the regional package. We look forward to working with you to ensure that funding for Northern Virginia's regional transportation priorities is achieved in the special session that you are calling in June.

Again, thank you for your leadership on Virginia's transportation needs.

Sincerely,

Christopher Zimmerman
Chairman



The Northern Virginia Transportation Authority

*Similar letters
sent to previous
and past
Senators, Moran, and Wolf*

May 9, 2008

The Honorable J W. Warner
U.S Senate
225 Russell Building
Washington, DC 20510

Dear Senator Warner:

On behalf of the Northern Virginia Transportation Authority, I would like to express our appreciation for your extraordinary leadership efforts, working in concert with Governor Kaine, in getting Rail to Dulles back "on track".

The rail link to Dulles Airport is crucial to ensuring that an adequate work force will be able to service the expanded facilities at Dulles as well as providing a direct link to the regional core. It will also be essential in the build-out of Tyson's Corner, with considerable reverse commute coming from Alexandria and Arlington and even from across the Potomac River. The Tyson's - Dulles spine is an essential element of Northern Virginia's economic base and therefore of import to the Commonwealth. Additionally, it helps the region in achieving its mandated air quality standards. And, finally, as you well appreciate, this link is an important element in enhancing the homeland security readiness of the Washington region.

As the approval for Dulles Rail is finalized, the Northern Virginia Transportation Authority stands with you in urging final federal approval for this much-needed project.

Again, our thanks for your continuing efforts on behalf of Northern Virginia and this key element of NVTA's *TransAction2025* strategic transportation plan.

Sincerely,

Christopher Zimmerman
Chairman