

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Endorsement of Revised FY 2010 Congestion Mitigation and Air Quality
Program/Regional Surface Transportation Program Recommendations (Agenda Item
4.A.)

DATE: May 8, 2009

Recommendation:

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

Background:

On December 11, 2008, the Northern Virginia Transportation Authority (NVTA) approved recommendations for the FY 2010 CMAQ and RSTP programs. These funds were based the initial estimates provided by Virginia Department of Transportation (VDOT) staff. These estimates were:

- **Initial funding projected for FY 2010 NVTA Program:**
 - CMAQ up to \$24.233 million (depending on projects)
 - RSTP \$36.776 million (including state match)
\$61.009 million

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
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Subsequently, VDOT received new federal allocations that were significantly lower. These allocations were:

- **Revised funding projected for FY 2010 NVTA Program:**
 - CMAQ up to \$20.891 million (depending on projects)
 - RSTP \$29.473 million (including state match)
\$50.364 million

In addition, the Northern Virginia Transportation Commission (NVTC) decided to terminate the Code Red Ride Free Program that it has undertaken to several years using CMAQ funding. NVTC expressed concern about the effectiveness of the Code Red program. Despite several different efforts to quantify the benefits, the results have shown modest air quality benefits. This is due to several reasons, including inconsistent counting by bus drivers and the fact that some transit riders stay home on Code Red days, due to their sensitivity to air pollution. As a result of NVTC's action, an additional \$2.612 million in CMAQ funding became available for reallocation. This funding partially offsets the \$3.342 million in anticipated FY 2010 CMAQ funding reductions. With this additional funding, the final FY 2010 CMAQ and RSTP funding available to NVTA is:

- **Total funding projected for FY 2010 NVTA Program:**
 - CMAQ up to \$23.503 million (depending on projects)
 - RSTP \$29.473 million (including state match)
\$52.976 million

Even with the addition of the Code Red funds, these reductions are significantly greater than NVTA has experienced in the past. These reductions exceeded what the Jurisdiction and Agency Coordinating Committee (JACC) felt could be accommodated by deferring one or two projects, as has been done in the past when final allocations were lower than the projected allocations. Based on the new numbers, the JACC revised the recommended FY 2010 CMAQ and RSTP project lists. In preparing these revised recommendations, the committee attempted to hold funding for transit, transportation demand management (TDM), bicycle and pedestrian projects approximately equal to the level approved by the NVTA on December 11, 2008, although funds have been shifted between several of the projects.

Following NVTA's endorsement of a recommended project list, it will be submitted to the Commonwealth Transportation Board for final approval.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on May 14, 2009, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

FY10 Recommendation - 4/30/09

	Total Requested (\$000)	Approved Amount (\$000)	Recommended Amount 4/30/2009
CMAQ			
Repayment of Previously Allocated Funds to Vaden Drive Ramp (I-66/Vienna Improvements)	\$715	\$715	\$715
Regional - COG/TPB Commuter Connections Operations Center	\$164	\$164	\$164
Regional - VDOT - Clean Air Partners	\$108	\$108	\$108
Rebuild King Street Metrorail Station Parking Lot and Bus Lanes	\$2,240	\$2,240	\$2,240
Alexandria Transportation Demand Management Advancement	\$600	\$300	\$100
Arlington Commuter Services Program (ACCS)	\$4,000	\$3,700	\$3,700
Fairfax Circle Short Term Intersection Improvements	\$150	\$150	\$0
Lorton VRE Station Platform Extension	\$1,750	\$1,500	\$250
Vaden Drive Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements)	\$2,000	\$854	\$1,759
Bike and Pedestrian Access to Dulles Corridor Metrorail Stations	\$4,000	\$4,000	\$4,000
Franconia-Springfield Mall Transit Store	\$300	\$300	\$300
Hybrid Vehicles - Falls Church	\$300	\$275	\$225
W&OD Trail Crossing Improvements (Bridge Overpass at Crestview Road)	\$300	\$150	\$300
Hybrid Vehicles - Herndon	\$150	\$0	\$100
Leesburg Park-and-Ride Lot	\$100	\$100	\$100
Dulles Parkway Center Park-and-Ride Lot	\$25	\$25	\$25
Purchase and Operate a Wireless Vehicle Management System - Manassas	\$155	\$155	\$0
Purchase Hybrid/Alternative Fuel Vehicles - Manassas	\$72	\$72	\$72
PRTC Commuter Assistance Program	\$300	\$300	\$300
PRTC Western Maintenance & Storage Facility	\$1,500	\$1,000	\$1,000
I-66/234 Bypass Commuter Parking Lot	\$1,400	\$1,400	\$1,400
VRE Broad Run Station Parking Garage	\$1,500	\$1,500	\$1,420
Extension of Traffic Signal Video Detection Project - Vienna	\$225	\$225	\$225
WMATA Metrobus Replacement	\$6,000	\$5,000	\$5,000
FY10 Total CMAQ = \$23,503,378 (Projected - \$20,890,929) + Code Red Return (\$2,612,449)	\$28,054	\$24,233	\$23,503

	Total Requested (\$000)	Approved Amount (\$000)	Recommended Amount 4/30/2009
RSTP			
Trans Action 2030 Update	\$1,200	\$1,200	\$1,100
Preliminary Engineering of Exclusive Transitway Improvements in Alexandria	\$300	\$300	\$150
Holmes Run Pedestrian/Bicycle Tunnel Construction Phase II	\$500	\$200	\$0
Arlington Transportation System Management & Operations	\$2,100	\$800	\$0
Chain Bridge Road (Route 123)/Eaton Place Multi-Modal Intersection Improvements	\$2,500	\$500	\$480
Route 29/Gallows Intersection Improvements	\$10,000	\$7,000	\$7,000
Fairfax County Parkway - Fair Lakes/Monument Drive	\$10,000	\$10,000	\$8,443
Mulligan Road - Phase 2A	\$9,100	\$2,151	\$0
Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	\$500	\$500	\$200
Route 15 (South King Street) Widening	\$5,000	\$950	\$900
Route 659 (Belmont Ridge Road) Improvements	\$7,200	\$5,725	\$5,100
Route 28 Overpass in Manassas	\$2,000	\$700	\$700
Intersection Improvements on Manassas Drive @ Euclid Ave	\$300	\$300	\$275
Route 28 Widening from Route 234 to Fitzwater Drive	\$2,500	\$2,500	\$2,500
Purcell Road Widening	\$2,000	\$2,000	\$2,500
Balls Ford Road Widening	\$2,500	\$1,800	\$0
Main Street & South Maple Avenue (Route 7) Intesection Improvements in Purcellville	\$3,260	\$150	\$125
FY10 Total RSTP (Projected Available - \$29,473,376)	\$59,760	\$36,776	\$29,473
			\$0
FY10 CMAQ and RSTP = \$52,976,754 (Projected \$50,364,305) + (Code Red Return (\$2,612,449))	\$87,814	\$61,009	\$52,976

4.B.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Endorsement of Projects for Northern Virginia Regional Funding from Federal Economic Stimulus Legislation (American Recovery and Reinvestment Act of 2009)

DATE: May 8, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for the Northern Virginia regional funding provided by the American Recovery and Reinvestment Act of 2009 (Attachment I).

Background:

On December 11, 2009, the NVTa adopted a list of projects for consideration for federal economic stimulus funding (Attachment II). Since it was not clear which time horizon Congress would include in a final stimulus legislation, the NVTa adopted projects primarily of a regional nature that were anticipated to be ready to move into the next phase within the next three months, the next six months and the next 18 months. On February 13, 2009, Congress adopted the American Recovery and Reinvestment Act of 2009. The Act allocated some Surface Transportation Program funding directly to metropolitan areas. As a result, NVTa received \$51.262 million in funding. The Act requires states to obligate half of their total funding within 120 days for receipt of their allocations (March 1, 2009) and the remaining funding within one year. Regions must allocate their funding within one year, but if their funding can be allocated within 120 days, these funds can count toward the state's 50 percent target. If a state does not obligate its funding within the designated timeframe, it will lose the unobligated funds and those funds will be reapportioned to states which have met their obligation targets.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
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Following adoption of the Act and the release of specific allocations and project selection criteria, NVTa's Jurisdiction and Agency Coordinating Committee reviewed the project recommendations approved by NVTa. In a few cases, projects on the list were funded with statewide economic stimulus funding. JACC members narrowed the list to projects that meet the criteria. In addition, since mixing economic stimulus funding with other funds is strongly discouraged, due to strict reporting requirements, JACC members worked with project managers to isolate specific project phases that could be funded exclusively with economic stimulus funding.

The Washington Metropolitan Area Transit Authority, the Virginia Railway Express and the Potomac Rappahannock Transportation Commission received approximately \$213 million economic stimulus funding via formula directly from the transit portion of the Act. Unfortunately, there are few other Northern Virginia transit projects that could meet the "shovel ready" requirement of the Act. As a result, JACC members held the transit allocation for FY 2010 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) approximately equal, despite a nearly \$8 million reduction in the program. These CMAQ and RSTP funds are more flexible than the economic stimulus funds.

Also attached is a schedule for the various administrative approvals that are required to meet federal requirements (Attachment III).

JACC Members and I will be available at the Authority meeting on May 14, 2009, to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Attachment I

Economic Stimulus RSTP Project Recommendations - 4/30/09

RSTP	Total Requested (\$000)	Timing	Recommended Allocation
Eisenhower Avenue Trail Underpass	\$750	1 year	\$750
Four New Alexandria Trolleys	\$2,400	1 year	\$2,400
ART Buses (6 buses requested; 3 funded)	\$2,700	1 year	\$1,320
Columbia Pike Complete Streets Project (Phase: project to match funding)	\$2,000	1 year	\$3,100
Transportation System Management & Communications Plant Upgrade - Arlington	\$800	1 year	\$480
Fairfax Boulevard (Route 29/50) Road Improvements (From Rebel Run to Eaton Place)	\$2,000	1 year	\$600
Fairfax County Parkway - Fair Lakes/Monument Interchange (Completes construction funding; phase delineation underway)	\$20,000	1 year	\$24,802
Street and Sidewalk Improvements in Falls Church (Phase: match projects to funding)	\$500	1 year	\$275
Traffic Calming in Falls Church (Phase: match projects to funding)	\$50	1 year	\$50
Elden Street Corridor Improvements (Phase: project to match funding)	\$3,000	1 year	\$800
Route 15 (South King Street) Widening (Phase: Evergreen Mill Rd to Greenway Drive)	\$8,000	1 year	\$900
Waxpool Road Spot Improvements	\$5,830	1 year	\$5,300
Wellington Road Improvements (Phase: Cockrell Road/Ashton portion of the project)	\$900	1 year	\$900
Intersection Improvements in Manassas Park (Phase: Manassas Drive/Euclid ROW)	\$1,000	1 year	\$300
Prince William County Parkway Widening (Old Bridge to Hoadly Road) (Phase: construction)	\$20,000	1 year	\$9,160
Main St. & South Maple Ave. (Route 7) Intersection Improvements in Purcellville (Phase: sidewalk/shelter on N. Maple - Main to Wordsworth)	\$3,260	1 year	\$125

Stimulus Total RSTP (Projected Available - \$51,262,196)

\$51,262

Total Stimulus RSTP (Projected Available \$51,262,196)

\$51,262

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

Execute Contract for Next Phase Within Three Months

Highway Projects

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

Transit Projects

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

Multimodal Projects

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

Base Realignment and Closure (BRAC) Projects

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

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

Execute Contract for Next Phase Within Six Months

Highway Projects

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

Base Realignment and Closure (BRAC) Commission Related Secondary Roads

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

Transit Projects

- **Dulles Rail Project (Phases 1 and 2)** – Total federal share for Phase 1 is \$900 million. Phase 2 contributions to be determined
- **Washington Metropolitan Area Transit Authority Capital Improvement Program** – Needs a federal appropriation of \$150 million per year, as recently authorized by Congress
- **Additional Washington Metropolitan Area Transit Authority Capital Needs:**
 - **Vehicles and Vehicle Parts** – Needs \$121 million
 - **Maintenance Facilities** – Needs \$176.7 million
 - **Passenger Facilities** – Needs \$161.7 million
 - **Safety and Security** – Needs \$4.2 million
 - **Maintenance and Repair Equipment** – Needs \$42.5 million
 - **Operations Systems** – Needs \$10.8 million

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

Multimodal Projects

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

Execute Contract for Next Phase Within 18 Months

Highway Projects

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

Transit Projects

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

Multimodal Projects

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

Base Realignment and Closure (BRAC) Commission Related

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

Proposed Schedule for Preparation, Review, and Approval of Northern Virginia Economic Stimulus Projects

Before April 15, 2009:	CTB releases draft list of projects to be funded with statewide economic stimulus funds
April 16, 2009:	CTB adopts list of projects to be funded with statewide economic stimulus funds
April 30, 2009:	NVTA Jurisdiction and Agency Coordinating Committee (JACC) adopts recommended list of projects for Northern Virginia economic stimulus funding.
May 1, 2009:	Recommended list of Northern Virginia economic stimulus projects is submitted to VDOT staff to begin processing appropriate TIP amendment. This list is also discussed verbally at TPB Technical Committee and Steering Committee. In addition, the list is submitted to the Secretary of Transportation for review and approval.
May 8, 2009:	Recommended list of Northern Virginia economic stimulus projects is formally submitted to the NVTA with the May 14, 2009, meeting package. Recommended list is also forwarded to TPB staff.
May 13, 2009:	Secretary of Transportation responds to request for approval. (<i>Tentative, pending concurrence by Secretary</i>)
May 14, 2009:	TPB staff releases agenda package for May 20, 2009, meeting, including Northern Virginia economic stimulus projects. NVTA considers staff recommendations and adopts a final list of Northern Virginia economic stimulus projects.
May 15, 2009:	NVTA JACC forwards adopted list of Northern Virginia economic stimulus projects to VDOT and TPB staffs.
May 20, 2009:	TPB considers TIP amendments for Northern Virginia economic stimulus projects.
May 21, 2009:	CTB approves list of Northern Virginia economic stimulus projects. CTB also considers additional statewide projects
May 21, 2009 - July 1, 2009:	VDOT staff and appropriate local governments work to complete activities to obligate funding for any Northern Virginia economic stimulus projects with a 120-day time frame.
Beyond July 1, 2009:	Activities continue to obligate funding for remaining Northern Virginia economic stimulus projects with a one-year time-frame. Also, NVTA, local governments and regional agencies will be preparing applications for \$1.5 billion in competitive economic stimulus money (nationwide). Applications are expected to be due in Oct.-Nov. 2009.

4.B.

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

MEMORANDUM

TO: Martin E. Nohe, Chairman
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FROM: Tom Biesiadny, Chairman
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Route 15 (South King Street) Widening (Phase: Evergreen Mill Rd to Greenway Drive)	\$8,000	1 year	\$900
Waxpool Road Spot Improvements	\$5,830	1 year	\$5,300
Wellington Road Improvements (Phase: Cockrell Road/Ashton portion of the project)	\$900	1 year	\$900
Intersection Improvements in Manassas Park (Phase: Manassas Drive/Euclid ROW)	\$1,000	1 year	\$300
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Total Stimulus RSTP (Projected Available \$51,262,196)

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

Execute Contract for Next Phase Within Three Months

Highway Projects

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- **Prince William Parkway widening to six lanes (Minnieville Road to Hoadly Road)** - Needs \$37.5 million to complete construction funding
- **Route 234 (Dumfries Road) Intersection Improvements** - Needs \$1.2 million for construction
- **Columbia Pike Complete Streets Project** – Needs \$2.5 Million to complete local design funding
- **Signals and Roadway Improvements in Manassas** – Needs \$2.4 million
- **Intersection Improvements in Manassas Park** – Needs \$1 million for construction
- **Eisenhower Trail Underpass** – Needs \$0.5 million for construction

Transit Projects

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

Multimodal Projects

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

Base Realignment and Closure (BRAC) Projects

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

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

Execute Contract for Next Phase Within Six Months

Highway Projects

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- **Route 50 widening and intersection improvements at Jermantown Road** – Needs \$1.5 million to complete construction funding
- **South Kings Street widening in Leesburg** – Needs \$8.0 Million to complete construction funding
- **Mulligan Road (Old Mill Connector Road) Richmond Highway to Telegraph Road through Ft. Belvoir – Main Post** – Needs additional \$11 million to complete construction funding
- **Herndon Downtown Elden Streetscape Revitalization Project** - \$3.0 million for construction.

Base Realignment and Closure (BRAC) Commission Related Secondary Roads

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

Transit Projects

- **Dulles Rail Project (Phases 1 and 2)** – Total federal share for Phase 1 is \$900 million. Phase 2 contributions to be determined
- **Washington Metropolitan Area Transit Authority Capital Improvement Program** – Needs a federal appropriation of \$150 million per year, as recently authorized by Congress
- **Additional Washington Metropolitan Area Transit Authority Capital Needs:**
 - **Vehicles and Vehicle Parts** – Needs \$121 million
 - **Maintenance Facilities** – Needs \$176.7 million
 - **Passenger Facilities** – Needs \$161.7 million
 - **Safety and Security** – Needs \$4.2 million
 - **Maintenance and Repair Equipment** – Needs \$42.5 million
 - **Operations Systems** – Needs \$10.8 million

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

Multimodal Projects

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

Execute Contract for Next Phase Within 18 Months

Highway Projects

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

Transit Projects

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

Multimodal Projects

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

Base Realignment and Closure (BRAC) Commission Related

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

Proposed Schedule for Preparation, Review, and Approval of Northern Virginia Economic Stimulus Projects

Before April 15, 2009:	CTB releases draft list of projects to be funded with statewide economic stimulus funds
April 16, 2009:	CTB adopts list of projects to be funded with statewide economic stimulus funds
April 30, 2009:	NVTA Jurisdiction and Agency Coordinating Committee (JACC) adopts recommended list of projects for Northern Virginia economic stimulus funding.
May 1, 2009:	Recommended list of Northern Virginia economic stimulus projects is submitted to VDOT staff to begin processing appropriate TIP amendment. This list is also discussed verbally at TPB Technical Committee and Steering Committee. In addition, the list is submitted to the Secretary of Transportation for review and approval.
May 8, 2009:	Recommended list of Northern Virginia economic stimulus projects is formally submitted to the NVTA with the May 14, 2009, meeting package. Recommended list is also forwarded to TPB staff.
May 13, 2009:	Secretary of Transportation responds to request for approval. (<i>Tentative, pending concurrence by Secretary</i>)
May 14, 2009:	TPB staff releases agenda package for May 20, 2009, meeting, including Northern Virginia economic stimulus projects. NVTA considers staff recommendations and adopts a final list of Northern Virginia economic stimulus projects.
May 15, 2009:	NVTA JACC forwards adopted list of Northern Virginia economic stimulus projects to VDOT and TPB staffs.
May 20, 2009:	TPB considers TIP amendments for Northern Virginia economic stimulus projects.
May 21, 2009:	CTB approves list of Northern Virginia economic stimulus projects. CTB also considers additional statewide projects
May 21, 2009 - July 1, 2009:	VDOT staff and appropriate local governments work to complete activities to obligate funding for any Northern Virginia economic stimulus projects with a 120-day time frame.
Beyond July 1, 2009:	Activities continue to obligate funding for remaining Northern Virginia economic stimulus projects with a one-year time-frame. Also, NVTA, local governments and regional agencies will be preparing applications for \$1.5 billion in competitive economic stimulus money (nationwide). Applications are expected to be due in Oct.-Nov. 2009.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Endorsement of Projects for Northern Virginia Regional Funding from Federal Economic Stimulus Legislation (American Recovery and Reinvestment Act of 2009)

DATE: Revised: May 14, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for the Northern Virginia regional funding provided by the American Recovery and Reinvestment Act of 2009 (Attachment I).

Background:

On December 11, 2009, the NVTa adopted a list of projects for consideration for federal economic stimulus funding (Attachment II). Since it was not clear which time horizon Congress would include in a final stimulus legislation, the NVTa adopted projects primarily of a regional nature that were anticipated to be ready to move into the next phase within the next three months, the next six months and the next 18 months. On February 13, 2009, Congress adopted the American Recovery and Reinvestment Act of 2009. The Act allocated some Surface Transportation Program funding directly to metropolitan areas. As a result, NVTa received \$51.262 million in funding. The Act requires states to obligate half of their total funding within 120 days for receipt of their allocations (March 1, 2009) and the remaining funding within one year. Regions must allocate their funding within one year, but if their funding can be allocated within 120 days, these funds can count toward the state's 50 percent target. If a state does not obligate its funding within the designated timeframe, it will lose the unobligated funds and those funds will be reapportioned to states which have met their obligation targets.

Chairman Martin E. Nohe

Following adoption of the Act and the release of specific allocations and project selection criteria, NVTa's Jurisdiction and Agency Coordinating Committee reviewed the project recommendations approved by NVTa. In a few cases, projects on the list were funded with statewide economic stimulus funding. JACC members narrowed the list to projects that meet the criteria. In addition, since mixing economic stimulus funding with other funds is strongly discouraged, due to strict reporting requirements, JACC members worked with project managers to isolate specific project phases that could be funded exclusively with economic stimulus funding.

The Washington Metropolitan Area Transit Authority, the Virginia Railway Express and the Potomac Rappahannock Transportation Commission received approximately \$216 million economic stimulus funding via formula directly from the transit portion of the Act. Unfortunately, there are few other Northern Virginia transit projects that could meet the "shovel ready" requirement of the Act. As a result, JACC members held the transit allocation for FY 2010 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) approximately equal, despite a nearly \$8 million reduction in the program. These CMAQ and RSTP funds are more flexible than the economic stimulus funds.

Also attached is a schedule for the various administrative approvals that are required to meet federal requirements has been updated to reflect the most recent time estimates (Attachment III). In particular, the processing of the TIP amendments for these projects has been deferred by one month.

In addition, on May 11, 2009, Secretary of Transportation Pierce Homer presented an update on the project section for the state's share of the federal stimulus funding to the House Appropriations Committee. Three additional Northern Virginia projects were included in his recommendations to the Commonwealth Transportation Board. They are:

- Route 28 Manassas Rail Grade Crossing: \$24.9 million
- Courthouse Road Interchange (Arlington): \$10.3 million
- Fair Lakes Interchange (Fairfax County Parkway): \$13.0 million

These projects are likely to be considered by the Commonwealth Transportation Board on May 21, 2009. A copy of the Secretary's entire presentation is attached as Attachment IV.

JACC Members and I will be available at the Authority meeting on May 14, 2009, to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Attachment I

Economic Stimulus RSTP Project Recommendations - 4/30/09

RSTP	Total Requested (\$000)	Timing	Recommended Allocation
Eisenhower Avenue Trail Underpass	\$750	1 year	\$750
Four New Alexandria Trolleys	\$2,400	1 year	\$2,400
ART Buses (6 buses requested; 3 funded)	\$2,700	1 year	\$1,320
Columbia Pike Complete Streets Project (Phase: project to match funding)	\$2,000	1 year	\$3,100
Transportation System Management & Communications Plant Upgrade - Arlington	\$800	1 year	\$480
Fairfax Boulevard (Route 29/50) Road Improvements (From Rebel Run to Eaton Place)	\$2,000	1 year	\$600
Fairfax County Parkway - Fair Lakes/Monument Interchange (Completes construction funding; phase delineation underway)	\$20,000	1 year	\$24,802
Street and Sidewalk Improvements in Falls Church (Phase: match projects to funding)	\$500	1 year	\$275
Traffic Calming in Falls Church (Phase: match projects to funding)	\$50	1 year	\$50
Elden Street Corridor Improvements (Phase: project to match funding)	\$3,000	1 year	\$800
Route 15 (South King Street) Widening (Phase: Evergreen Mill Rd to Greenway Drive)	\$8,000	1 year	\$900
Waxpool Road Spot Improvements	\$5,830	1 year	\$5,300
Wellington Road Improvements (Phase: Cockrell Road/Ashton portion of the project)	\$900	1 year	\$900
Intersection Improvements in Manassas Park (Phase: Manassas Drive/Euclid ROW)	\$1,000	1 year	\$300
Prince William County Parkway Widening (Old Bridge to Hoadly Road) (Phase: construction)	\$20,000	1 year	\$9,160
Main St. & South Maple Ave. (Route 7) Intersection Improvements in Purcellville (Phase: sidewalk/shelter on N. Maple - Main to Wordsworth)	\$3,260	1 year	\$125

Stimulus Total RSTP (Projected Available - \$51,262,196)

\$51,262

Total Stimulus RSTP (Projected Available \$51,262,196)

\$51,262

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

Execute Contract for Next Phase Within Three Months

Highway Projects

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

Transit Projects

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

Multimodal Projects

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

Base Realignment and Closure (BRAC) Projects

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

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

Execute Contract for Next Phase Within Six Months

Highway Projects

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

Base Realignment and Closure (BRAC) Commission Related Secondary Roads

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

Transit Projects

- **Dulles Rail Project (Phases 1 and 2)** – Total federal share for Phase 1 is \$900 million. Phase 2 contributions to be determined
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Multimodal Projects

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- **Route 110 South Trail** - *Needs \$300,000 to complete construction funding*
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Execute Contract for Next Phase Within 18 Months

Highway Projects

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Transit Projects

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Multimodal Projects

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

Base Realignment and Closure (BRAC) Commission Related

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

Proposed Schedule for Preparation, Review, and Approval of Northern Virginia Economic Stimulus Projects

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June 17, 2009:	TPB considers TIP amendments for Northern Virginia economic stimulus projects.
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Beyond June 18, 2009:	VDOT staff and appropriate local governments work to complete activities to obligate funding for any Northern Virginia economic stimulus projects Also, NVTA, local governments and regional agencies will be preparing applications for \$1.5 billion in competitive economic stimulus money (nationwide). Applications are expected to be due in Oct.-Nov. 2009.

4.C.

Jurisdictional and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval to Reallocate Regional Surface Transportation Program Funds for Prince William County (Agenda Item 4.C.)

DATE: May 8, 2009

Recommendation:

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

Background:

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

- Reallocate \$14,937,814 in RSTP grant funding from Route 621, Balls Ford Road Widening, (UPCs 80347 and 90682) and Route 619, Linton Hall Road Sound Barrier, (UPC 87035) as follows: \$14,387,814 to Route 840, University Boulevard – Route 234 to Sudley Manor Drive, (UPC to be determined); and \$550,000 to the Route 621, Balls Ford Road at Groveton Road intersection project, (UPC 71465). The Balls Ford Road project is being deferred, so that these projects which are further developed can be advanced.

This request was discussed at the JACC meeting on April 30, 2009, and no objections were raised. Prince William County staff, JACC Members and I will be available at the Authority meeting on May 14, 2009, to answer questions.

Cc: Members, NVTa Jurisdictional and Agency Coordinating Committee

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

May 15, 2009

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

Reference: Request to Reallocate Prince William County RSTP Funds

Dear Mr. Salehi:

On May 14, 2009, the Northern Virginia Transportation Authority endorsed the attached requests from Prince William County to reallocate the following Regional Surface Transportation Program (RSTP) funds:

- Reallocate \$14,937,814 in RSTP grant funding from Route 621, Balls Ford Road Widening, (UPCs 80347 and 90682) and Route 619, Linton Hall Road Sound Barrier, (UPC 87035) as follows: \$14,387,814 to Route 840, University Boulevard – Route 234 to Sudley Manor Drive, (UPC to be determined); and \$550,000 to the Route 621, Balls Ford Road at Groveton Road intersection project, (UPC 71465). The Balls Ford Road project is being deferred, so that these projects which are further developed can be advanced.

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

Sincerely,

Martin E. Nohe
Chairman

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



COUNTY OF PRINCE WILLIAM

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

DEPARTMENT OF
TRANSPORTATION

Thomas Blaser
Director

May 14, 2009

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

Dear Chairman Nohe:

Prince William County seeks the approval of the Northern Virginia Transportation Authority (NVTa) to reallocate fourteen million nine-hundred thirty-seven thousand eight-hundred fourteen dollars (\$14,937,814) of previously approved Regional Surface Transportation Program (RSTP) funds from Route 621- Balls Ford Road widening (UPCs 80347 and 90682). Fourteen million three-hundred eighty-seven thousand eight-hundred fourteen dollars (\$14,387,814) will be moved to the Route 840 -University Boulevard extension from Route 234 to Sudley Manor Drive (UPC to be determined); and the remaining five-hundred fifty thousand dollars (\$550,000) shall be reallocated to the Route 621-Balls Ford Road at Groveton Road intersection project (construction of a left turn lane-UPC 71465). Both projects are programmed in the current FY 2009-2014 Transportation Improvement Program (TIP) and the reallocation of these funds will help expedite the completion of these projects. The Balls Ford Road widening is being postponed so that these projects, which are further along in development, can be advanced.

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

Sincerely,

Thomas Blaser
Director of Transportation

cc: Brentsville District Supervisor
Rick Canizales, Transportation Planning Manager, Prince William County
Maria Sinner, Prince William Preliminary Engineering Manager, VDOT
Randy Hodgson, Transportation Planning Manager, VDOT
Linda Obis, Transportation Planning, VDOT

4.D.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Endorsement of Testimony for the Commonwealth Transportation Board's FY 2010 to FY 2015 Six Year Program Public Hearing (Agenda Item 4.D.)

DATE: May 8, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority authorize its Chairman to present comments at the Commonwealth Transportation Board's FY 2010 to FY 2015 Six Year Program Public Hearing on June 2, 2009, following circulation to the NVTa members for input.

Background:

The Commonwealth Transportation Board (CTB) is in the process of preparing the FY 2010 to FY 2015 Six Year Program. The initial public hearings on this program would normally have been held in Fall 2008, and final public hearings would normally have been in April or May 2009. However, as a result of the significant decline in state and federal transportation revenues, the CTB has been required to spend the past several months revising the FY 2009 to FY 2014 Six Year Program. Ultimately, the CTB was required to cut \$2.6 billion from the FY 2009 to FY 2015 Six Year Program. The revised FY 2009 to FY 2015 Program was approved on February 13, 2009. The CTB is planning to hold its Northern Virginia public hearing on the FY 2010 to FY 2015 Six Year Program on June 2, 2009. It is anticipated that the hearing will be held at Mary Ellen Henderson Middle School, 7130 Leesburg Pike, Falls Church, Virginia 22043, beginning at 7 p.m.

Since the CTB has not released a draft FY 2010 to FY 2015 Six Year Program, the JACC members have not been able to prepare proposed testimony for NVTa's consideration. As a results, the JACC asks that NVTa authorize its Chairman to work with the JACC to prepare and finalize testimony on NVTa's behalf following circulation to the NVTa members for input.

Copies of NVTa's January 13, 2009, and February 5, 2009, testimonies to the CTB are attached.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
Page Two

JACC members and I will be available at the May 14, 2009, NVTA meeting to provide updated information and answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**Northern Virginia Transportation Authority
Comments on Proposed Revisions to
FY 2009 to FY 2014 Six Year Program**

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

January 13, 2009

Mr. Chairman and Members of the Commonwealth Transportation Board, I am Marty Nohe, Chairman of the Northern Virginia Transportation Authority. NVTA has approved the comments on the Proposed Revisions to the FY 2009 to FY 2014 Six Year Program, but first I wanted to give you a brief update on NVTA's recent activities.

- Update on NVTA's reduction in Operations
 - Executive Director released and office closed on September 30, 2008;
 - Some on-going activities, such as the development of testimony on the Six Year Program, the development of a legislative program, approval of CMAQ and RSTP recommendations and review of regional transportation projects are continuing;
 - Local and regional transportation staffs are providing support to continue to meet NVTA's statutory obligations;
 - NVTA is maintaining mailing and email addresses, a website and a phone number. Will be meeting three times during 2009, unless funding is restored.
- In addition, several NVTA local governments (including Arlington and Fairfax Counties) have raised transportation funding through the commercial and industrial property tax authorized by HB 3202. Other local governments are also considering it.

Comments on the Proposed Revisions to the FY 2009 to FY 2014 Six Year Program:

- NVTA adopted Eight Principles for Transportation Funding in April 2008 (attached). These principles are still valid;
- NVTA acknowledges the challenges that the CTB faces in trying to balance projects and revenues in the Six Year Program;
- Unfortunately, VDOT is quickly becoming a maintenance-only agency;

- NVTAs requests:
 - that construction projects that were funded before this update continue to be implemented as scheduled;
 - that the CTB treat transit operating expenses like VDOT maintenance expenses and make these expenses a higher priority than new capital projects;
 - that funding for VRE's track leases continue to be provided from federal funds;
 - that NVTAs be allowed to set Northern Virginia priorities for federal economic stimulus funding and any bonus obligation funding;
 - that additional training on VDOT's Chapter 527 land use review regulations be provided and review timeframes be re-evaluated;
 - that VDOT consider comments from local governments and regional transportation agencies on Secondary Street Acceptance standards and Access Management Standards;
 - that environmental reviews for locally administered projects be simplified and shortened;
 - that VDOT, DRPT and the CTB address Northern Virginia's concerns with the I-95/395 High Occupancy Toll project, as stated in multiple correspondence; and
 - that VDOT, DRPT and the CTB address Northern Virginia's concerns with the I-66 Transit/TDM Study, including inclusion of incentives, operational parameters (hours and occupancy) and pricing as part of the study.

**Northern Virginia Transportation Authority
Comments on Proposed Revisions to
FY 2009 to FY 2014 Six Year Program**

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

February 5, 2009

Mr. Chairman and Members of the Commonwealth Transportation Board, I am Marty Nohe, Chairman of the Northern Virginia Transportation Authority. NVTa has approved the comments on the Proposed Revisions to the FY 2009 to FY 2014 Six Year Program released in January and would like to reiterate some of those points regarding the revised plan released on yesterday.

- NVTa adopted Eight Principles for Transportation Funding in April 2008. These principles are still valid, including the need for stable, reliable, on-going regional and statewide transportation funds.
- NVTa acknowledges the challenges that the CTB faces in trying to balance projects and revenues in the Six Year Program;
- Unfortunately, VDOT is quickly becoming a maintenance-only agency;
- NVTa appreciates the efforts to protect transit from the brunt on the funding cuts.
- NVTa requests:
 - that construction projects that were funded before this update continue to be implemented as scheduled;
 - that the CTB support effort to protect transit operating funding without significantly changing overall formula allocations between systems;
 - that NVTa be allowed to set Northern Virginia priorities for federal economic stimulus funding and any bonus obligation funding;
 - that VDOT, DRPT and the CTB address Northern Virginia's concerns with the I-66 Transit/TDM Study as well as the I-95/395 High Occupancy Toll project, as stated in multiple correspondence

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Appointment of Town Representative (Agenda Item 4.E.)

DATE: May 13, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority appoint a non-voting town representative to succeed Mayor Kristen Umstattd on the Authority.

Background:

The Authority appointed Mayor Kristen Umstattd of the Town of Leesburg as the non-voting town representative on the Authority in July 2008. Mayor Umstattd's appointment was recommended by a coalition of the towns within NVTAs boundaries.

On May 11, 2009, Mayor Umstattd informed the Authority that the town coalition recommends that she be succeeded by Mayor Stephen J. DeBenedittis of the Town of Herndon. Mayor Umstattd's email is attached.

The NVTAs Bylaws indicate that:

"(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."

The Bylaws are silent on rotation and/or succession of the town representative.

JACC Members and I will be available at the Authority meeting on May 14, 2009, to answer questions.

Cc: Members, NVTAs Jurisdiction and Agency Coordinating Committee

Attachment I

-----Original Message-----

From: umstattd@pop.mail.rcn.net [<mailto:umstattd@pop.mail.rcn.net>] On Behalf
Of umstattd@starpower.net

Sent: Monday, May 11, 2009 1:32 AM

To: Biesiadny, Tom

Subject: RE: NVTA Meeting Agenda and Materials - May 14, 2009

Dear Tom:

Please forward this to the NVTA members. Although I truly enjoy serving as the Town's representative on NVTA, my fellow mayors and I believe the time is approaching when another town's mayor should get a chance to serve, so we are requesting that Herndon's Mayor Steve DeBenedettis (sp?) be named to be the Towns' representative starting next month. Thank-you very much. I will be at this week's meeting and will also pass that request along in person.

Very sincerely yours,

Kristen Umstattd, Mayor, Town of Leesburg

5.A.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on 2009 General Assembly Session and Specific Legislation (Item 5.A.)

DATE: May 8, 2009

The General Assembly's 2009 session ended on April 8, 2009, following the conclusion of the "Veto Session." Progress was made on several of NVTa's legislative initiatives. An annotated version of NVTa's 2009 Legislative Program showing the activities on each legislative initiative is included as Attachment A. Also attached is a matrix of transportation funding, allocation and constitutional amendment related bills and their status (Attachment B).

Specifically at the Veto Session, the General Assembly considered the Governor's amendments on several transportation bills of interest to Northern Virginia. A summary is provided below:

- **HB 1580 (Oder)/SB 1018 (Miller, J.C.)**: Both houses rejected the Governor's amendment to allow the local commercial and industrial property tax for transportation in Northern Virginia to be used for safety improvements. The House vote was (23-76). The Senate vote was initially 20-18 in favor; however, upon reconsideration, the vote was 19-19, and the Lt. Governor voted against the amendment.
- **HB 2479 (Hugo)**: Both houses accepted the Governor's amendment to clarify that the four-year sunset provision contained in the bill applies only to the reduced rate of \$0.125 per \$100 valuation and not the entire commercial and industrial property tax for transportation. The Governor did not propose an amendment to increase the rate above the \$0.125 per \$100 valuation.
- **HB 2596 (Ebbin)**: Both houses accepted the Governor's amendments to conform HB 2596 (Ebbin) to SB 1511 (Whipple). Both bills now add federal representatives to the WMATA Board of Directors without conditions. They also make other changes to the WMATA Compact to allow WMATA to qualify for \$1.5 billion in federal funds over ten years.

Jurisdiction and Agency Coordinating Committee members and I will be available at the May 14, 2009, NVTa meeting to provide additional updates and answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority
2009 Legislative Program
Approved: December 11, 2008
Updated: May 5, 2009

STATE

TRANSPORTATION FUNDING

Support additional state and regional transportation funding for highway, transit, bicycle and pedestrian improvements.

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

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

General Assembly Action: A variety of bills have been introduced. See attached matrix. Two Metro compact amendment bills were introduced: SB 1511 (Whipple) – passed the Senate (Unanimously) and the House (Unanimously). HB 2596 (Ebbin) – was conformed to SB 1511 by House Appropriations and passed the House (Unanimously); a substitute was reported by Senate Privileges and Elections (12-0) and passed the Senate (Unanimously). The substitute restored HB 2596 to its original form which conditioned the adding of federal representatives to the Metro Board upon the actual appropriation of federal funds for Metro. This substitute was accepted by the House (Unanimously). These actions gave the Governor two different bills to use in discussions with Maryland and the District of Columbia on final compact language. Ultimately, the Governor chose to propose amendments to HB 2596 to conform it to SB 1511. The General Assembly approved these amendments. Both bills add federal representatives to the Metro Board without conditions.

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

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

General Assembly Action: No specific bills introduced.

PEDESTRIAN SAFETY

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

General Assembly Action: Three bills were introduced: HB 2386 (Ebbin) – reported from House Transportation (16-6); on the House floor was referred to the House Courts of Justice Committee. The Civil Subcommittee of the Courts of Justice Committee voted to recommend tabling it (6-2). HB 2520 (Shannon) was rolled into HB 2386. SB 1239 (Barker) passed the Senate (24-16); was heard by the House Courts of Justice Civil Subcommittee; a substitute prepared and referred to House Militia, Police and Public Safety Subcommittee #2. The subcommittee recommended no further action.

CHAPTER 527 TRAFFIC IMPACT ANALYSES

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

General Assembly Action: No specific bills introduced.

SECONDARY ROAD DEVOLUTION

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

General Assembly Action: No specific bills introduced.

Other Bills of Interest

HB 1839 (Albo): Requires that the Commercial and Industrial Property Tax over \$0.125 per \$100 valuation be spent on regional projects. Tabled by House Finance.

HB 1932 (Plum)/**HB 2299** (Caputo)/**HB 2476** (Hugo): All extend sunset for hybrid on HOV lanes by one year to June 30, 2010. HB 1932 and HB 2299 rolled into HB 2476. Passed the House (93-5); passed the Senate (36-2).

HB 2011 (Ebbin): Prohibits pedestrians from crossing railroad when train is approaching. The bill failed on the House Floor (43-55).

HB 2019 (Rust): Requires CTB to establish transportation corridors; initially removed local comprehensive planning related to these corridors. Substitute developed with input from the Virginia Association of Counties, the Virginia Municipal League, local governments and representatives of the business community. It eliminates local planning override and adds additional state planning principles and requirements. The substitute passed the House (99-0). The was amended and reported by Senate Transportation. Passed the Senate (39-0). The House concurred with the Senate substitute (99-0).

HB 2117 (Nichols): Prohibits HOT Lanes of I-95 north of Fredericksburg. Tabled by House Transportation.

HB 2416 (Bouchard): Removes requirement that VDOT approve photo red intersections. Tabled by House Transportation.

HB 2470 (Hugo): Requires that if regional transportation funding is restored to No. Va. that the \$50 million in Metro matching funds be the first priority. Stricken by the patron.

HB 2479 (Hugo): Caps Commercial and Industrial Property Tax for transportation in Northern Virginia at \$0.125 per \$100 valuation. Amended to limit cap to four years. Passed House (93-5); passed the Senate (92-4). The Governor amended to clarify that the sunset provisions in the bill apply only to the \$0.125 per \$100 valuation cap and not to the entire tax. The Governor's amendments were accepted by both houses.

HB 2480 (Hugo): Limits uses of Commercial and Industrial Property Tax. Amended to broaden uses. Passed House (99-0); passed the Senate (91-4).

HB 2547 (Albo): Provides that any federal economic stimulus funds made available to Virginia be used exclusively for transportation and education infrastructure improvements. In awarding contracts, preference is to be given to Virginia businesses and Virginia subcontractors. Left in House Appropriations.

SB 1066 (Puller): Increases fines for counterfeit tickets and riding beyond ticket zone. Passed Senate (99-0); amended by Courts of Justice Criminal Subcommittee; Passed House (100-0). Senate accepts House amendments (37-0).

SB 1532 (Saslaw): Changes collection of the Northern Virginia 2% gas tax from the retail level to the distributor level. Increases the rate from 2% to 2.1%. Passed Senate (34-6); Passed House (95-0).

SB 1398 (Norment): Requires that local transportation plans be based on Statewide Transportation Plan. Substitute makes bill identical to HB 2019 (Rust). Passed Senate (39-1); substitute reported by House Transportation; Passed House (99-0). Senate agrees to House substitute (37-0).

SB 1482 (Hanger): Removes HB 3202 authority for \$300 billion in statewide transportation bonds. Left in Senate Finance.

2009 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Position	Notes
Transportation Funding Bills						
HOUSE						
SENATE						
SB 1438	Miller, YB	Urban highway system construction funds; 2/3 portion of a city's funds can be used to service debt.	S Trans	Passed Senate (36-4); Passed House (100-0); Signed by Governor		Increases from one-third to two-thirds the portion of a city or town's urban highway system construction funds that can be used to service debt.
Transportation Allocation Formula Bills						
HOUSE						
SENATE						
Protecting the Transportation Trust Fund						
House						
Senate						
Other Transportation Bills						
House						
Senate						
House						
Senate						
Legislation No Longer Under Consideration						
Transportation Funding Bills						
HOUSE						
HB 1579	Oder	Transportation funding and administration for Hampton Roads, Northern Virginia, the Richmond Highway Construction District, the Staunton Highway Construction District and the Salem Highway Construction District.	H Trans, Sub 4	Substitute Passed House (61-31); Failed to report in S Finance (7-9)		The substitute provides funds for transportation in Hampton Roads, Northern Virginia, the Richmond Highway Construction District, the Staunton Highway Construction District and the Salem Highway Construction District by capturing 30% of economic growth attributable to or facilitated by the marine terminal for Hampton Roads, by personal and corporate income taxes and insurance taxes in Planning District 8, by the Port of Richmond for the Richmond Highway Construction District, by the Inland Port at Front Royal for the Staunton Highway Construction District and by the Elliston Intermodal Facility for the Salem Highway Construction District.
HB 1633	Saxman	Offshore drilling; apportions royalties that State receives to certain funds and programs.	H Approp. Economic Develop, Ag., & Nat. Resources Sub.	Amended; Passed House (58-41); Passed by Indefinitely by S Finance (9-5-2)		Apportions any royalties that the Commonwealth might receive from offshore drilling for natural gas and oil among the Transportation Trust Fund, Renewable Electricity Production Grant Fund, the Virginia Coastal Energy Research Consortium, and programs developed by the Secretary of Natural Resources to clean up the Chesapeake Bay.
HB 1642	Marshall	Highways, bridges, or interchanges; Transportation Board may name for living person.	H Trans	Amended; Failed on House Floor (33-62)		Allows the CTB to name a highway, bridge, or interchange for a living person, group, or business entity if the cost of construction of the bridge, highway, or interchange is paid by the person, group, or business entity.
HB 1661	Scott	Motor fuels tax; converts rates to percentage that shall be calculated by DMV Commissioner	H Finance, Sub 3	Tabled in H Finance, Sub 3		Converts the rates of taxation on motor fuels from cents per gallon to percentage rates. The percentage rates shall be calculated by the Commissioner of DMV in an amount that will most closely yield the amount of cents per gallon being charged on the applicable motor fuel prior to the effective date of the bill. Thereafter, the percentage rates would not change, but would be applied against the average price per gallon of the fuel, less federal and state taxes, as determined by the Commissioner of DMV over rolling six-month periods, to determine the cents per gallon to be charged.
HB 1669	Albo	Income tax, state; State shall return to cities & counties 50% of growth in collections.	H Approp.	Left in H Approp.		Provides that the Commonwealth shall return to cities and counties 50% of the growth in income tax collections for each city or county. The amounts returned shall be expended for school construction costs and transportation needs of the cities and counties.
HB 1759	Marshall	Transportation Capital Projects Bond Act of 2009; created.	H Trans	Left in H Approp.		Authorizes the CTB to issue bonds in an aggregate amount not to exceed \$4.81 billion for specific transportation projects throughout the Commonwealth. The bonds will be paid for by the revenues collected for each project through tolls and other fares or fees.

2009 General Assembly Session Transportation Funding/Allocation Bills

HB 1784	Hull	Government, local; equalizes municipal and county taxing authority.	H Finance, Sub 2	Left in H Finance		Equalizes municipal and county taxing authority by granting a county the same authority available to a municipality through the uniform charter powers, if such county contributes 2% or more toward the costs of construction or improvement of the urban system highway or street construction projects within the county.
HB 1846	Lingamfelter	Motor fuels tax; converts rates to percentage that shall be calculated by DMV Commissioner.	H Finance, Sub 3	Left in H Finance		Eliminates the current 17.5 cents per gallon motor fuels tax and replaces it with a 5% sales and use tax, while retaining the collection of the replacement tax at the "rack" or terminal (wholesale level) where the current cents per gallon tax is collected.
HB 2130	Miller, J	Supplemental Highway Construction Fund; established.	H Approp.; Trans Sub	Left in H Approp.		Allocates 10% of the annual growth in General Fund revenues to highway construction.
HB 2194	Watts	Motor fuels tax; rate increase used for transportation purposes.	H Finance, Sub 1	Left in Finance		Increases the motor fuels tax by \$0.10 per gallon, minus \$0.01 for each \$0.20 that the average price of gasoline exceeds \$3.00. The tax will be indexed every two years beginning July 1, 2010, by an amount equal to the percentage change in the U.S. Department of Labor's Producer Price Index for Highway and Street Construction. The revenue generated is used for transportation purposes as required by existing law, and allocates primary system highway construction funds among the nine highway construction districts on the basis of the ratio of vehicle miles traveled on primary highways divided by the lane miles of primary highways in each highway construction district, weighted 90%, and a need factor, weighted 10%.
HB 2319	Marshall	Overload and overweight permits; revises fees.	H Trans	Passed by in H Trans		Revises the fees for vehicle overload and overweight permits to conform to recommendations of the Virginia Transportation Research Council.
SENATE						
SB 1041	Hanger	Fuels taxes; annually adjusted.	S Finance	Left in S Finance		Adjusts fuels taxes each year by the percentage increase in the Corporate Average Fuel Economy (sales volume weighted), (CAFE) for the immediately preceding calendar year over the CAFE for calendar year 2008. The first adjustment would occur on April 1, 2010.
SB 1048	Miller, YB	Temporary vehicle registrations and overload and overweight permits; revises fees.	S Trans	PBI'd with a letter.		Revises the fees for temporary vehicle registrations and vehicle overload and overweight permits.
SB 1498	Barker	Motor fuels tax; converts rates to percentage that shall be calculated by DMV Commissioner	S Finance	Left in S Finance		Replaces the current fuels tax fuel with a tax that is a percentage of the wholesale price of a gallon. The percentage shall be established by the Commissioner by determining the percentage that would most closely yield 17.5 cents per gallon, based on the average wholesale price of a gallon of self-serve unleaded regular gasoline for the period beginning October 1, 2008, and ending March 31, 2009.
SB 1283	Newman	Motor fuels tax; change in tax basis.	S Trans	Stricken at patron's request		Replaces \$0.05 per gallon of the current fuels tax on gasoline, gasohol, and diesel fuel with a cents-per-gallon tax equal to five percent of the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline. The change to the fuels tax rate would only occur if the statewide weekly average wholesale price of a gallon of self-serve unleaded regular gasoline falls below \$0.99 per gallon.
SB 1368	Barker	Highway systems; allocation of maintenance funds.	S Trans	Passed Senate (25-15); Reported by H Trans (16-6); was left in H Approp.		Requires the Commonwealth Transportation Board to utilize the estimated budget required to meet performance standards for asset management under § 33.1-13.02 in determining the total amount of funds that are reasonable and necessary for maintenance of roads; the allocation of the total amount of funds made available for maintenance shall be based on achieving a minimal level of disparity in meeting asset management performance standards established under § 33.1-13.02; such provision to be fully implemented by fiscal year 2015.
Transportation Allocation Formula Bills						
HOUSE						
HB 1723	Albo	Highway Maintenance and Operating Fund; provides a formula for allocating proceeds.	H Trans, Sub 4	Left in H Approp.		Provides a formula for allocating the proceeds of the Highway Maintenance and Operating Fund.
HB 1861	Shannon	Street maintenance payments; increased where traffic volumes exceed statewide average by 20%.	H Trans, Sub 4	Left in H Approp.		Provides for increased payments where traffic volumes exceed the statewide average by more than 20 %.
HB 1993	Bulova	Highway maintenance funds; requirements for Commonwealth Transportation Board in allocating.	H Trans	Left in H Approp.		Requires the Commonwealth Transportation Board, in allocating highway maintenance funds, to achieve a minimal level of disparity among VDOT's highway construction districts in meeting asset management performance standards
HB 2020	Rust	Highway maintenance funds; provides method Transportation Board is to allocate additional funds.	H Trans	Tabled in H Trans		Provides a method by which the Commonwealth Transportation Board is to allocate additional funds for highway maintenance in the event of insufficiency of funds in the Highway Maintenance and Operating Fund. Such allocations would begin with fiscal year 2011.
HB 2118	Nichols	Secondary highway system construction allocations; allocates among counties on basis of population.	H Trans; Sub 4	Left in H Approp.		Allocates construction funds among the counties in the state secondary highway system solely on the basis of population. Presently, allocations are made on the basis of population (80%) and area (20%).
HB 2206	Frederick	Budget Bill; Governor to include funding for transportation in biennium equal to at least 10%.	H Approp.; Tech and Govt Oversight Sub	Left in H Approp.		Requires the Governor to include in his Budget Bill funding for transportation in the biennium in an amount equal to at least 10 percent of the amount by which the projected general fund revenues for the biennium exceed the general fund revenues of the immediately previous biennium
HB 2230	Marsden	Highway construction allocations; Transportation Board allocate projects in Northern Virginia, etc.	H Trans, Sub 1	Left in H Approp.		Provides that every year, the Commonwealth Transportation Board must allocate to highway construction projects in the Northern Virginia highway construction district or the Hampton Roads highway construction district at least as much as was allocated for highway construction in each respective district in fiscal year 2008-09.
SENATE						
Transportation Trust Fund Bills						
HJR						

2009 General Assembly Session Transportation Funding/Allocation Bills

HJ 620	Oder	Constitutional amendment; Transportation Fund, Highway Maintenance and Operating Fund	H Priv & Elect.; Constitutional Sub.	Passed House (99-0); Substitute passed Senate (33-7); No conference committee report was prepared.	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on 1/1/09 shall be deposited to the Transportation Funds, unless the General Assembly alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 + 1 of the members voting in each house, and the loan must be repaid with reasonable interest within 4 years. Known as single lockbox Substitute conforms bill to SJ 361 (Norment) as it passed the Senate.
HJ 720	Marshall	Constitutional amendment; Transportation Fund, Highway Maintenance and Operating Fund	H Priv & Elect.; Constitutional Sub.	Incorporated into HJ 620.	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, and Highway Maintenance and Operating Fund. All revenues dedicated to Transportation Funds on January 1, 2010, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Funds moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3s + 1 of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within 4 years.
SJR					
SJ 323	Martin	Constitutional amendment (first resolution); Transportation Funds.	S Priv & Elect.	Failed to Report in S Priv. & Elections. (3-10-1)	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, Priority Transportation Fund, and other funds dedicated to transportation by general law. All revenues dedicated to Transportation Funds on January 1, 2009, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes.
SJ 361	Norment	Constitutional amendment; Transportation Funds	S Priv & Elect.	Passed Senate (31-6); Substitute amended and passed the House (97-2). No conference report was prepared.	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to these funds on 1/1/10 shall be deposited to the Funds, unless the General Assembly alters the revenues dedicated to the Funds. The amendment limits the use of Funds moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 + 1 of the members voting in each house, and the loan must be repaid with reasonable interest within the 3 years. The amendment also limits the use of general and other nontransportation funds for transportation purposes, except for certain debt service payments and in an amount not to exceed \$80 million in any fiscal year. Known as double lockbox. Substitute generally conforms bill to HJ 620 (Oder) as it passed the House with a change to limit funds to services "benefitting" the Commonwealth rather than services "in" the Commonwealth.
Other Transportation Bills					
House					
Senate					

5.B.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on the Transportation Planning Board's Scenario Task Force and Bus Rapid Transit Proposal (Item 5.B.)

DATE: May 8, 2009

The American Recovery and Reinvestment Act of 2009 (federal economic stimulus legislation) includes a \$1.5 billion discretionary transportation grant program. This is a competitive program designed to support projects of national or regional significance. Eligible projects include, but are not limited to, highway, bridge, and Interstate rehabilitation; reconstruction of overpasses and interchanges; bridge replacement; road realignments; public transportation projects; passenger and freight rail projects; and port infrastructure. Grants will be made for not less than \$20 million or more than \$300 million. No more than 20 percent of funding may be given to projects within a single state. Priority will be given to projects that need a Federal contribution to complete financing and to projects that can be completed in three years. The U.S. Secretary of Transportation was directed to publish grant selection criteria by May 17, 2009.

In anticipation of this grant program, the Transportation Planning Board (TPB)'s Scenario Task Force has been working on a proposal to establish bus rapid transit (BRT) service in one or more regional corridors. Initially, TPB staff suggested five corridors which they believed had the highest potential for making an impact in the region and qualifying for the discretionary funding. Following significant input over the last several months, TPB staff expanded the corridors under consideration to include the I-95/395 HOT Lanes project in Virginia, the I-66 Corridor; all the priority bus corridors included in TransAction 2030, Metro's Priority Corridor Network; and the local government comprehensive plans and several other sources. The TPB staff's intent is to identify all possible corridors. A copy of the current corridor map is attached.

When the Secretary of Transportation releases the criteria for this program, the Scenario Task Force will use it, and other criteria, to evaluate each of the corridors and determine which corridors most closely meet the criteria. The NVTAA Jurisdiction and Agency Coordinating Committee provided the TransAction 2030 criteria to the TPB staff for their consideration and use.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
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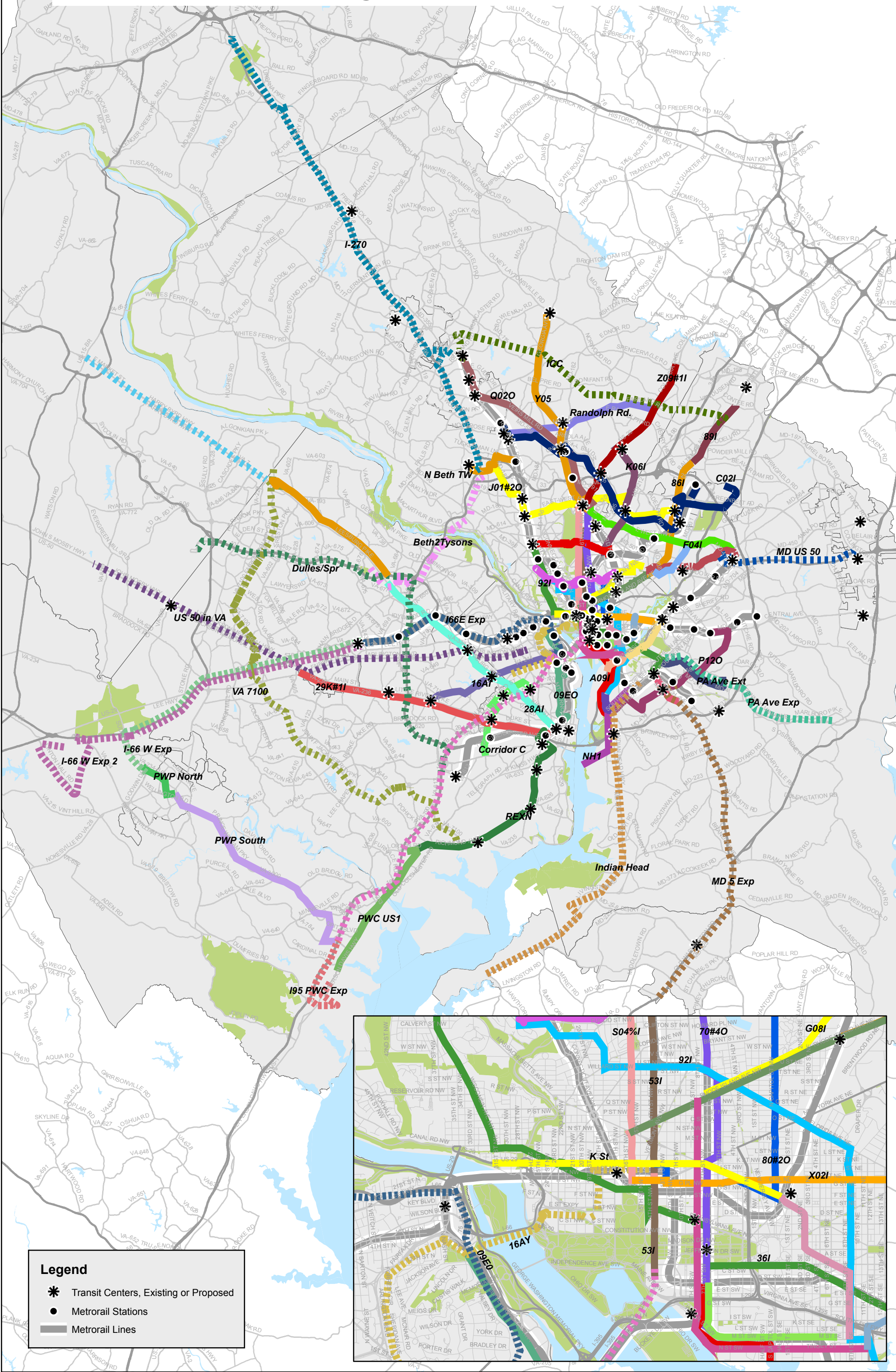
Since the grant applications are not due until November 2009, there will be time for the TPB, states and local governments to analyze the corridors, discuss the results and prepare the most attractive regional proposal possible. In addition, there are many unanswered questions about a proposal, such as the accuracy of capital cost estimates and the on-going operating costs for new BRT service that will still need to be addressed.

Also, it is likely that individual jurisdictions and states will be considering submissions for this grant program as well.

Jurisdiction and Agency Coordinating Committee members and I will be available at the May 14, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Unconstrained Regional Bus Transit Corridors



6.A.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: JACC Action to Reallocate CMAQ and RSTP Funds for the City of Fairfax
(Agenda Item 6.A.)

DATE: May 8, 2009

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

On April 20, 2009, the City of Fairfax requested the following reallocations after completing a review of older CMAQ and RSTP projects (see attachments):

- Reallocate \$63,186.61 in CMAQ funds from the Traffic Signal Optimization Project (UPC 70584) to Traffic Signal Controller Upgrades (UPC 82838), since the City now has an on-going traffic signal optimization program and no longer needs federal funding support for this program.
- Reallocate \$716.94 in CMAQ funds from the Traffic Signal System Central Computer (UPC 70585) to Traffic Signal Controller Upgrades (UPC 82838) since the central computer was purchased and installed below budget.
- Reallocate \$146,924.39 in CMAQ funds from Installation of Bus Shelters (UPC 50562) to Traffic Signal Controller Upgrades (UPC 82838); since the City has had trouble securing private easements for the bus shelter project.
- Reallocate \$2,488,852.59 in RSTP funds from George Mason Boulevard (UPC 14650) to Replacement of Route 123 Bridge (UPC 89891); since George Mason Boulevard was funded from other sources.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
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- Reallocate \$17,795.51 in RSTP funds from Traffic Monitoring Video Cameras (UPC 57070) to Additional Traffic Monitoring Video Cameras (UPC 85378); since the cost of the original cameras was below budget.
- Reallocate \$250,000 in RSTP funds from Installation of Dynamic Message Signs (UPC 70579) to Route 29 Spot Improvements (UPC 71614); since the dynamic message signs are no longer a City priority.
- Reallocate \$1,650,000 in RSTP funds from the Widening of Fairfax Boulevard (Route 123 to the west city limits) to Route 29 Spot Improvements (UPC 71614); since the City no longer plans to widen this section of Fairfax Boulevard to six lanes.

The JACC approved this request on April 30, 2009. NVTA's delegation requires that the JACC notify the NVTA of these requests. This reallocation request was emailed to the NVTA members on May 6, 2009. To date, no comments have been received from NVTA members. If no comments are received by the end of the day on Tuesday, May 12, 2009, I will send the attached letter to VDOT District Administrator Morteza Salehi asking that the funds be reallocated.

Jurisdiction and Agency Coordinating Committee members, City of Fairfax staff, and I will be available at the May 14, 2009, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

May 12, 2009

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

Reference: Request to Reallocate City of Fairfax CMAQ and RSTP Funds

Dear Mr. Salehi:

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

On April 20, 2009, the City of Fairfax requested the following reallocations:

- Reallocate \$63,186.61 in CMAQ funds from the Traffic Signal Optimization Project (UPC 70584) to Traffic Signal Controller Upgrades (UPC 82838), since the City now has an on-going traffic signal optimization program and no longer needs federal funding support for it.
- Reallocate \$716.94 in CMAQ funds from the Traffic Signal System Central Computer (UPC 70585) to Traffic Signal Controller Upgrades (UPC 82838), since the central computer was purchased and installed below budget.
- Reallocate \$146,924.39 in CMAQ funds from Installation of Bus Shelters (UPC 50562) to Traffic Signal Controller Upgrades (UPC 82838); since the City has had trouble securing private easements for the bus shelter project.
- Reallocate \$2,488,852.59 in RSTP funds from George Mason Boulevard (UPC 14650) to Replacement of Route 123 Bridge (UPC 89891); since George Mason Boulevard was funded from other sources.
- Reallocate \$17,795.51 in RSTP funds from Traffic Monitoring Video Cameras (UPC 57070) to Additional Traffic Monitoring Video Cameras (UPC 85378); since the cost of the original cameras was below budget.
- Reallocate \$250,000 in RSTP funds from Installation of Dynamic Message Signs (UPC 70579) to Route 29 Spot Improvements (UPC 71614); since the dynamic message signs are no longer a City priority.
- Reallocate \$1,650,000 in RSTP funds from the Widening of Fairfax Boulevard (Route 123 to the west city limits) to Route 29 Spot Improvements (UPC 71614); since the City no longer plans to widen this section of Fairfax Boulevard to six lanes.

Mr. Morteza Salehi
May 12, 2009
Page Two

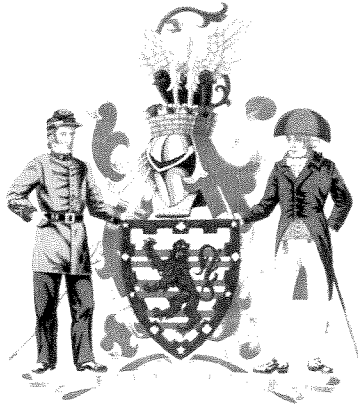
NVTA's delegation requires that the JACC notify the NVTA of these requests. The JACC approved the City's requests on April 30, 2009, and the NVTA was informed on May 6, 2009. The NVTA has not objected to this reallocation.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. If you have questions, please let me know. Thank you very much.

Sincerely,

Tom Biesiadny, Chairman
Jurisdiction and Agency Coordinating Committee

Cc: Martin E. Nohe, Chairman, NVTA
Robert McDonald, Transportation Planning Section, VDOT
Randy Hodgson, Transportation Planning Section, VDOT
Richard Burke, Urban Program Manager, VDOT
Alex Verzosa, Transportation Director, City of Fairfax



City of Fairfax

10455 Armstrong Street
Fairfax, VA 22030-3630
April 20, 2009

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

Alexis L. Verzosa
Transportation Director
Department of Public Works

(703) 385-7889
(703) 385-7863 FAX
averzosa@fairfaxva.gov

Dear Mr. Biesiadny:

The City of Fairfax would like to transfer excess RSTP funds to other top priority projects. Following is a breakdown:

- From UPC 14650 (George Mason Boulevard formerly University Drive Relocated) to UPC 89891 (Replacement of Route 123 Bridge). Transfer \$2,488,852.59. In order to complete George Mason Boulevard in a timely manner, the City used Urban funds and revenue sharing funds to complete this project. Therefore, RSTP funds are no longer required for this project.
- From UPC 57070 (Traffic Monitoring Video Cameras) to UPC 85378 (Additional Traffic Monitoring Video Cameras). Transfer \$17,795.51. The cost of the original 9 video cameras was below the budget. The additional video cameras need additional funds.
- From UPC 70579 (Installation Dynamic Message Signs) to UPC 71614 (Route 29 Spot Improvements). Transfer \$250,000. The City Council decided that installation of dynamic message signs was no longer a priority and there would like to transfer RSTP funds to the Route 29 Spot Improvements project which is one of the City's top priority projects. This project is currently under design. Additional funds for construction are required.
- From UPC 17690 (Widening of Fairfax Boulevard (Route 29/50) from Chain Bridge Road (Route 123) to the west city limits) to UPC 71614 (Route 29 Spot Improvements). Transfer \$1,650,000. The City Council is now looking at implementing a Master Plan for this corridor. The plan no longer calls for the widening of this section to six lanes which was the original purpose of these RSTP funds. However, the Route 29 Spot Improvements project which is located along the Route 29/50 corridor needs additional construction funds.

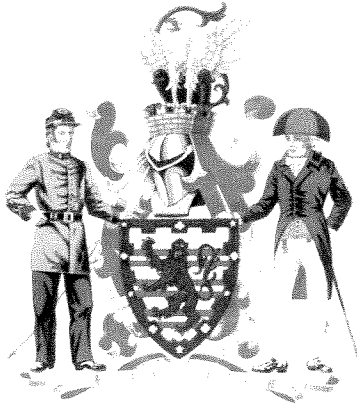
If you have any questions, please contact me at 703-385-7889 or averzosa@fairfaxva.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alexis Verzosa'.

Alexis Verzosa
Transportation Director

cc: Robert Sisson, City Manager
David Summers, Director of Public Works
Richard Burke, Urban Program Manager, VDOT



City of Fairfax

10455 Armstrong Street
Fairfax, VA 22030-3630
April 20, 2009

Alexis L. Verzosa
Transportation Director
Department of Public Works

(703) 385-7889
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averzosa@fairfaxva.gov

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

Dear Mr. Biesiadny:

The City of Fairfax would like to consolidate left over CMAQ funds from previous projects into one of the City's top priority projects. Following is a breakdown:

- From UPC 70584 (Traffic Signal Optimization) to UPC 82838 (New Traffic Signal Controllers with Fiber Optic Modems). Transfer \$63,186.61. The City now has an on-going program to optimize traffic signals. Therefore, there is no longer a need for these excess funds for signal optimization.
- From UPC 70585 (Traffic Signal System Central Computer) to UPC 82838 (New Traffic Signal Controllers with Fiber Optic Modems). Transfer \$716.94. The cost of the traffic signal system central computer was below the budget.
- From UPC 50562 (Installation of Bus Shelters) to UPC 82838 (New Traffic Signal Controllers with Fiber Optic Modems). Transfer \$146,924.39. The City has great difficulty obtaining easements from the private sector to continue installing bus shelters.

The City currently has extensive fiber optic cables connecting traffic signals to the traffic signal system central computer. However, the City's current controllers are more than 10 years and do not have fiber optic modems. By replacing these old controllers with new controllers with fiber optic modems the City can enhance and more reliably communicate with the traffic signals from the City's traffic operations center.

If you have any questions, please contact me at 703-385-7889 or averzosa@fairfaxva.gov.

Sincerely,

Alexis Verzosa
Transportation Director

Cc: Robert Sisson, City Manager
David Summers, Director of Public Works
Richard Burke, Urban Program Manager, VDOT

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-95/395 HOT Lanes Project (Agenda Item 6.B.)

DATE: May 8, 2009

In February 2009, the Virginia Department of Transportation held three public hearings on the I-95/395 High Occupancy Toll (HOT) Lanes project. Approximately 300 people attended the public hearings. There were 186 total commenters (54 oral and 132 written comments were received). Approximately 28 comments indicated support for the project as proposed. An additional 38 comments indicated opposition to the project. The remainder of the comments raised specific issues and concerns about the project.

Subsequently, the governing bodies of many local governments including Alexandria, Arlington County and Fairfax County approved comments on the project. The Washington Metropolitan Area Transportation Authority also submitted comments. Previously, Prince William County, the Potomac and Rappahannock Transportation Commission (PRTC), the Northern Virginia Transportation Commission (NVTC) and NVTa also submitted comments on the project. On May 7, 2009, Secretary of Transportation Pierce Homer sent a letter to the chairmen of NVTa, NVTC, PRTC, and the Fredericksburg Area Metropolitan Planning Organization addressing some of the concerns raised by these agencies and local governments. A copy of the letter is attached. The Jurisdiction and Agency Coordinating Committee will be reviewing the letter in more detail and will be prepared to discuss it at the NVTa meeting.

The Transit Operators Group associated with the project has been meeting to evaluate the bus rapid transit operational components of the recommendations included in the Transit/TDM Study in more detail. The group's recommendations are due by July 2009.

It is anticipated that the "basic elements" of the commercial HOT lanes agreement between the Commonwealth and Fluor/TransUrban will be made public at least 45 days before it is executed. The target date for completing the project's comprehensive agreement is September 2009.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
Page Two

Jurisdiction and Agency Coordination Committee members and I will be available at the May 14, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

May 7, 2009

Mr. Marty Nohe
Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
Fairfax, Virginia 22030

Mr. Mark Dudenhefer
Chairman
Fredericksburg Area Metropolitan Planning Organization
3304 Bourbon Street
Fredericksburg, Virginia 22408

Mr. Christopher Zimmerman
Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Dr. Suite 720
Arlington, Virginia 22203

Mr. Michael May
Chairman
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192

Gentlemen:

Following three public hearings and a number of institutional requests, I am writing to update you on the status of the I-95/395 HOT lanes project.

As you know, the southern section of the HOT lanes project—from Rt. 610 (Garrisonville Road) in Stafford County south to Rt. 1 (Massaponax) in Spotsylvania County—is under environmental review. We expect to hold public meetings late this year and complete the environmental document in the Spring of 2010. Pre-development work is underway in the southern section.

The northern section of the HOT lanes project—from Eads Street in Arlington south to Rt. 610 in Stafford County—has cleared its environmental review and project development is proceeding. The main purpose of this letter is to update you on the status of the northern section, to highlight challenges and opportunities on that section of the project, and to create a framework for future discussions.

While current conditions in the credit markets affect virtually every infrastructure project in the country, we remain committed to achieving a commercial close for this project in late summer or early fall. The basic elements of that transaction will be made public at least 45 days prior to their execution.

As we have demonstrated with the Capital Beltway project, the business transaction is not the end of the project development process; it really is the beginning.

The advent of private financing and the use of design-build procurement have changed the way major projects are developed—not just in Virginia, but also in major urban areas across the country. The traditional process of developing projects in a linear path with a high degree of early engineering detail is being replaced

Mr. Marty Nohe
Mr. Mark Dudenhefer
Mr. Christopher Zimmerman
Mr. Michael May
May 7, 2009
Page 2 of 4

with an ongoing process of project development. As the recent collaboration with Fairfax County on the Capital Beltway project demonstrates, this can be done in a constructive and positive manner. Through the Beltway process, we learned that some of the most pressing community issues are not traditionally addressed during the planning stages of the project and are best addressed later during the project development process when there is greater level of engineering detail.

The I-95/395 HOT lanes project provides a number of **opportunities** for the Commonwealth and the two planning regions:

- The HOT lanes project is part of an emerging network of managed lanes that will serve the major public and private job centers in the region. The combined project will enable a reliable single-seat ride in a managed facility from Garrisonville to Tysons Corner or to the Pentagon. Neither is possible today.
- Alongside the expanded HOV and slug options, the I-95/395 HOT lanes project will bring \$195 million in new and enhanced bus and transit services, including operating and maintenance costs for the services for 20 years. The Transit/TDM study has already identified several new services and the Bus Rapid Transit concept is under review by the Commonwealth and operators in the corridor. Another concept under review is increased direct bus service to the core employment centers in the District. Many of those trips today are accomplished by slugging to the Pentagon and entering Metrorail on the Pentagon campus. As a result, direct bus service may reduce Metrorail crowding and traffic congestion on the Eads Street Ramp and the Pentagon campus.
- The HOT lanes project will serve the nearly 90,000 Department of Defense current and committed employees at Quantico, Belvoir, Engineer Proving Grounds, Mark Center and the Pentagon. Several thousand more contractors also will work in the corridor. The attached graphic illustrates the importance of these improvements to these facilities.
 - These HOT lane investments are a strong statement that the Commonwealth and the two planning regions are committed to retaining and expanding Department of Defense employment and contracting in the I-95/395 corridor. This employment corridor is among the most important in the Commonwealth and the Metropolitan Washington area.
 - Previous collaboration with the Department of Defense has led to highly effective demand management programs at the Pentagon. Early discussions indicate that the I-95/395 HOT lanes project could become the spine for coordinated demand management practices throughout the entire corridor—a potential model for the entire country.
 - Shared bus services among the Commonwealth, regional and local transit providers, and the Department of Defense are a long-term possibility, with potential savings for all parties. The Department of Defense, for example, operates nearly 300 shuttle and bus trips a day in the region.

- Direct access from the HOT lanes into the Mark Center and the Engineer Proving Grounds could substantially reduce current and future congestion at the Seminary Road and Fairfax County Parkway interchanges.
- With Virginia and U.S. statutory requirements and contractual guarantees in the comprehensive agreement, the I-95/395 HOT lanes will allow HOV and slug usage to grow with demand. The northern phase will incorporate approximately 3,000 new commuter parking spaces, a 25% increase. The project team is working directly with Fairfax County, Prince William County and FAMPO to identify those commuter parking sites. In addition, the final comprehensive agreement will ensure there will be no financial or operational disincentives to HOV and slug usage. The combination of supportive bus service and expanded commuter parking will continue this corridor as one of the strongest HOV corridors in the country and also extend that travel option into the Beltway corridor.
- The HOT lanes project fulfills the nearly two decades of regional planning commitment to expand the reversible I-95/395 facility from two to three lanes.
- The I-95/395 HOT lanes project will allow the Commonwealth to manage finite capacity as the I-95 highway facilities approach build out. We must protect that capacity or it will be overwhelmed by latent and induced demand.
- The extension of the I-95/HOT lanes from Dumfries to Garrisonville will eliminate the worst evening bottleneck in the two planning regions. This portion of the project will provide significant benefits to users of the HOT lanes and to the general purpose lanes.

While the I-95/395 HOT lanes project provides a number of opportunities, it also presents a number of **challenges** to the Commonwealth and the two planning regions. These concerns have been consistently voiced by several governmental entities and were heard loud and clear during the design public hearings:

- The local impacts of the HOT lanes project are potentially very significant. As we did on the Beltway project, we are working through each of the major local issues as the project advances. For example, we are working directly with the Pentagon to address their circulation and security concerns, to be followed by a similar dialogue with Arlington County about operational and access issues. These operational and access issues will need to be resolved before the physical HOT lanes configuration at Eads Street is finalized. The Garrisonville Road interchange will pose different but equally challenging issues. At the other end of the spectrum, direct access into the Mark Center site could help reduce existing congestion at the Seminary Road interchange. While no one can affirmatively say the local impacts have been or will be fully mitigated, we can say that there is a process in place to identify and address these very real local concerns.
- The reduced lane and shoulder widths do present challenges in certain locations. However, much of the interstate system in Northern Virginia has similar characteristics, and the long range plan has contemplated a three-lane, reversible facility for nearly two decades. Acquisition of additional rights-of-way is practically impossible due to extraordinary costs and community impacts. When more complete

Mr. Marty Nohe
Mr. Mark Dudenhefer
Mr. Christopher Zimmerman
Mr. Michael May
May 7, 2009
Page 4 of 4

design details are available, the project team will work through several operational scenarios with transit operators in the corridor.

- The operational concerns of both HOV users and transit operators are real and understood. The final comprehensive agreement will contain operational performance standards. There are suggestions for various travel speeds inside and outside the Beltway, while others have suggested a broader standard based on moving people rather than vehicles. All these suggestions have merit, as well as consequences.
- The continuing need for better HOV enforcement is an ongoing issue, and we have made some headway since 2002 when HOV violation rates approached 40% in this corridor. Violation rates are now about half what they were in 2002. The private HOT lanes operator is subject to the same laws as state agencies. Unless the General Assembly provides additional enforcement tools, the HOT lanes operator will continue to use conventional HOV enforcement tools, perhaps augmented by mobile EZ-Pass readers to better identify HOV vehicles. These costs will be borne by the private operator.

I have no doubt that this letter will prompt additional questions. It should. It should also serve to remind all of us of the significant opportunities for public benefit presented by this project, as well as the very hard work before us in addressing local traffic impacts, transit operations, performance standards, and HOV enforcement. We look forward to addressing these and other issues in the coming months, but most importantly we look forward to improving transportation services in the I-95/395 corridor.

Sincerely,

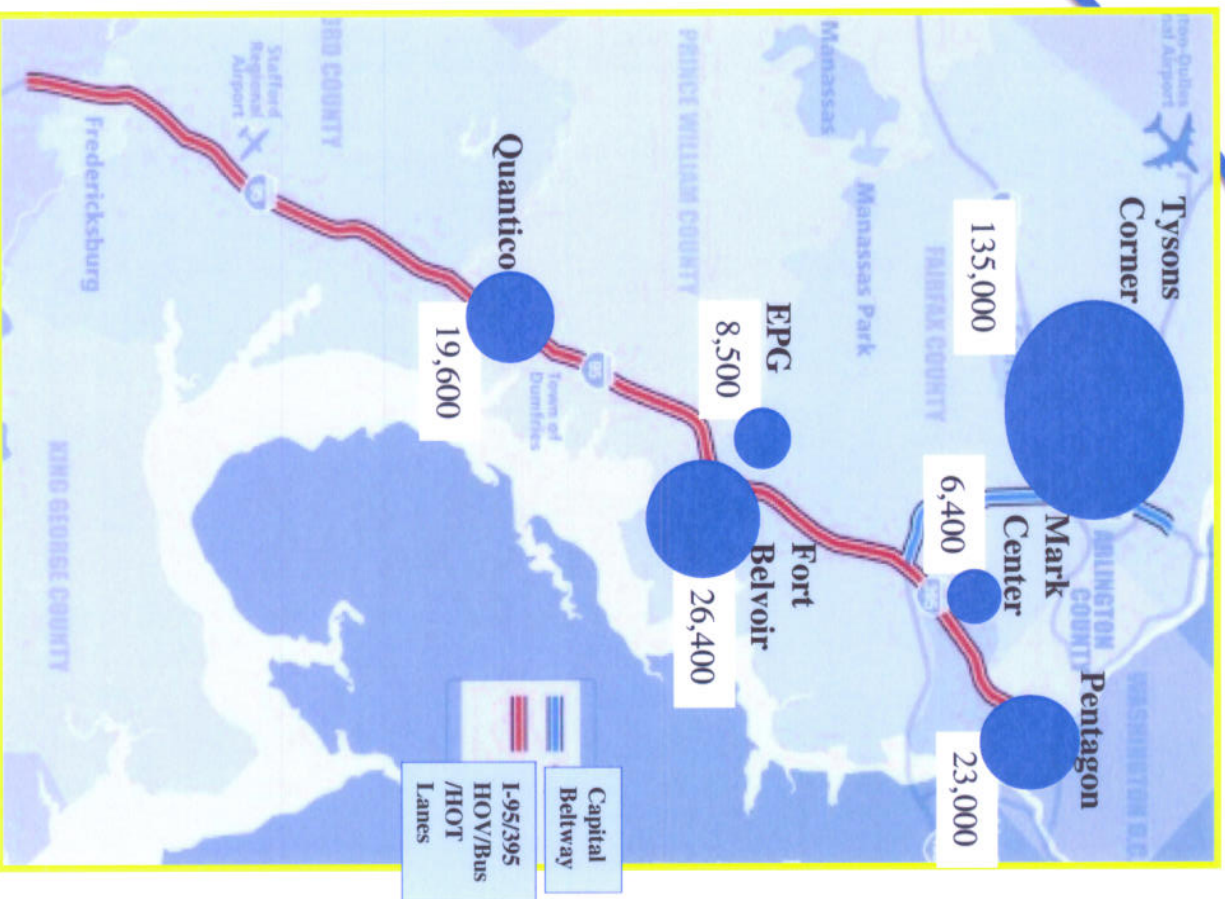


Pierce R. Homer

Attachment

Cc: David S. Ekern
Charles Badger
Young Ho Chang
Barbara Reese

I-95/395 HOT Lanes serve current and future military bases



The I-95/395 is an important and unique corridor because it serves current and future military bases.

It serves five military bases:

Pentagon
Mark Center at Seminary Road
Fort Belvoir
Engineer Proving Ground
Quantico

Combined they employ 84,000 people.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-95/395 HOT Lanes Project (Agenda Item 6.B.)

DATE: Revised: May 14, 2009

In February 2009, the Virginia Department of Transportation held three public hearings on the I-95/395 High Occupancy Toll (HOT) Lanes project. Approximately 300 people attended the public hearings. There were 186 total commenters (54 oral and 132 written comments were received). Approximately 28 comments indicated support for the project as proposed. An additional 38 comments indicated opposition to the project. The remainder of the comments raised specific issues and concerns about the project.

Subsequently, the governing bodies of many local governments including Alexandria, Arlington County and Fairfax County approved comments on the project. The Washington Metropolitan Area Transportation Authority also submitted comments. Previously, Prince William County, the Potomac and Rappahannock Transportation Commission (PRTC), the Northern Virginia Transportation Commission (NVTC) and NVTa also submitted comments on the project. On May 7, 2009, Secretary of Transportation Pierce Homer sent a letter to the chairmen of NVTa, NVTC, PRTC, and the Fredericksburg Area Metropolitan Planning Organization addressing some of the concerns raised by these agencies and local governments. A copy of the letter is attached. The letter indicates that the “basic elements” of the commercial HOT lanes comprehensive agreement between the Commonwealth and Fluor/TransUrban will be made public at least 45 days before it is executed. It also notes that the commercial close for the project is expected in late summer or early fall (2009). The letter points out the opportunities that the project provides, including increased transit service connecting areas where service does not exist today; funding for transit and TDM initiatives; the ability to address impacts of the Base Realignment and Closure Commission recommendations; and the potential for shared bus services. It also notes the on-going challenges that project presents, including the impacts on the local street network; the reduced lane and shoulder widths; operational concerns of transit operators and the HOV violation rate.

Chairman Martin E. Nohe

Members, Northern Virginia Transportation Authority

Revised: May 14, 2009

Page Two

The Transit Operators Group associated with the project has been meeting to evaluate the bus rapid transit operational components of the recommendations included in the Transit/TDM Study in more detail. The group's recommendations are due by July 2009.

Following the receipt of the letter from Secretary Homer, the Northern Virginia Transportation Commission approved a letter to Secretary Homer in response. A copy of the letter is attached.

Jurisdiction and Agency Coordination Committee members and I will be available at the May 14, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
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(804) 786-8032
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May 7, 2009

Mr. Marty Nohe
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4031 University Drive, Suite 200
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Mr. Michael May
Chairman
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
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Gentlemen:

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As you know, the southern section of the HOT lanes project—from Rt. 610 (Garrisonville Road) in Stafford County south to Rt. 1 (Massaponax) in Spotsylvania County—is under environmental review. We expect to hold public meetings late this year and complete the environmental document in the Spring of 2010. Pre-development work is underway in the southern section.

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May 7, 2009
Page 2 of 4

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- Alongside the expanded HOV and slug options, the I-95/395 HOT lanes project will bring \$195 million in new and enhanced bus and transit services, including operating and maintenance costs for the services for 20 years. The Transit/TDM study has already identified several new services and the Bus Rapid Transit concept is under review by the Commonwealth and operators in the corridor. Another concept under review is increased direct bus service to the core employment centers in the District. Many of those trips today are accomplished by slugging to the Pentagon and entering Metrorail on the Pentagon campus. As a result, direct bus service may reduce Metrorail crowding and traffic congestion on the Eads Street Ramp and the Pentagon campus.
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Mr. Marty Nohe
Mr. Mark Dudenhefer
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May 7, 2009
Page 4 of 4

design details are available, the project team will work through several operational scenarios with transit operators in the corridor.

- The operational concerns of both HOV users and transit operators are real and understood. The final comprehensive agreement will contain operational performance standards. There are suggestions for various travel speeds inside and outside the Beltway, while others have suggested a broader standard based on moving people rather than vehicles. All these suggestions have merit, as well as consequences.
- The continuing need for better HOV enforcement is an ongoing issue, and we have made some headway since 2002 when HOV violation rates approached 40% in this corridor. Violation rates are now about half what they were in 2002. The private HOT lanes operator is subject to the same laws as state agencies. Unless the General Assembly provides additional enforcement tools, the HOT lanes operator will continue to use conventional HOV enforcement tools, perhaps augmented by mobile EZ-Pass readers to better identify HOV vehicles. These costs will be borne by the private operator.

I have no doubt that this letter will prompt additional questions. It should. It should also serve to remind all of us of the significant opportunities for public benefit presented by this project, as well as the very hard work before us in addressing local traffic impacts, transit operations, performance standards, and HOV enforcement. We look forward to addressing these and other issues in the coming months, but most importantly we look forward to improving transportation services in the I-95/395 corridor.

Sincerely,

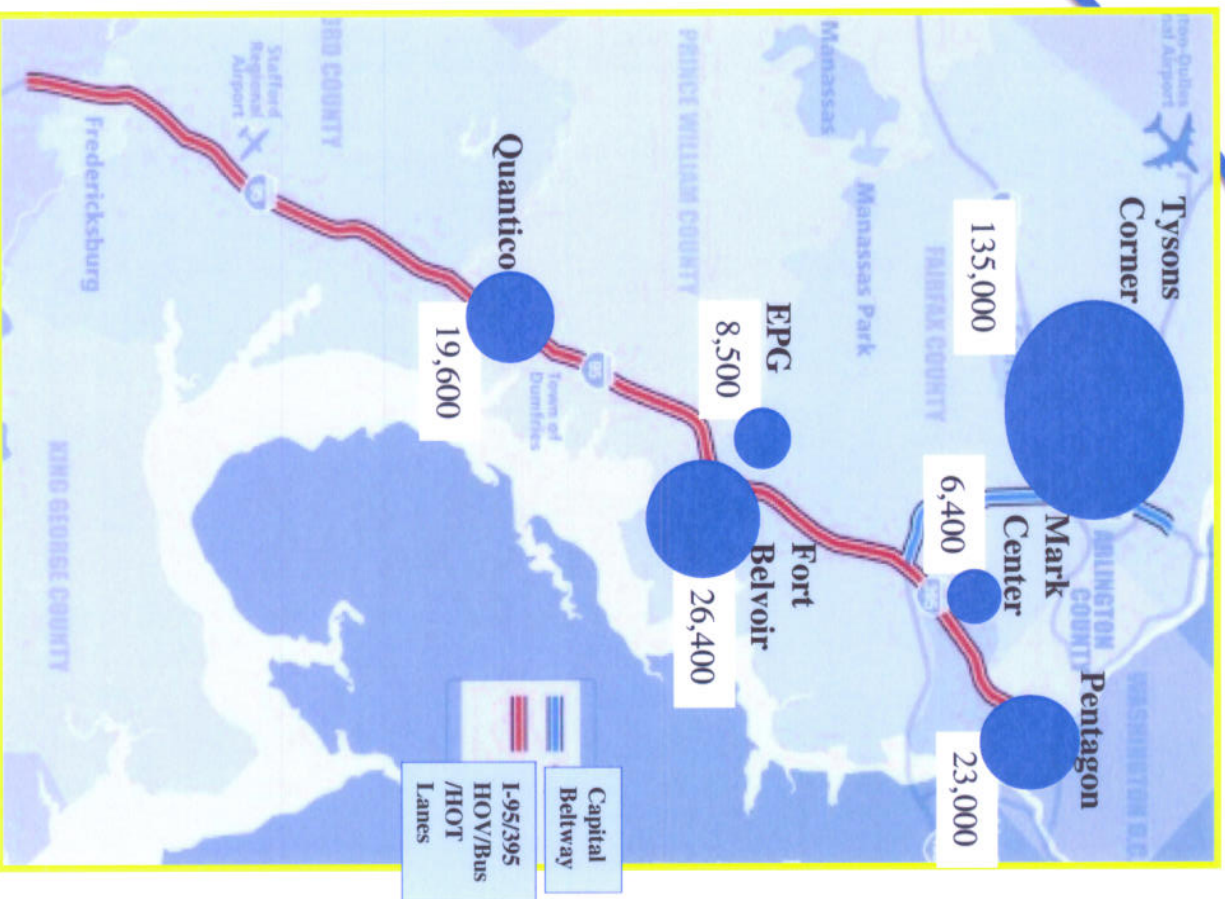


Pierce R. Homer

Attachment

Cc: David S. Ekern
Charles Badger
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Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-95/395 HOT Lanes Project (Agenda Item 6.B.)

DATE: May 8, 2009

In February 2009, the Virginia Department of Transportation held three public hearings on the I-95/395 High Occupancy Toll (HOT) Lanes project. Approximately 300 people attended the public hearings. There were 186 total commenters (54 oral and 132 written comments were received). Approximately 28 comments indicated support for the project as proposed. An additional 38 comments indicated opposition to the project. The remainder of the comments raised specific issues and concerns about the project.

Subsequently, the governing bodies of many local governments including Alexandria, Arlington County and Fairfax County approved comments on the project. The Washington Metropolitan Area Transportation Authority also submitted comments. Previously, Prince William County, the Potomac and Rappahannock Transportation Commission (PRTC), the Northern Virginia Transportation Commission (NVTC) and NVTa also submitted comments on the project. On May 7, 2009, Secretary of Transportation Pierce Homer sent a letter to the chairmen of NVTa, NVTC, PRTC, and the Fredericksburg Area Metropolitan Planning Organization addressing some of the concerns raised by these agencies and local governments. A copy of the letter is attached. The Jurisdiction and Agency Coordinating Committee will be reviewing the letter in more detail and will be prepared to discuss it at the NVTa meeting.

The Transit Operators Group associated with the project has been meeting to evaluate the bus rapid transit operational components of the recommendations included in the Transit/TDM Study in more detail. The group's recommendations are due by July 2009.

It is anticipated that the "basic elements" of the commercial HOT lanes agreement between the Commonwealth and Fluor/TransUrban will be made public at least 45 days before it is executed. The target date for completing the project's comprehensive agreement is September 2009.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
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Jurisdiction and Agency Coordination Committee members and I will be available at the May 14, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
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TTY: (800) 828-1120

May 7, 2009

Mr. Marty Nohe
Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
Fairfax, Virginia 22030

Mr. Mark Dudenhefer
Chairman
Fredericksburg Area Metropolitan Planning Organization
3304 Bourbon Street
Fredericksburg, Virginia 22408

Mr. Christopher Zimmerman
Chairman
Northern Virginia Transportation Commission
4350 North Fairfax Dr. Suite 720
Arlington, Virginia 22203

Mr. Michael May
Chairman
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, Virginia 22192

Gentlemen:

Following three public hearings and a number of institutional requests, I am writing to update you on the status of the I-95/395 HOT lanes project.

As you know, the southern section of the HOT lanes project—from Rt. 610 (Garrisonville Road) in Stafford County south to Rt. 1 (Massaponax) in Spotsylvania County—is under environmental review. We expect to hold public meetings late this year and complete the environmental document in the Spring of 2010. Pre-development work is underway in the southern section.

The northern section of the HOT lanes project—from Eads Street in Arlington south to Rt. 610 in Stafford County—has cleared its environmental review and project development is proceeding. The main purpose of this letter is to update you on the status of the northern section, to highlight challenges and opportunities on that section of the project, and to create a framework for future discussions.

While current conditions in the credit markets affect virtually every infrastructure project in the country, we remain committed to achieving a commercial close for this project in late summer or early fall. The basic elements of that transaction will be made public at least 45 days prior to their execution.

As we have demonstrated with the Capital Beltway project, the business transaction is not the end of the project development process; it really is the beginning.

The advent of private financing and the use of design-build procurement have changed the way major projects are developed—not just in Virginia, but also in major urban areas across the country. The traditional process of developing projects in a linear path with a high degree of early engineering detail is being replaced

Mr. Marty Nohe
Mr. Mark Dudenhefer
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with an ongoing process of project development. As the recent collaboration with Fairfax County on the Capital Beltway project demonstrates, this can be done in a constructive and positive manner. Through the Beltway process, we learned that some of the most pressing community issues are not traditionally addressed during the planning stages of the project and are best addressed later during the project development process when there is greater level of engineering detail.

The I-95/395 HOT lanes project provides a number of **opportunities** for the Commonwealth and the two planning regions:

- The HOT lanes project is part of an emerging network of managed lanes that will serve the major public and private job centers in the region. The combined project will enable a reliable single-seat ride in a managed facility from Garrisonville to Tysons Corner or to the Pentagon. Neither is possible today.
- Alongside the expanded HOV and slug options, the I-95/395 HOT lanes project will bring \$195 million in new and enhanced bus and transit services, including operating and maintenance costs for the services for 20 years. The Transit/TDM study has already identified several new services and the Bus Rapid Transit concept is under review by the Commonwealth and operators in the corridor. Another concept under review is increased direct bus service to the core employment centers in the District. Many of those trips today are accomplished by slugging to the Pentagon and entering Metrorail on the Pentagon campus. As a result, direct bus service may reduce Metrorail crowding and traffic congestion on the Eads Street Ramp and the Pentagon campus.
- The HOT lanes project will serve the nearly 90,000 Department of Defense current and committed employees at Quantico, Belvoir, Engineer Proving Grounds, Mark Center and the Pentagon. Several thousand more contractors also will work in the corridor. The attached graphic illustrates the importance of these improvements to these facilities.
 - These HOT lane investments are a strong statement that the Commonwealth and the two planning regions are committed to retaining and expanding Department of Defense employment and contracting in the I-95/395 corridor. This employment corridor is among the most important in the Commonwealth and the Metropolitan Washington area.
 - Previous collaboration with the Department of Defense has led to highly effective demand management programs at the Pentagon. Early discussions indicate that the I-95/395 HOT lanes project could become the spine for coordinated demand management practices throughout the entire corridor—a potential model for the entire country.
 - Shared bus services among the Commonwealth, regional and local transit providers, and the Department of Defense are a long-term possibility, with potential savings for all parties. The Department of Defense, for example, operates nearly 300 shuttle and bus trips a day in the region.

- Direct access from the HOT lanes into the Mark Center and the Engineer Proving Grounds could substantially reduce current and future congestion at the Seminary Road and Fairfax County Parkway interchanges.
- With Virginia and U.S. statutory requirements and contractual guarantees in the comprehensive agreement, the I-95/395 HOT lanes will allow HOV and slug usage to grow with demand. The northern phase will incorporate approximately 3,000 new commuter parking spaces, a 25% increase. The project team is working directly with Fairfax County, Prince William County and FAMPO to identify those commuter parking sites. In addition, the final comprehensive agreement will ensure there will be no financial or operational disincentives to HOV and slug usage. The combination of supportive bus service and expanded commuter parking will continue this corridor as one of the strongest HOV corridors in the country and also extend that travel option into the Beltway corridor.
- The HOT lanes project fulfills the nearly two decades of regional planning commitment to expand the reversible I-95/395 facility from two to three lanes.
- The I-95/395 HOT lanes project will allow the Commonwealth to manage finite capacity as the I-95 highway facilities approach build out. We must protect that capacity or it will be overwhelmed by latent and induced demand.
- The extension of the I-95/HOT lanes from Dumfries to Garrisonville will eliminate the worst evening bottleneck in the two planning regions. This portion of the project will provide significant benefits to users of the HOT lanes and to the general purpose lanes.

While the I-95/395 HOT lanes project provides a number of opportunities, it also presents a number of **challenges** to the Commonwealth and the two planning regions. These concerns have been consistently voiced by several governmental entities and were heard loud and clear during the design public hearings:

- The local impacts of the HOT lanes project are potentially very significant. As we did on the Beltway project, we are working through each of the major local issues as the project advances. For example, we are working directly with the Pentagon to address their circulation and security concerns, to be followed by a similar dialogue with Arlington County about operational and access issues. These operational and access issues will need to be resolved before the physical HOT lanes configuration at Eads Street is finalized. The Garrisonville Road interchange will pose different but equally challenging issues. At the other end of the spectrum, direct access into the Mark Center site could help reduce existing congestion at the Seminary Road interchange. While no one can affirmatively say the local impacts have been or will be fully mitigated, we can say that there is a process in place to identify and address these very real local concerns.
- The reduced lane and shoulder widths do present challenges in certain locations. However, much of the interstate system in Northern Virginia has similar characteristics, and the long range plan has contemplated a three-lane, reversible facility for nearly two decades. Acquisition of additional rights-of-way is practically impossible due to extraordinary costs and community impacts. When more complete

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design details are available, the project team will work through several operational scenarios with transit operators in the corridor.

- The operational concerns of both HOV users and transit operators are real and understood. The final comprehensive agreement will contain operational performance standards. There are suggestions for various travel speeds inside and outside the Beltway, while others have suggested a broader standard based on moving people rather than vehicles. All these suggestions have merit, as well as consequences.
- The continuing need for better HOV enforcement is an ongoing issue, and we have made some headway since 2002 when HOV violation rates approached 40% in this corridor. Violation rates are now about half what they were in 2002. The private HOT lanes operator is subject to the same laws as state agencies. Unless the General Assembly provides additional enforcement tools, the HOT lanes operator will continue to use conventional HOV enforcement tools, perhaps augmented by mobile EZ-Pass readers to better identify HOV vehicles. These costs will be borne by the private operator.

I have no doubt that this letter will prompt additional questions. It should. It should also serve to remind all of us of the significant opportunities for public benefit presented by this project, as well as the very hard work before us in addressing local traffic impacts, transit operations, performance standards, and HOV enforcement. We look forward to addressing these and other issues in the coming months, but most importantly we look forward to improving transportation services in the I-95/395 corridor.

Sincerely,

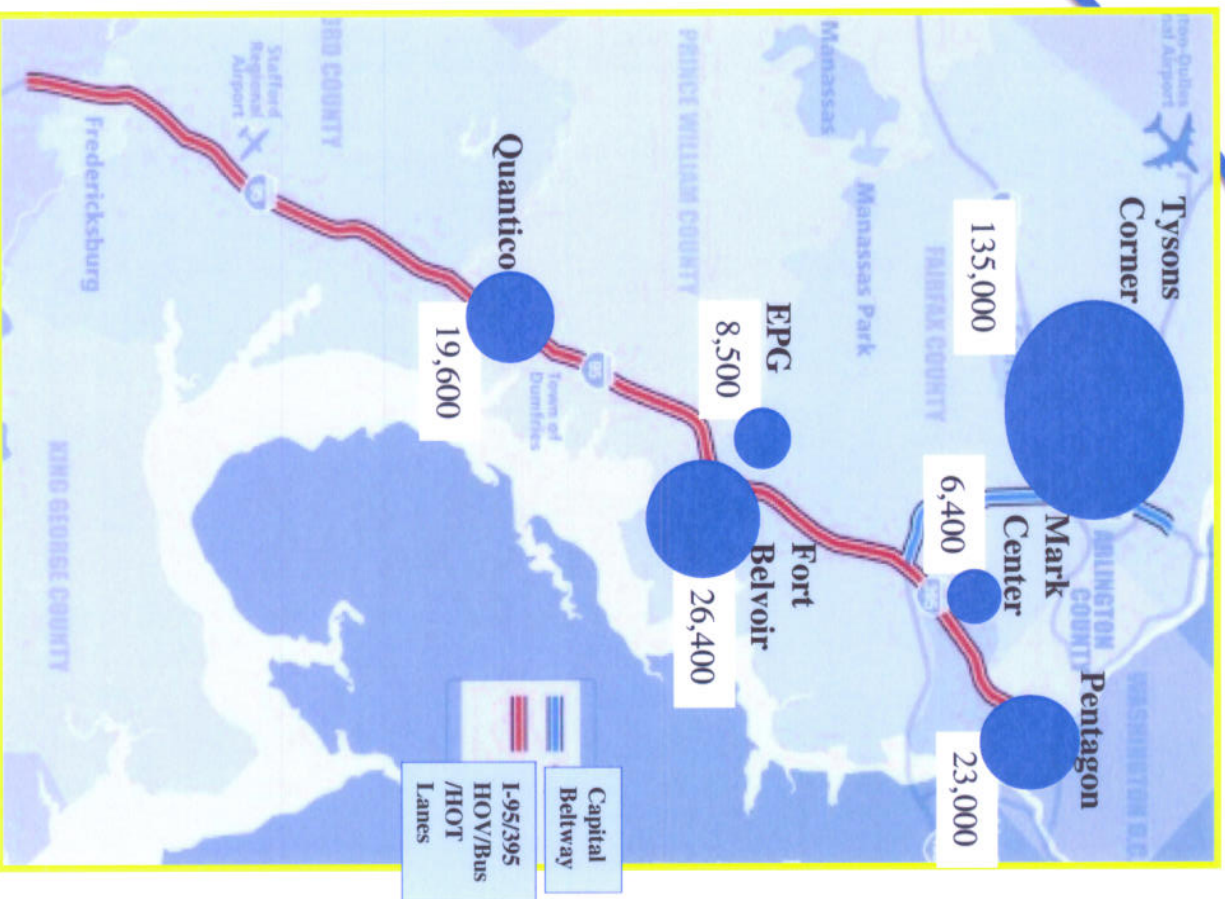


Pierce R. Homer

Attachment

Cc: David S. Ekern
Charles Badger
Young Ho Chang
Barbara Reese

I-95/395 HOT Lanes serve current and future military bases



The I-95/395 is an important and unique corridor because it serves current and future military bases.

It serves five military bases:

Pentagon
Mark Center at Seminary Road
Fort Belvoir
Capital Beltway
Engineer Proving Ground
Quantico

Combined they employ 84,000 people.

6.C.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-66 Transit/Transit Demand Management (TDM) Study (Item 6.C.)

DATE: May 8, 2009

The Department of Rail and Public Transportation initiated in the I-66 Transit/TDM Study in Fall 2008. The study goals and objectives include:

- To identify more transportation choices through transit and transportation demand management enhancements that will increase mobility in the I-66 Corridor;
- To develop a recommended plan for short and medium term transit and TDM service improvements in the I-66 Corridor between Haymarket and Washington, D.C.; and
- To provide input into the I-66 Multimodal Transportation and Environmental Study when it is restarted.

The technical advisory committee for the study include members of the affected local jurisdictions and regional transit and transportation agencies (NVTC, PRTC, TPB, WMATA, VRE, and VDOT).

The study also includes parts of Route 29 and Route 50. The study is focusing on transit and TDM services in the defined corridor, including improvements and enhancements beyond those already programmed and short to medium term improvements that can be implemented over the next five to 15 years. It will also evaluate alternatives based on the several factors, including current and forecast travel demands; market analysis; stakeholder input/public comments; cost; and feasibility.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
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The study will also complement other planning initiatives in the region by provide input to the long range I-66 Multimodal Transportation & Environmental Study to be conducted by VDOT and DRPT; the VRE Gainesville-Haymarket Alternative Analysis; and other initiatives. It will consider data available through completed regional planning initiatives.

The I-66 Study team has developed a list of short and medium term improvements to be evaluated. These improvement may include:

- TDM enhancements
 - Marketing efforts
 - Financial support incentives for carpooling, vanpooling and slugging
- Expanded bus services
 - New line-haul routes to serve new markets
 - New connecting services to enhance access to line-haul routes
 - Activity center services (e.g. neighborhood circulators, shuttle buses)
- Facility investments to promote increased bus/TDM usage
 - Bus Rapid Transit types of investments
 - Use of shoulders by buses as a queue jumping strategy
 - Other forms of queue jumping
 - Bus only or bus and HOV lanes
 - Substantial stations (i.e. in-line, direct access)
- Transit station improvements
- Park-and-Ride lot expansion

The technical advisory committee is in the process of evaluating those improvements. The study is expected to be completed by the end of the calendar year.

JACC Members and I will be available at the Authority meeting on May 14, 2009, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) Development (Agenda Item 6.D.)

DATE: May 8, 2009

The process of developing the FY 2010-2015 TIP and 2009 CLRP is underway. Project submissions for these documents were due on December 5, 2008. The Transportation Planning Board (TPB) approved inputs for the air quality conformity analysis for the FY 2010-2015 TIP and 2009 CLRP on February 18, 2009, after modifying the inputs for the I-66 Spot Improvements Project (Inside the Beltway). The TPB subsequently revisited the I-66 Spot Improvement Project at its March 18, 2009, meeting and included the project with the air quality conformity inputs. Subsequently, TPB staff has been conducting the air quality conformity analysis.

As part of this analysis, the TPB staff updated vehicle registration data. The July 1, 2008, data show that there has been a significant increase in the number of hybrid vehicles in the region; however, hybrid vehicles still represent only about one percent of the region's fleet. In addition, the data show that the vehicle fleet is older than it was in 2005 (the last time the data were updated). This will result in higher emissions. The analysis will incorporate the most recent cooperative forecast information (population, employment and households). The regional travel demand forecast is expected to indicate somewhat lower vehicle miles traveled (and related emissions), partly due to changes in the amount of housing.

The emissions analysis is scheduled to be released for public comment in June 2009. TPB is scheduled to adopt the air quality conformity analysis and the FY 2010-2015 TIP and 2009 CLRP in July 2009.

In addition to the annual effort described above, the TPB is likely to undertake an out-of-cycle conformity analysis. This analysis will focus on the impact of the Purple Line (new light rail line from Bethesda to New Carrollton approximately following the Beltway) and changes to I-395 exit and entrance ramps in the District of Columbia that are needed to accommodate a significant air rights development proposed to be constructed above I-395.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
May 8, 2009
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JACC members and I will be available at the May 14, 2009, NVTA meeting to provide updated information and answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

6.E.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

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

DATE: May 8, 2009

VDOT submitted two FY 2009-2014 TIP amendment packages to the Transportation Planning Board (TPB) for approval in May. Both packages are attached.

The first amendment package contains four projects. These projects are summarized below. This package was approved by the TPB Steering Committee on May 1, 2009.

- Fuller Heights Road/Fuller Road Intersection Improvements. The amendment adds \$0.200 million for preliminary engineering and \$1.135 million for construction from the Federal Lands Highway Program to the project. This project involves the relocation of the existing intersection of Fuller Heights Road and Fuller Road approximately 400 feet east.
- Noise Barriers on Linton Hall Road. The amendment adds \$2.70 million in RSTP funds for construction of noise barriers along Linton Hall Road between 0.3 miles north of Country Mill Drive and 0.3 miles north of Hazel Circle Drive.
- Virginia Railway Express Gainesville-Haymarket Extension. The amendment adds \$0.612 million for preliminary engineering from a federal earmark via the Federal Transit Administration to the project. This project involves the proposed extension of VRE service between Manassas and a new Haymarket station.
- PRTC Western Prince William County Maintenance Facility. The amendment adds \$1.225 million for right-of-way acquisition from a federal earmark via the Federal Transit Administration to the project. The project involves construction of a new PRTC maintenance facility in western Prince William County.

Chairman Martin E. Nohe
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The second package contains three economic stimulus-related projects. These projects are summarized below. TPB has established a policy that all economic stimulus-related TIP amendments be brought to the entire TPB for action, rather than be approved by the Steering Committee. The TPB will consider these amendments on May 20, 2009.

- Route 7100 (Fairfax County Parkway) at Engineering Proving Grounds (EPG) Phase III. The amendment adds \$37.3 million in federal economic stimulus funding from the American Recovery and Reinvestment Act of 2009 (ARRA) for construction of the Parkway segment between Chancellor Road and the Franconia-Springfield Parkway which includes construction of the relocated Hooes Road Fly-Over Bridge to Donegal Lane. This project is necessary to accommodate traffic associated with the Base Realignment and Closure Commission (BRAC) recommendations for Ft. Belvoir.
- Route 7100 (Fairfax County Parkway) at EPG Phase IV. The amendment adds \$22.8 million in ARRA funding for construction of the Parkway interchange at Boudinout Road, including Boudinout Ramp "B." This project is necessary to accommodate traffic associated with the Base Realignment and Closure Commission (BRAC) recommendations for Ft. Belvoir.
- STIP Grouping Construction: Transportation Enhancement/Byway/Non-Traditional. This amendment adds \$0.5 million in ARRA funding for pedestrian pathways in Semper Fidelis Memorial Park (National Museum of the Marine Corps and Heritage Center). The planned pathways connect the site to Prince William County's Locust Shade Park and to Kings Highway. They will enhance the educational and tourism experience of the Museum and provide the public an additional trail system with nearly one mile of pedestrian facilities.

In addition to the above amendments, VDOT may also be submitting an additional TIP amendment package for NVTAs economic stimulus projects and possibly additional Northern Virginia projects to be funded with statewide ARRA funding. If this package is going to proceed in May and it is available before the NVTAs meeting, copies will be provided at the NVTAs meeting.

Jurisdiction and Agency Coordinating Committee members and I will be available at the May 14, 2009, NVTAs meeting to answer questions.

Cc: Members, NVTAs Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)
April 28, 2009

National Capital Region: FY 2009-2014
Transportation Improvement Program Amendment

The Honorable Charles A. Jenkins
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 Jenkins:

On behalf of Fairfax County and itself, VDOT's Northern Virginia District Office requests amending the FY 2009-2014 Transportation Improvement Program (TIP) to add three projects, all of which are seeking to obligate ARRA Stimulus funding. Two of the three projects are already included in the MPO's adopted CLPR and therefore are included within the Air Quality Conformity Analysis for the region while the third project is not regionally significant for air quality conformity purposes and as such would not affect the approved air quality conformity determination. The proposed amendment will obligate stimulus funding allocated by the Commonwealth's Transportation Board at its April 16, 2009, meeting and incorporated into its currently approved FY 2009-2014 Six Year Improvement Program. The three projects are outlined below.

- Route 7100 Fairfax County Pkwy at EPG Phase III (UPC# 88558). This project is part of the roadway improvements associated with the federal Base Realignment And Closure (BRAC) activities at the federal Engineering Proving Ground (EPG) facility in Fairfax County. The phase of the project involves construction of the parkway segment between Chancellor Road and the Franconia-Springfield Pkwy which includes construction of re-located Hooes Road Fly Over Bridge to Donegal Lane. The proposed TIP Amendment adds \$37,300M in FY 2009 for CN. This federal ARRA funds does not require any matching funds.
- Route 7100 Fairfax County Pkwy at EPG Phase IV (UPC# 88560). This project is part of the roadway improvements associated with the federal Base Realignment And Closure

(BRAC) activities at the federal Engineering Proving Ground (EPG) facility in Fairfax County. The phase of the project involves construction of the parkway segment between the Fairfax County Parkway to Boundinout Rd which includes construction of Boudinot Loop "B" ramp. The proposed TIP Amendment adds \$22,800M in FY 09 for CN. This federal ARRA funds does not require any matching funds. .

- STIP Grouping Construction :Transportation Enhancement/Byway/Non-Traditional This project adds \$.500M in ARRA- Stimulus funding to the STIP Group – Construction: Transportation Enhancement/Byway/Non-Traditional (UPC# 93206) Specifically, the project is for Pedestrian Pathways in Semper Fidelis Memorial Park (National Museum of the Marine Corps and Heritage Center (UPC# 81771) The planned pedestrian pathways, which will connect to Prince William County's Locust Shade Park and to the Kings Highway, will enhance the educational and tourism experience of the Museum and provide the public an additional trail system, providing nearly 1 mile of pedestrian facilities.

The attached table presents the revised project funding for the FY 2009-2014 TIP document.

VDOT requests that this amendment be reviewed and acted upon by the Transportation Planning Board at its May 20, 2009, meeting. VDOT's representative will be in attendance at the meeting to answer any questions that the TPB may have. 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

FY 2009 - 2014 TIP

VDOT - Enhancement



COMMONWEALTH of VIRGINIA

DAVID S. EKERN, P.E.
COMMISSIONER

DEPARTMENT OF TRANSPORTATION

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

April 28, 2009

National Capital Region: FY 2009-2014
Transportation Improvement Program Amendment

The Honorable Charles A. Jenkins
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 Jenkins:

On behalf of the Potomac Rappahannock Transit Commission (PRTC), the Virginia Railway Express (VRE), Prince William County and itself, VDOT's Northern Virginia District Office requests amending the FY 2009-2014 Transportation Improvement Program (TIP) to add four projects. None of the four projects are regionally significant for air quality conformity purposes and as such would not affect the approved air quality conformity determination. The proposed amendment will provide additional funding allocated by the Commonwealth's Transportation Board in its currently approved FY 2009-2014 Six Year Improvement Program and/or apportioned by the Federal Transit Administration (FTA). The four projects are outlined below.

- Fuller Heights Road/Fuller Road Intersection Improvements (UPC# 92999). This project is the relocation of the existing intersection of Fuller Heights Road with Fuller Road approximately 400' east. The proposed TIP Amendment adds \$0.550M in FY 2009 for PE, \$0.600M in ROW in FY2009, \$1.135M in FY 2009 for the Construction phase and \$0.835M in the Construction phase in FY 2010. The source of funding is the Federal Lands Highway Program and does not require any matching funds.
- Noise Barriers on Linton Hall Road (UPC#87035). This project involves construction of noise barriers along Linton Hall Road (Rte. 619) between 0.3mi north of Country Mill Drive

and 0.3mi north of Hazel Circle Drive. The proposed TIP Amendment will add \$2.70M of RSTP funds for the PE phase. This amount includes a 20% state match.

- Virginia Railway Express Gainesville-Haymarket Extension (UPC# VRE0004). This project involves the proposed extension of VRE service between the existing Broad Run station and new Haymarket station. The proposed TIP amendment provides \$0.612M, in FY 2009, for the PE phase. The source of funding is a FTA earmark apportioned under the section 5309 program.
- Potomac Rappahannock Transit Commission Western Prince William County Maintenance Facility (UPC#PRTC0002). This project involves construction of PRTC's Western Prince William County Maintenance Facility. The proposed amendment provides \$1.225M, in FY 2009, for the ROW phase. The source of funding is a FTA earmark apportioned under the section 5309 program.

The attached table presents the revised project funding for the FY 2009-2014 TIP document.

VDOT requests that this amendment be reviewed and acted upon by the Steering Committee at its May 1, 2009 meeting. VDOT's representative will be in attendance at the meeting to answer any questions the Committee may have. 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

TIP AMENDMENT 5/13/09

[illegible]

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

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

DATE: May 8, 2009

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

- The 2009 Ozone Season began on May 1, 2009. So far there have been no Code Orange or Code Red days. The season lasts through September 2009. This year, the Northern Virginia Transportation Commission has chosen not to participate in the Code Red Ride Free program on forecast Code Red days. More information on this decision is included in Agenda Item 4A.
- Metropolitan Washington Air Quality Committee (MWAQC) staff is working with local governments and transportation agencies to implement two programs contained in the American Recovery and Reinvestment Act (ARRA) (the federal economic stimulus program). The first program is a diesel retrofit program designed to reduce diesel emissions. MWAQC staff is coordinating a regional application for Diesel Emission Reduction Act (DERA) Funding for a variety of projects submitted by individual local governments and regional agencies. Combining these requests into one application will allow the region to meet the minimum grant threshold. MWAQC is also developing a proposal for Clean Cities funding.
- The Metropolitan Washington Council of Governments has established a Climate, Energy, and Environment Policy Committee to advise it on climate related issues. In particular, this committee will be charged with implementing the recommendations of the COG's Climate Change Steering Committee to reduce the region's greenhouse gas emissions. COG is currently securing appointments to the Committee.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
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- MWAQC and Transportation Planning Board (TPB) staff are evaluating the Environmental Protection Agency's new mobile emission calculation model known as MOVES. This model is much more sophisticated than the current MOBILE 6 model. While it will still be some time before the EPA requires air quality conformity to be conducted using the MOVES model, some initial model runs have indicated that the test version of the MOVES model calculates significantly higher mobile emissions than MOBILE 6. MWAQC and TPB staff will be submitting comments on the model to EPA for their consideration.
- On February 24, 2009, the United States Court of Appeals for the District of Columbia issued a ruling on the EPA's National Ambient Air Quality Standards for Particulate Matter (PM_{2.5}). The ruling remands the standards to EPA for reevaluation. The Court criticized the EPA for disregarding the recommendations of its staff and its Clean Air Scientific Advisory Committee on fine particulates and found that the EPA failed to justify its departure from those recommendations. The Court did not vacate the rules, so that some fine particulate protection remains in place while EPA is reevaluating the standards.
- On April 17, 2009, EPA signed Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Clean Air Act. MWAQC is preparing a letter to EPA supporting the concept of a national program to reduce the risks from climate change and reduce greenhouse gases.

JACC members and I will be available at the Authority meeting on May 14, 2009, to answer questions.

Cc: Members, NVTJ Jurisdiction and Agency Coordinating Committee

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

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

DATE: May 8, 2009

The Virginia Secretary of Transportation's Multimodal Office is in the process of updating VTrans 2025 (the Statewide Transportation Plan). The new document will be called VTrans 2035. The new effort is scheduled to be completed by the end of 2009.

Since the last NVTa meeting, the Multimodal Office and its consultants have updated data on the VTrans 2025 corridors of statewide significance. There are four such corridors in Northern Virginia (I-66, I-95/395, U.S. Route 29 and U.S. Route 15). One additional corridor, U.S. Route 220 in the western part of the state, has been added to the analysis. The consultant is developing a series of issue papers and technical reports on topics such as congestion, mobility, trends and the viability of the motor fuels tax. It is anticipated that the effort will result in 10 to 12 major "actionable initiatives," as well as a series of strategies.

Two workshops have been held. The Stakeholder Listening Session was held on March 23, 2009, and attended by transportation users and advocacy groups. Attendees identified issues that VTrans 2035 should consider addressing and provided input on the initiatives.

The Regional Planning Forum was held on April 27, 2009. The forum was attended by regional transportation staff and other stakeholders who provided input on a vision and potential strategies for each corridor of statewide significance. This effort included a corridor-by-corridor review of different levels of investment by corridor segment. There was general consensus that most of the corridors in Northern Virginia needed additional highway, transit and/or rail capacity, although specific improvements were not discussed.

A series of public hearings on the effort will be held this summer, and a transportation summit is being planning for Fall 2009.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
May 8, 2009
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Jurisdiction and Agency Coordinating Committee members and I will be available at the May 14, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

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

DATE: Revised: May 12, 2009

The Virginia Secretary of Transportation's Office of Intermodal Planning and Investment is in the process of updating VTrans 2025 (the Statewide Transportation Plan). The new document will be called VTrans 2035. The new effort is scheduled to be completed by the end of 2009.

Since the last NVTa meeting, the Intermodal Office and its consultants have updated data on the VTrans 2025 corridors of statewide significance. There are four such corridors in Northern Virginia (I-66, I-95/395, U.S. Route 29 and U.S. Route 15). The consultant is developing a series of issue papers and technical reports on topics such as congestion, mobility, trends and the viability of the motor fuels tax. It is anticipated that the effort will result in 10 to 12 major "actionable initiatives," as well as a series of strategies.

Two workshops have been held. The Stakeholder Listening Session was held on March 23, 2009, and attended by transportation users and advocacy groups. Attendees identified issues that VTrans 2035 should consider addressing and provided input on the initiatives.

The Regional Planning Forum was held on April 27, 2009. The forum was attended by regional transportation staff and other stakeholders who provided input on a vision and potential strategies for each corridor of statewide significance. This effort included a corridor-by-corridor review of different levels of investment by corridor segment. There was general consensus that most of the corridors in Northern Virginia needed additional highway, transit and/or rail capacity, although specific improvements were not discussed.

A series of public hearings on the effort will be held this summer, and a transportation summit is being planning for Fall 2009. A second series of public hearings will be held in November 2009.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
Revised: May 12, 2009
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Jurisdiction and Agency Coordinating Committee members and I will be available at the May 14, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

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Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

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

DATE: May 8, 2009

The Virginia Secretary of Transportation's Multimodal Office is in the process of updating VTrans 2025 (the Statewide Transportation Plan). The new document will be called VTrans 2035. The new effort is scheduled to be completed by the end of 2009.

Since the last NVTa meeting, the Multimodal Office and its consultants have updated data on the VTrans 2025 corridors of statewide significance. There are four such corridors in Northern Virginia (I-66, I-95/395, U.S. Route 29 and U.S. Route 15). One additional corridor, U.S. Route 220 in the western part of the state, has been added to the analysis. The consultant is developing a series of issue papers and technical reports on topics such as congestion, mobility, trends and the viability of the motor fuels tax. It is anticipated that the effort will result in 10 to 12 major "actionable initiatives," as well as a series of strategies.

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Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee