



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

AGENDA

July 10, 2008

7:00 pm

**George Mason High School
Falls Church, Virginia**

- I. Call to Order** Chairman Zimmerman
- II. Roll Call** Clerk (T. Copeland)
- III. Approval of the Minutes of the June 12 Meeting**

Public Hearing

- IV. Public Comment on Transportation Needs in Northern Virginia**

Action Items

- V. Report of Nominating Committee and Appointment of Town Representative** Chairman Zimmerman/Mr. Nohe
- VI. Approval of Project List for Bonus Obligation Funding** Mr. Biesiadny
- VII. Approval of Deadline for CMAQ/RSTP Applications** Mr. Biesiadny
- VIII. Ratification of Agreement between NVTA and Fairfax County** Mr. Biesiadny

Discussion Items

- IX. Update on General Assembly Activities** Mr. Biesiadny
- X. Update on Advocacy** Mr. Nohe
- XI. VDOT Update**
 - A. Update on VDOT Funding for Northern Virginia** Mr. Salehi/Mr. Cuttler
- XII. Transit/Rail Funding Update**
 - A. Update on DRPT Funding for Northern Virginia** Mr. Hill

- B. Update on WMATA (Metro) Funding and Projects in Northern Virginia
Mr. Catoe
- C. Update on VRE Funding
Mr. Zehner
- D. Update on PRTC Funding
Mr. Harf

XIII. Closing of NVTA Office Mr. Mason

Information Items

XIV. Status of Refund Process Mr. Mason

XV. NVTA Financial Status Mr. Mason

XVI. Update on TIP/CLRP Mr. Biesiadny

XVII. TIP Amendments Mr. Biesiadny

XVIII. Air Quality Update Mr. Biesiadny

XIX. Status of Major Transportation Studies and Projects in Northern Virginia

XX. Executive Director's Report Mr. Mason

XXI. Correspondence

- A. Letter from Secretary Homer acknowledging receipt of FY 2009 CMAQ and RSTP projects approved by NVTA

Adjournment

XXII. Adjournment

Next Meeting: To Be Determined

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

SUMMARY MINUTES NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

June 12, 2008

Fairfax City Hall
Fairfax, Virginia

NVTA Members Present:

Voting Members:

| | |
|---------------------------------|----------------------------|
| Christopher Zimmerman, Chairman | Arlington County |
| Martin Nohe, Vice Chairman | Prince William County |
| Gerry Connolly | Fairfax County |
| Judy Connally | Governor's Appointee (CTB) |
| Jeffrey Frederick | House of Delegates |
| Sharon Pandak | Governor's Appointee |
| Harry J. Parrish, II | City of Manassas |
| Bryan Polk | City of Manassas Park |
| David Snyder | City of Falls Church |
| Scott York | Loudoun County |

Non-voting Members:

| | |
|----------------|------|
| Corey Hill | DRPT |
| Morteza Salehi | DVOT |

Staff:

Jurisdictional staffs and Clerk (Pam Martin).

Item I: Call to Order

Chairman Zimmerman called the meeting to order at 7:38 p.m.

Item II: Roll Call

The roll was called and members present were as shown above.

Item III: Approval of the Minutes of May 8, 2008

III.

Mr. Connolly moved to approve the minutes for the meeting held on May 8, 2008. The motion was seconded by Mr. York. The motion carried. Councilmember Snyder abstained.

Item IV: Approval of Revised Bylaws

Mr. Biesiadny briefly reviewed the revisions to the NVTa Bylaws. He noted that references to the Jurisdiction and Agency Coordinating Committee were removed on advice of counsel. There being no discussion or questions, Mr. York moved to approve the revisions and it was seconded by Mr. Parrish. The motion carried unanimously.

Item V: Approval of FY 09 Operating Budget Options

Mr. Mike Longhi, Arlington County, gave an overview of the budget options. Mr. York moved to approve with the understanding that NVTa will decide which option to move forward with at a future meeting. Ms. Pandak seconded the motion and the motion carried unanimously. The Authority also unanimously approved an amendment to the agreement with VDOT to provide \$50,000 in planning assistance funds to NVTa in both FY 2009 and FY 2010.

Item VI: Approval of Loudoun County Request for Transfer of CMAW Funding

Mr. Biesiadny stated that Jurisdictional and Agency Coordinating Committee (JACC) recommends that NVTa approve the letter to VDOT endorsing Loudoun County's request to reallocate Congestion Mitigation and Air Quality (CMAQ) funds. There being no discussion, Mr. York moved to endorsing the letter Mr. Connolly seconded and the motion unanimously.

Item VII: Appointment of Nominating Committees

Following discussion, the Authority voted to extend Chairman Zimmerman and Vice Chairman Nohe's terms until December 31, 2008; with Chairman Zimmerman and Vice Chairman Nohe abstaining.

In regard to the appointment of town representatives to NVTa, Chairman Zimmerman appointed Mr. Nohe to chair the nominating committee, and Chairman Connolly and Chairman York as the other members.

Item VIII: Update on General Assembly Activities

Mr. Snyder indicated that NVTa's efforts should include discussions about the urgency for adequate funding for Metro, especially due to recent problems on the Metrorail Orange Line. Mr. York asked staff to contact the Governor's office and secure a copy of his town hall PowerPoint presentation and circulate it to the NVTa members.

III.

Item IX: Update on Outreach Activities

Mr. York suggested NVTa members and others should have a presence in Richmond during the special session. Other members agreed. Members wanted to make sure that NVTa's efforts were being coordinated with the business community's efforts. Mr. Connolly remarked that NVTa should be trying to raise expectations for a solution.

Item X: VDOT Update

Mr. Salehi gave a brief description of the Capital Beltway Southside Mobility Study. A PowerPoint presentation was given by Mr. McDonald. After discussion, Mr. Snyder requested that two VDOT items be added to a future NVTa agenda (1) the After-action report on the February 12, 2008, ice storm; and (2) the efforts to coordinate emergency response by the region's transportation providers.

Item XI: DRPT Update

Mr. Hill noted that the statewide Rail Plan will be available for public comment in July. In addition, DRPT is reviewing the scope of work for the statewide transit plan.

Item XII: TIP/CLRP Update

No comments.

Item XIII: TIP Amendments

No comments.

Item XIV: Air Quality Update

Noted.

Item XV: Refund Status

No comments.

Item XVI: Executive Director's Report

No comments.

Item XVII: Correspondence

No comments.

Item XVIII: Adjournment.

III.

The meeting adjourned at 8:26 p.m. The next meeting will be held on July 10, 2008, the location of the next meeting will be finalized, pending action in the General Assembly to restore NVTA's funding.

DRAFT

VI.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval of Project List for Bonus Obligation Funding (Item VI.)

DATE: Revised: July 8, 2008

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approved the attached list of projects for FY 2008 Federal Bonus Obligation funding.

Background:

Each year FHWA redistributes unallocated federal funding (typically referred to as “bonus OA”) to those states who have met their obligation authority. The general requirements for a state to receive FY08 bonus obligation funds are:

- The state must have the match money available to utilize the additional federal funds.
- Projects to receive the funds must be in the adopted funding program.
- Projects must be able to meet the criteria for the funds to be obligated (under contract) by September.

Based on Virginia’s current federal funding strategy and planned obligations, the state may be limited to projects that qualify for bridge replacement (BR) and regional surface transportation program (RSTP) funds.

The JACC has developed the attached list of projects that are eligible for bonus OA to be forwarded to VDOT for consideration and inclusion in the recommended project list to FHWA. In FY 07, Virginia received almost \$34 million in bonus OA funding for statewide use.

Mr. Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
Revised: July 8, 2008
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The projected timeline for award is as follows:

- Late July – FHWA issues notice to states requesting the amount of funding that will be returned for redistribution. The amount returned will determine the amount available for bonus OA.
- July – VDOT's Programming Division sends requests to the districts, establishing a deadline for submittal of potential bonus OA projects to submit to FHWA.
- August – VDOT submits its request for bonus OA, including a project list, to FHWA
- Early September – FHWA notifies the state of amount of bonus OA each state will receive
- September 26, 2008 – All bonus OA must be obligated; FHWA closes its fiscal year books.

Since the original memo on this topic was distributed several additional projects have been identified and are included in the attachment. JACC Members and I will be available at the Authority meeting on July 10, 2008, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Candidate NVTB Projects for Bonus Obligation (Federal FY08)

(as of 7 / 03 / 08)

| Jurisdiction | Amount (\$ 1,000s) | Description |
|--------------------------------------|--------------------|---|
| City of Alexandria | \$2,500 | Purchase 5 Hybrid Buses to replace aging DASH Buses |
| Arlington County | \$5,000 | Rosslyn Metrorail Station Improvements (access, elevator, etc.) |
| | \$1,000 | Arlington County Commuter Services (several individual elements) |
| Fairfax County | \$60,000 | Complete missing segment (EPG) of Fairfax County Parkway |
| | \$6,323 | Complete Boudinot Ramp C of EPG segment of Fairfax County Parkway |
| | \$23,700 | Construct Mulligan Road (Old Mill Connector Road) Phase 2 |
| | \$28,470 | US 29 / Gallows Road Intersection Improvements |
| | \$29,713 | Fairfax County Parkway Interchange at Fair Lakes Pkwy / Monument Dr |
| Town of Herndon | \$300 | Widen East Elden Street (PE) |
| Potomac and Rappahannock Trans.Comm. | \$1,912 | Purchase 4 Commuter Buses |
| Virginia Railway Express | \$25,340 | Purchase 7 Locomotives |

Project Descriptions
NVRTA Candidate FY08 Bonus Obligation Projects

City of Alexandria

Purchase hybrid buses (UPC 57072) \$2,500,000

The City of Alexandria will acquire five hybrid buses (estimated to cost \$500,000 each) to replace existing DASH buses – total acquisition cost estimated at \$2,500,000. This will provide funding for an item which is listed in the City's Capital Improvement Program, and is currently listed in the current TIP and CLRP, as well as the FY09-14 VDOT Six Year Plan. The City is prepared to enter into the required administrative agreement with VDOT and obligate these moneys before September 30, 2008.

Arlington County

Rosslyn Metro Station Improvements (UPC 70761) \$5,000,000

This project will construct a second entrance to the Rosslyn Metro Station between N. Moore Street and N. Lynn Street consisting of 3 new high speed elevators down to the station platforms and a new mezzanine and fare-gate area. Rosslyn Metrorail Station is the highest ridership station in Virginia with over 34,000 weekday boardings and alightings and serves as a major intermodal terminal for numerous transit services. The development of a second major entrance to the Metro between Moore Street and Lynn Street will alleviate substantial congestion in the station at peak periods (fare gates and platforms) and reduce the conflicts between buses and pedestrians on Moore Street. It is estimated that the majority of workers, hotel guests and residents east of Moore Street will make use of this new entrance. This new entrance will have the capacity to handle 1,900 entries and a similar number of exits per hour. Given ongoing redevelopment of the Rosslyn Station area, weekday boarding and alighting activity is expected to climb beyond 45,000 per day.

Arlington County Commuter Services projects (UPC T100) \$1,000,000

Transportation Information Display Units (TIDU) (\$250,000). - Site-specific transit information can be a critical and cost-effective component of an overall communications strategy to attract transit users. ACCS has found that there is significant desire by the public for transportation information in the lobbies/common areas of commercial and residential buildings. This has been identified through work with new site plan properties, ATP's employer and residential clients, a survey of a demo Transportation Information Display (TID) users and focus groups of building managers. Key findings of the demo survey: The display was a valuable public service (89%); The presentation of redesigned County transit maps were an important component; The information was clear and understandable (73%); schedules to PDAs was a desirable feature (64%). The maps and units have already been designed and focused group tested. Bonus Obligation Funds would be used to give the units to commercial and multi-tenant residential buildings at the cost of approximately \$5,000 per

building. \$250,000 would provide funds to customize display units for 50 major buildings. This could be scaled up or down as needed and done very quickly. Pictures of units: <http://www.bikearlington.com/kiosk.cfm.cfm>.

Back-up Mobile Commuter Store Unit (\$200,000). We do not have a back-up unit for the Mobile Commuter Store at this time <http://www.commuterpage.com/mobilestore.htm> and such a unit is critical for maintaining a schedule when the main unit goes down or needs work. As we've recently built the first one we can go right back to the factory and get another, smaller unit for about \$200,000.

Marketing (\$200,000). We could easily and quickly supplement existing marketing efforts for Arlington's Car-Free Diet (www.carfreediet.com) with more or with ad on options designated for different communities - such as persons who don't speak English as a first language, seniors, teens, etc. \$200,000 would implement some un-funded TEIF grants that were submitted in this category. However this could be scalable to fit funding.

SmarTrip Cards (\$100,000). Provide SmarTrip Cards to anyone who lives or works in the County who wants one. \$100,000 provides 20,000 cards at \$5 per card. Scalable also.

Bikesharing (\$250,000). There is currently a small amount of funding for getting a bikesharing pilot program started in Arlington (<http://bike-sharing.blogspot.com/> for information). \$250,000 would get the program 200 bikes and a year of operation. Most of the up front work has been done on the project (two years' worth). It just needs an infusion of funding and could go right away.

Fairfax County

Fairfax County Parkway – Complete missing segment (UPCs 4700 & 88556) \$60,000,000

Complete the missing segment of the Fairfax County Parkway through the Engineering Proving Ground (EPG). This is a multi-phase project. Also, additional funds are needed for the access ramp at Boudinot Road. This project is critical to help relieve the project congestion impacts related to the Fort Belvoir Base Realignment and Closure (BRAC) Plan. Any additional federal obligations for this project will help expedite full funding and construction.

Fairfax County Parkway - Complete Missing Segment (Boudinot Ramp C) \$ 6,323,162

Construct an on-ramp to eastbound Fairfax County Parkway from Boudinot Drive. This project (included in UPCs 4700 & 88556) would be conducted as part of the initial Phase I construction of the missing segment of the parkway through the EPG. This project is critical to help relieve the project congestion impacts related to the Fort Belvoir BRAC Plan. Any additional federal obligations for this project will help expedite full funding and construction.

Mulligan Road (Old Mill Connector Road) Phase 2 (UPC 77404) \$23,700,000

Widen Telegraph Road from Beulah Street to Leaf Road. Currently, only Phases 1 and 2A are fully funded. Phase 2B is currently shown in the VDOT 6-Year Transportation Improvement Plan. The additional funds required for the Phase 2B project need to be provided by either Fairfax County or VDOT so that the entire widening of Telegraph Road between Beulah Street and Leaf Road can be completed. This project is critical to help relieve the project congestion impacts related to the Fort Belvoir BRAC Plan. Any additional federal obligations for this project will help expedite full funding and construction.

Route 29/Gallows Road Intersection Improvements (UPC 11395) \$28,470,000

Construct intersection improvements at Route 29 and Gallows Road to improve traffic flow / reduce heavy traffic congestion. Fairfax County is planning to allocate future RSTP funds to this project. Any additional federal obligations contributed to this project will free up future funding for other projects and allow this project to be fully funded up to three years faster than the currently projected schedule.

Fairfax County Parkway Interchange at Fair Lakes Parkway / Monument Drive (UPC 52404) \$29,713,000

Construct a grade separated interchange at the intersections of the Fairfax County Parkway with Fair Lakes Parkway and Monument Drive. Fairfax County is planning to allocate future RSTP funds to this project. Any additional federal obligations contributed to this project will free up future funding for other projects and allow this project to be fully funded up to three years faster than the currently projected schedule.

Town of Herndon

Widen East Elden Street (4 lanes to 6 lanes) (UPC: 50100)
\$300,000

According to VDOT Programming Division, this roadway improvement project is listed for 'delay' due to funding constraints. However, the Town requests that applicable funds be allocated towards Preliminary Engineering (PE) efforts, in order to push the project forward to the extent possible.

East Elden Street is a major arterial that serves both local and regional traffic. The Town anticipates that East Elden Street will require significant capacity improvements between the new interchange and the Herndon Parkway, as a result of the completion of the Fairfax County Parkway to Route 7, and the Elden Street / Barron Cameron Avenue interchange, as well as increasing development along the East Elden Street corridor.

The Town's conceptual design and scoping sessions have been completed for this project. Project elements include streetscape and median enhancements on East Elden Street, from the Fairfax County Parkway to Monroe Street. This multi-million dollar project will widen

East Elden Street to six lanes with a raised landscaped median between Herndon Parkway and the Fairfax County Parkway. A raised landscaped median and left turn lanes will be added in the remainder of the project, where the existing roadway is a four-lane undivided section.

In year 2000, a Programming Resolution was adopted asking VDOT to establish this project. During February 2002, Town Staff and VDOT- Urban Program officials held an on-site field inspection. The Town desires that the project move forward so that PE and ROW efforts could be completed and construction could begin on or before year 2015.

Potomac and Rappahannock Transportation Commission

| | |
|--|-------------|
| Purchase MCI (OmniRide) buses (UPC T158) | \$1,912,000 |
|--|-------------|

The Potomac and Rappahannock Transportation Commission (PRTC) will acquire four (4) 45' MCI (OmniRide) buses (estimated to cost \$478,000 each) to provide immediate relief on existing commuter routes experiencing chronic overcrowding conditions - total acquisition cost estimated at \$1,912,000. This will provide funding for an item which is included in the current Washington Area MPO TIP and the Commonwealth of Virginia's STIP. PRTC has experienced double-digit growth as commuters in the greater Prince William County area have sought out alternative methods of travel in response to rising gasoline prices. Consequently, PRTC is fully utilizing all of its existing commuter bus fleet without any leverage to expand transit capacity on existing routes. PRTC has the ability to acquire new buses immediately, using the Department of Rail and Public Transportation's (DPRT's) existing Federal procured blanket contract among major bus manufacturers, which includes the MCI company.

Virginia Railway Express

| |
|--|
| Purchase replacement locomotives (UPC VRE0009) |
| \$25,340,000 |

The Virginia Railway Express (VRE) will acquire seven locomotives (estimated to cost \$3,620,000 each) to replace existing locomotives – total acquisition cost estimated at \$25,340,000. This will provide funding for an item which is included in the VRE Capital Improvement Program, and is included in the current MPO TIP and CLRP as well as the Virginia State Six Year Plan and TIP. VRE's existing locomotives are 30+ years old and do not have the power capacity that is critical to maintaining existing and projected performance, particularly pulling the longer trains needed to accommodate ridership growth. The VRE has approval to enter into a contract to purchase two locomotives, using existing funding, with the option to purchase up to eighteen additional locomotives as funding is available. VRE intended to use HB3202 funds to purchase the seven locomotives; this request replaces those funds. The VRE will be able to exercise the option order for the additional locomotives as soon as a funding source is available.

VII.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

SUBJECT: FY 2010 Congestion Mitigation and Air Quality Program/Regional Surface
Transportation Program (Item VII.)

DATE: July 3, 2008

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority establish Friday, September 26, 2008, as the submission deadline for FY 2010 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) applications.

Background:

Virginia Department of Transportation staff have provided estimates of the CMAQ and RSTP funding that will be available for distribution in FY 2010. For the combined programs, these funding levels are approximately equal to the funding received in FY 2009. In addition, there are unallocated RSTP funds from past years that are also available to be allocated in FY 2010. Finally, the estimate of FY 2009 CMAQ funds that was available in November 2007 when NVTA adopted the FY 2009 CMAQ project list was higher than the funding actually received. This has happened occasionally in the past. As a result, funding for the I-66/Vienna Metrorail Station ramp was reduced. Following past NVTA and TCC practice, this project will receive funding off-the-top of the FY 2010 allocation.

Mr. Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
July 3, 2008
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The estimated funding available for distribution is:

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

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

The VDOT FY 2009 – FY 2014 Six Year Program provides the local matches for both the CMAQ and the RSTP funds.

The recommended submission deadline is consistent with the deadline the NVTa set for past CMAQ and RSTP Programs. The JACC intends to present a recommended FY 2010 CMAQ and RSTP Program to the NVTa for approval at NVTa's November or December 2008 meeting.

JACC Members and I will be available at the Authority meeting on July 10, 2008, to answer questions.

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

VIII.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

SUBJECT: Ratification of Agreement between NVTA and Fairfax County (Item VIII.)

DATE: July 3, 2008

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority ratify the attached agreement between NVTA and Fairfax County for provision of funds to address NVTA's FY 2008 financial obligations.

Background:

On September 27, 2007, NVTA entered into an agreement with the Virginia Department of Transportation (VDOT) for short-term operating assistance prior to the collection of the taxes and fees approved by NVTA on July 12, 2007. As part of this agreement, VDOT indicated it would provide up to \$1.0 million in short-term assistance to NVTA. The term of the agreement required NVTA to repay any funds used by April 30, 2008.

Besides supporting the implementation of new transportation projects and services, these funds were originally expected to support the Northern Virginia Transportation Authority (NVTA)'s other activities, including support for long-range transportation planning; allocation of federal transportation funds available to Northern Virginia; coordination of regional comments on new transportation projects, such as the I-95/395 HOT Lanes project; and provision of a forum for public input and regional discussion of transportation projects and services.

Mr. Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
July 3, 2008
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On February 29, 2008, the Virginia Supreme Court ruled that the General Assembly did not have the ability to delegate its taxing power to NVTa. As a result, NVTa was forced to refund the taxes and fees collected, and insufficient funds remained to repay VDOT. On April 10, 2008, NVTa approved a two month extension to the agreement (to June 30, 2008) to give the General Assembly time to address NVTa's lost revenues. The General Assembly has not yet acted to replace these Northern Virginia regional transportation revenues.

In order to allow NVTa to fulfill its repayment obligation, on June 30, 2008, the Fairfax County Board of Supervisors agreed to provide \$220,000 to NVTa, and the funds were transferred to NVTa immediately. NVTa subsequently repaid VDOT.

This action ratifies the agreement between Fairfax County and NVTa in which Fairfax County provided \$220,000 to NVTa. There is no requirement that these funds be repaid to Fairfax County.

JACC Members and I will be available at the Authority meeting on July 10, 2008, to answer questions.

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

MEMORANDUM OF UNDERSTANDING BETWEEN
THE COUNTY OF FAIRFAX AND
THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

This agreement is made and entered into as of _____ 2008, by and between the County of Fairfax, hereinafter referred to as the “County”, and the Northern Virginia Transportation Authority, hereinafter referred to as the “Authority”.

WHEREAS, the Virginia General Assembly has not yet replaced the seven Northern Virginia regional transportation taxes and fees previously approved in House Bill 3202 (2007), now codified at 2007 Va. Acts Ch. 896 (“Chapter 896”), but invalidated by the Virginia Supreme Court on February 29, 2008; and

WHEREAS, the Authority supports the planning for, administration of, and implementation of new transportation projects and services in Fairfax County and Northern Virginia; and

WHEREAS, §58.1 – 3221.3 of the Code of Virginia and Fairfax County Code 4-10-5 authorize the appropriations and expenditures by the County of certain revenues earmarked for transportation purposes that benefit the County of Fairfax; and

WHEREAS, §15.2 – 4840 (10) of the Code of Virginia allows the Authority to apply and negotiate with the Commonwealth of Virginia, or any agency, instrumentality, or political subdivision thereof, for grants and any other funds available to carry out the purposes defined by the General Assembly and receive, hold, accept, and administer from any source gifts, bequests, grants, aid, or contributions of money, property, labor, or other things of value to be held, used and applied to carry out this purposes;

NOW THEREFORE, the parties do hereby agree that the County will provide the Authority \$220,000 to facilitate transportation related activities and purposes on behalf of Fairfax County and Northern Virginia.

Nothing in this agreement shall be construed as a waiver of Fairfax County’s sovereign immunity.

All requirements for funds to be borne by Fairfax County shall be subject to annual appropriations by the Fairfax County Board of Supervisors.

This agreement shall not be construed as creating any personal liability on the part of any officer, employee, agent of the parties, nor shall it be construed as giving any rights or benefits to anyone other than the parties hereto.

IN WITNESS WHEREOF, all parties have executed this Agreement on the day and year set forth below.

COUNTY OF FAIRFAX

NORTHERN VIRGINIA
TRANSPORTATION AUTHORITY

By:_____

By:_____

Date:

Date:

XI. A.

Northern Virginia Transportation Authority

July 10, 2008

Northern Virginia



William C. Cuttler, P.E.
Assistant District Administrator
Preliminary Engineering

Commonwealth Transportation Board (CTB) has approved a \$10.1 billion Six Year Improvement Program (SYIP) for FY09-FY14

SYIP reflects significant reductions from a \$1.1 billion funding shortfall over the next six years

Program reflects:
slowing economy
shrinking revenues
increased maintenance costs
impacts to hundreds of projects
statewide



Project Delays in FY09-14 SYIP

| Route/ Town/City | Project Description |
|---------------------|--|
| 7 | Widen Route 7 Bypass from 4 to 6 lanes South King St. to East Market St. in Leesburg |
| 123 | Construct interchange at Route 1/123 in Prince William County |
| Leesburg | Widen Route 15 from Evergreen Mill Road to Masons Lane |
| Herndon | Widen East Elden Street from Van Buren Street to Fairfax County Parkway |
| Manassas | Build Interchange at Route 28 and Wellington Road to eliminate at-grade rail crossing |
| Purcellville | Improve intersection at Main Street and Maple Avenue |
| Vienna | Cottage Street Reconstruction from Moore Avenue to Cedar Lane |



Project Cuts in FY09 - 14 SYIP

| Route | Project Description |
|-------|---|
| I-66 | Reconstruct I-66/I-495 interchange in Fairfax County |
| I-95 | Widen I-495/95 Beltway from Telegraph Road to I-395 (5 miles) in Fairfax County |
| I-66 | Widen I-66 from 4 to 8 lanes from Route 29/Gainesville to Route 15/Haymarket (2 miles) in Prince William County |
| I-95 | Widen I-95 from 6 to 8 lanes from Route 123 to Dale Boulevard (4 miles) in Prince William County |
| 1 | Widen Route 1 from 4 to 6 lanes from Armistead Road to Route 123 (2 miles) in Fairfax County |
| 1 | Widen Route 1 from 4 to 6 lanes from Featherstone Road to Occoquan Road (2 miles) in Prince William County |
| 7 | Widen Route 7 from 4 to 6 lanes from Patrick Henry Drive to Columbia Pike (1.5 miles) in Arlington County |

- 7 Widen Route 7 from 4 to 6 lanes from Reston Avenue to Dulles Toll Road (7 miles) in Fairfax County
- 7 Add Westbound climbing lane on Route 7 west of West Market Street in Leesburg
- 7 Widen Route 7 Bypass from 4 to 6 lanes - West Market St. to South King Street (1.5 mi) in Leesburg
- 28 Widen Route 28 from 4 to 6 lanes from Route 29 to Prince William County line (4 miles) in Fairfax County
- 28 Widen Route 28 from 2 to 4 lanes from Vint Hill Road to Fauquier County line (5 miles) in Prince William County
- 50 Construct interchange at Route 50 and Loudoun County Parkway in Loudoun County
- 234 Construct interchange at Route 234 Bypass and Balls Ford Road/Route 621 in Prince William County

- 234 Construct interchange at Route 234 Bypass and Prince William Parkway/Liberia Avenue in Prince William County
- 234 Construct interchange at Route 234 Bypass and Sudley Manor Drive in Prince William County
- 234 Widen Route 236 from 4 to 6 lanes from Pickett Road to Chambliss Street (7 miles) in Fairfax County
- 495 Reconstruct I-495 Bridge over Route 50 in Fairfax County
- 50 Reconstruct Route 50 Bridge over I-66 (Ramp B) in Fairfax County
- 95 Reconstruct I-95 Bridge over Old Telegraph Rd in Fairfax County
- 66 Reconstruct I-66 Bridge over Route 29 in Prince William County

- | | |
|-----|--|
| 395 | Reconstruct Duke Street/Route 236 Bridge over I-395 in Alexandria |
| 7 | Reconstruct Route 7 Bridge over Tributary of South Fork Catoctin Creek in Loudoun County |
| 1 | Reconstruct Route 1 Bridge over Dogue Creek south of Sacramento Drive in Fairfax County |
| N/A | Sidewalk, pedestrian, drainage and safety improvements on Route 50 and other corridors in Arlington County |
| 659 | Widen Belmont Ridge Road from Dulles Greenway to south of Route 7 (2.5 miles) in Loudoun County |

50 Traffic Calming in Aldie in Loudoun County

66 I-66 Vienna Metro Rail Accessibility and Capacity Improvements

1036 Pacific Boulevard new 4 lanes between Autoworld Circle and
Severn Way in Loudoun County

DRPT Dedicated Metrorail Funding

DRPT Dedicated VRE Funding

Crystal City Potomac Yards Transit Improvements

Richmond Highway Public Transportation Initiative for pedestrian
funding

Route 15 Park and Ride Lot in prince William County

Installation of escalator canopy at Huntington South entrance

Purcellville Park and Ride Lot

Metrorail Station Signage Upgrades

VRE Locomotives

Improve street lighting and pedestrian crossings on Wilson Boulevard from Oakland to Randolph, phase II

West Falls Church and Vienna stations upgrade of platform for safety improvements

Multi Modal Improvements for the intersection of Chain Bridge Road, Route 123 and Eaton Place

Multi Modal Improvements to Old Dominion Drive from Glebe Road to the Fairfax County line.

City wide side walk replacement and construction in Falls Church¹⁰

Lee Highway at Harrison, construct left turn lanes both east and west bound

Fairfax County Parkway at the Fair Lakes and Monument Interchange Improvements

Extend left turn bay on north bound Route 606, Loudon County Parkway at the intersection of Route 621, Evergreen Mills Road

Intersection Improvement at Maple and Main streets in Purcellville

Construct Route 28 overpass in Manassas

Upgrade Bull Run Post Office Road from Cedar Ridge Boulevard to the Fairfax County line in Loudoun County

Columbia Pike Streetcar construction between Pentagon City & Skyline in Arlington County

Transit Development Plan for Fairfax Connector

Rosslyn Metro Station Access Improvements

Bus Shelters in Falls Church

Commuter Incentive Program Expansion to major Falls Church employers

Transportation Control Measures to Support I-66 HOV-2

- 1 Widen Route 1 from Featherstone Road to Joplin Road (7 miles) in Prince William County
- 7 Widen Route 7 to 6 lanes from Rolling Holly Drive to Reston Avenue (1 mile) in Fairfax County
- 7 & 659 Purchase Right of Way and utility relocation for a future interchange at Route 7 and Belmont Ridge Road in Loudoun County

- 50 NVTA Multi-modal Corridor Improvements in City of Fairfax
- 244 Columbia Pike Multimodal Improvements from the Arlington County line to Washington Blvd
- 7 Broad Street Streetscape Improvements in Falls Church
- 7 & 29 Roadbed Reconstruction in Falls Church
- 15 Interchange at Edwards Ferry Road and Route 15 Bypass in Loudoun County
- 123 Route 123 Bridge Replacement at Kenmore Drive in Fairfax City
- 123 Route 123 at Eaton Place Intersection Improvements in Fairfax City
- Holmes Run Bike Trail in Alexandria
- Bicycle/Pedestrian Trail Improvements in Falls Church

Sidewalk Construction, Repair, and Replacement in Falls Church

Roadbed Condition Assessment in Falls Church

Manassas Drive at Mathis Ave Intersection Improvements in Manassas

Bicycle Route Improvements in Falls Church

Southern Collector Road in Purcellville in Loudoun County construction from Route 690 to Route 7

Pedestrian and Traffic Calming Improvements in Falls Church

Municipal Parking Garage Design & Finance in Falls Church

619 Expand Mulligan Road at Old Mill Road from Route 1 to Telegraph Rd at Ft. Belvoir in Fairfax County

643 Construct 400-plus-space Commuter Lot in Loudoun County

3000 Widen Prince William County Parkway from Old Bridge Road to
Minnieville Road



Project Delays in Secondary Program

Fairfax Widen Telegraph Rd to 4 lanes from Beulah Street to Hayfield Road (1.4 miles)

Widen Telegraph Rd to 4 lanes from Hayfield Road to S. Kings Highway (1.6 miles)

Walney Road Bridge rehabilitation over Flatlick Branch

Twin Lakes Drive Bridge rehabilitation over Johnny Moore Creek

Incidental Construction, Traffic Services and Pedestrian Improvements

Loudoun Widen Belmont Ridge Road to 4 lanes from Dulles Greenway to Route 7

Construct trail on Route 15 from Virts Corner to Governor's Drive

Construct Route 771 on new alignment for landfill expansion

Edwards Ferry Road/Route 773 - Reconstruct and pave gravel road

Route 625 Reconstruct and pave gravel road

Route 689 Rural Rustic road project

Fairfax

Widen Rolling Road to 4 lanes from Delong Drive to Fullerton Road

Widen Pohick Road to 4 lanes from Route 1 to I-95 (1 mile)

Replace Towlston Road bridge over Rocky Run

Replace Beulah Road bridge over Wolf Trap Run

Loudoun

Traffic calming measures on Route 722

Route 709 Reconstruct and pave gravel road

Route 726 Reconstruct and pave gravel road

Additional information is available at
www.VirginiaDOT.org

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: J. Mason, Executive Director

SUBJECT: Closing of NVTa Office

DATE: July 3, 2008

In anticipation of a scenario in which the General Assembly has not resolved the dedicated funding issue by July 10, it is necessary to have a plan for the closing of the NVTa operational office (as implied by alternate budget for FY09 presented at June 12 meeting).

Attached is a draft plan that will serve as the basis for closing down our NVTa office operations over the next two months.

Effective July 1, I will be paid at half-time rate. In August, I anticipate less than half-time, only what is required to complete closing operations and prepare for audit.

Please note that I have made the assumption that NVTa will continue to execute its statutory responsibilities in a manner similar to that before we established an operational NVTa office.

Attachment: Plan for Closing NVTa Office

Coordination:

Arlington County (M. Longhi)
NVTc (R. Taube, S. Kalkwarf, K. Quintana, E. Rodgers)
JACC (T. Biesiadny)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Plan for Closing of NVTa Office

- **Purpose.** To provide a synopsis of the actions/activities necessary to close down existing NVTa office and staff operations.
- **Assumptions.**
 - Dedicated funding issue not resolved.
 - NVTa continues to have some responsibilities, i.e., long range planning, decision-making for discretionary funding (CMAQ/RSTP), coordination of Northern Virginia positions, etc. As a result, NVTa will revert to pre-2008 approach, relying on jurisdictional staffs for support.
 - Future responsibilities:
 - ✓ JACC
 - Coordination of staff activities and meetings
 - Principal technical analyses, advice and recommendations to NVTa on transportation projects and services, regional transportation planning, long range transportation planning, air quality, legislation, and testimony to the CTB, and interagency coordination for NVTa (Resolution 14C-08)
 - Staff support of PCAC and TAC as required
 - Checking mail box and routing mail as required
 - Retention of basic files needed for operations, e.g., Bylaws, policies, resolutions)
 - ✓ NVTC
 - Public Outreach/Information (K. Quintana)
 - Web site management (E. Rodgers)
 - Accountant (S. Kalkwarf)
 - Retention of financial files needed for operations and auditing (S. Kalkwarf)
 - Retention of insurance policies (S. Kalkwarf)
 - ✓ Arlington County
 - Banking (M. Longhi)
 - ✓ To be determined
 - Storage of assets and historical files
 - Status of JCAC and TAC to be resolved.
- **Assets.**
 - Computers
 - ✓ Dell Inspiron 580 with Dell monitor and XP reinstallation code (\$1,877)
 - ✓ Dell Inspiron 580 with Dell monitor and XP reinstallation code (\$1,877)
 - Router (in GMU network utility room) – Netgear RangeMax Next Wireless-N Router (\$100)

- Xerox Phaser 6110MFP printer/fax (\$809)
- Computer desk (\$54)
- Office materials (e.g., paper cutter, staplers)
- Office supplies (envelopes, file folders, paper, etc.) [Note: 50,000 envelopes with return address should be retained with view to use with overprint label if needed]
- Brochures (on taxes and fees) currently being stored by Balmar (at no cost to NVTa)
- Framed *TransAction 2030* map (approximately 34x26")
- Domain name hosting of web site (paid for 5 years)
- **Documents created since January 2008** (to be retained)
 - Revised NVTa Bylaws
 - Policy documents
 - ✓ Allocation of Revenue (approved 1/10/08)
 - ✓ Debt (1/10/08)
 - ✓ Audit (6/12/08)
 - ✓ Conflict of Interest (Preliminary draft)
 - ✓ Public Records (background material)
 - SOPs
 - ✓ Agenda Template
 - ✓ Agenda Coordination
 - ✓ Action Summary
 - ✓ Meeting Minutes
 - ✓ Memorandum to Authority Template
 - ✓ Regular Meeting Checklist
 - ✓ Public Hearing Checklist
 - Employee Handbook (selected sections drafted)
 - Staffing positions (draft job descriptions)
 - ✓ Chief Financial Officer (CFO)
 - ✓ Accountant (outline only; dependent on CFO preference)
 - ✓ Office Manager
 - ✓ Transportation Planner III
 - ✓ Program Manager
 - Payroll management options
- **Files.** Approximately four (4) file drawers.
- **Considerations.**
 - Lease requires 30 day notice
 - FY08 audit is required; will be in the August/September timeframe
 - Approach to NVTa assets/files should be predicated on possibility that NVTa funding issue will be resolved within the year.

- **FY09 expenses.** Given the phase-out approach and requirements, approximately \$55,000 in expenses will be incurred in FY09. These expenses will be covered by carry-over funds from FY08 and a VDOT grant of \$50,000 for FY09.
- **Concept.** NVTa will close office and cease permanent staff operations as quickly as practicable, while ensuring that all required actions have been taken and that assets and files are properly secured.
- **Activities to be retained.**
 - Insurance policies (liability and public official) (NVTC/Kalkwarf)
 - Website hosting (NVTC/Rodgers)
- **Actions.**
 - Office closure
 - ✓ Notification of lease cancellations (July 11)
 - ✓ Establishment of mailing address (post office box)
 - ✓ Voicemail information
 - ✓ Updating website information
 - ✓ Updating various vendors/options for support to NVTa (VRS, payroll management, HR support, etc.)
 - ✓ ?
 - Preparation for FY08 audit
 - Cancel procurement card
 - Cancel banking post office box
 - Compilation of files
 - Transfer of files (locations TBD)
 - ✓ NVTa operating records
 - ✓ NVTa historical records
 - ✓ TransAction 2030 files
 - ✓ Financial
 - ✓ ?
 - Storage of assets (computers, office supplies, etc.)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: J. Mason, Executive Director

SUBJECT: Refund Status

DATE: July 9, 2008

NVTA has approximately \$5,000 in remaining in taxes/fees. This results from delayed TOT payments. Residual funds will be forwarded to State Treasurer in July.

Status of various special taxes/fees is:

- **Grantor's tax.**
 - Alexandria Circuit Court: Disbursed 99% of funds. Remaining companies have been notified that, if funds not disbursed by November, they will be escheated.
 - Arlington Circuit Court: Disbursed 100%. There remain a few agents who have not yet refunded to sellers. They have been reminded of the 90 day deadline.
 - Fairfax Circuit Court: Disbursed \$3,800,000. Anticipate disbursing additional \$400,000 over next 10 days. Eighty-seven (87) companies have not responded.
 - Loudoun Circuit Court: Thirty nine (39) accounts still unpaid for total of \$271,266.40. Contacting agents, the majority of whom indicate they intend to submit request for refund.
 - Prince William Circuit Court: ?
- **Regional vehicle initial registration and registration fees (DMV):** Approximately \$11.3 million refunded to 284,808 customers.
- **Taxes and fees being remitted by State Treasurer (Division of Unclaimed Property).**

A total of approximately \$10.7 has been collected in the following categories:

 - TOT: \$3,395,983.77
 - Car rental tax: \$ 950,000.00
 - Safety Inspection Fee: \$2,023,002.70
 - Car repair tax \$4,357,262.52

State Treasurer has paid out 840 claims totaling \$20,316.96 as of June 30. The average claim amount is \$24.19. The majority of the claims paid have been for the car repair tax and the safety inspection fee.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: J. Mason, Executive Director

SUBJECT: Financial Status

DATE: July 3, 2008

Attached is a summary of NVTa's current and projected financial status.

On June 30, we had a positive balance of \$42,833.

At end of July, we project a balance of approximately \$13,000; by August – September this will be approximately \$12,000.

Coordination:

S. Kalkwarf
M. Longhi

NVTA

CASH POSITION AND PROJECTION

prepared 6/30/08

| | Wach Check | Wach Deposit | LGIP Common | LGIP Tax | Total Cash | Non-G&A | G&A Cash |
|--|---------------|-----------------|----------------|-------------|---------------|--------------|--------------|
| Cash Balances 5/31/08 | 4,109.35 | 446,701.98 | 20,813.44 | 1,765.37 | 473,390.14 | 395,614.27 | 77,775.87 |
| Transfers to 6/24 | 407,405.55 | (389,405.55) | (18,000.00) | | - | | - |
| Receipts to 6/24 | - | 2,794.28 | | | 2,794.28 | 1,351.34 | 1,442.94 |
| Receipts - Lockbox to 6/24 | | 3,640.00 | | | 3,640.00 | 3,640.00 | - |
| Disbursements to 6/24* | (404,368.94) | | | | (404,368.94) | (395,553.97) | (8,814.97) |
| Interest to 6/24 | | 52.24 | | | 52.24 | | 52.24 |
| | | | | | - | | - |
| Cash Balance 6/24 (actual) | 7,145.96 | 63,782.95 | 2,813.44 | 1,765.37 | 75,507.72 | 5,051.64 | 70,456.08 |
| Not processed, due June: | | | | | | | |
| #1041 941 taxes | (17,716.77) | | | | (17,716.77) | | (17,716.77) |
| ACH Payroll | (36,366.67) | | | | (36,366.67) | | (36,366.67) |
| ACH PFM | (64,000.00) | | | | (64,000.00) | | (64,000.00) |
| Receipt VDOT 5&6 - 6/25 | | | 149,793.99 | | 149,793.99 | | 149,793.99 |
| Transfer (VDOT receipt) - 6/25 | 152,000.00 | | (152,000.00) | | - | | - |
| Jurisdiction transfer | 220,000.00 | | | | 220,000.00 | | 220,000.00 |
| Payment to VDOT | (279,333.52) | | | | (279,333.52) | | (279,333.52) |
| Transfer | 20,000.00 | (20,000.00) | | | - | | - |
| | | | | | - | | - |
| Estimated Balances 6/30 | 1,729.00 | 43,782.95 | 607.43 | 1,765.37 | 47,884.75 | 5,051.64 | 42,833.11 |
| FY08 expenses due July: | | | | | | | |
| Payroll (June paid July) | (6,926.98) | | | | (6,926.98) | | (6,926.98) |
| #941 Taxes | (3,374.62) | | | | (3,374.62) | | (3,374.62) |
| SWT (to June) | (5,041.26) | | | | (5,041.26) | | (5,041.26) |
| Bank Fees - estimated | (10,000.00) | | | | (10,000.00) | | (10,000.00) |
| Temp Emp June estimated | - | | | | - | | - |
| Misc & contingency (08) | (2,000.00) | | | | (2,000.00) | | (2,000.00) |
| Refund SI & TOT to VA | (5,051.64) | | | | (5,051.64) | (5,051.64) | - |
| Transfer | 34,000.00 | (34,000.00) | | | - | | - |
| FY09 expenses in July: | | | | | | | |
| Rent (FY09) - estimated | (2,500.00) | | | | (2,500.00) | | (2,500.00) |
| Estimated Balances 7/31 | 834.50 | 9,782.95 | 607.43 | 1,765.37 | 12,990.25 | 0.00 | 12,990.25 |
| Balance of FY08 expenses due after 7/31 | | | | | | | |
| Payroll taxes | | | | | | | (1,216.24) |
| FY 09 Revised Budget dtd 6/26 | | | | | | | |
| Personnel Costs (includes 2 mo.s salary at 1/2 time) | | | | | | (11,833.33) | |
| Benefits | | | | | | (1,416.93) | |
| Office Expenses | | | | | | (8,750.00) | |
| Travel and Meetings | | | | | | (150.00) | |
| Professional Fees | | | | | | (28,000.00) | |
| Contingency | | | | | | (4,415.03) | |
| Total FY09 Revised Budget | | | | | | | (54,565.29) |
| July Rent included as of 7/31 above | | | | | | | 2,500.00 |
| Security Deposit applied | | | | | | | 2,350.00 |
| Revenue - State Grant | | | | | | | 50,000.00 |
| Balance - Final | | | | | | | 12,058.72 |

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

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

DATE: July 3, 2008

On February 20, 2008, the Transportation Planning Board (TPB) approved the conformity inputs for the 2008 CLRP and FY 2009-2014 TIP. These inputs included a significant number of new projects in Northern Virginia, due to the anticipated Northern Virginia Transportation Authority funding. In addition, the Virginia submissions reflect the commercial property tax for transportation and increased local vehicle registration fees authorized by the 2007 General Assembly in HB 3202 for jurisdictions that have adopted them.

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

TPB staff has prepared the air quality conformity analyses using the inputs received in January 2008. This analysis indicates that TPB will be able to make a conformity determination, based on the inputs. TPB released the conformity analysis for public comment on June 12, 2008, and is scheduled to consider adoption of the conformity analysis, as well as the 2008 CLRP and FY 2009-2014 TIP on July 16, 2008. This "Plan A" can only be implemented, if the General Assembly restores the NVTa funding prior to July 16, 2008.

Mr. Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
July 3, 2008
Page Two

On April 16, 2008, as a result of the loss of NVTAs revenues, the TPB approved a second list of projects for a parallel 2008 CLRP air quality conformity effort. This second list deletes projects that were expected to be funded with NVTAs revenues.

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

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

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

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

JACC members and I will be available at the July 10, 2008, NVTAs meeting to answer questions.

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

XVII.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on TIP Amendments (Agenda Item XIII.)

DATE: Revised: July 8, 2008

VDOT submitted an FY 2007 TIP amendment packages to the Transportation Planning Board (TPB) for approval in July. The amendment package is attached. The amendment package contains six projects. These projects are summarized below. This amendment package was approved by the TPB Steering Committee on June 27, 2008.

- Dynamic Message Signs, Fairfax and Arlington Counties. The amendment will provide \$9,140,000 from multiple sources to install 15 new dynamic message signs and upgrade four existing signs on I-66 from Route 50 to the District of Columbia.
- Pedestrian and Bike Improvements, Town of Herndon. The amendment will provide \$250,000 in FY 2008 Congestion Mitigation and Air Quality (CMAQ) funds for preliminary engineering and construction of pedestrian and bike improvements on Eldon Street.
- Potomac Yards Transit Improvements Phase II, City of Alexandria. The amendment will provide \$4,085,000 in FY 2008 Regional Surface Transportation Program (RSTP) and CMAQ funds for construction of transit facility improvements between the Braddock Road Metrorail Station and the Pentagon.
- Install Guardrail, Loudoun County. The amendment will provide \$181,000 in FY 2008 Highway Safety Improvement Funds for a new project to install guardrail on Sagle Road in western Loudoun County.

Mr. Christopher Zimmerman, Chairman
Members, Northern Virginia Transportation Authority
Revised: July 8, 2008
Page Two

- I-66 Pavement Rehabilitation, Northern Virginia District. The amendment includes \$500,000 in FY 2008 Federal Advanced Construction and Interstate Maintenance funds for preliminary engineering and \$50,500,000 in FY 2009 Federal Advanced Construction and Interstate Maintenance funds for construction of pavement repairs between I-495 and Route 50.
- Franconia-Springfield Metrorail Station Transit Store, Fairfax County. The amendment includes \$1,163,000 in CMAQ funds for operation of the transit store at the station.

On July 8, 2008, VDOT submitted a second July TIP amendment to TPB for approval. This amendment contained the project described below. A copy of the amendment is also attached.

- Rte 27 Interchange Modifications, Arlington County. This existing TIP project will rehabilitate Washington Blvd Interchange between Interstate-395 and Route 244 (Columbia Pike). Proposed amendment will place \$2,447,000 in FY 2008 preliminary engineering, \$8,462,000 in FY 2008 right-of-way acquisition, and \$39,479,000 in FY 2008 construction using Federal Advanced Construction process, Federal Bridge Program funds, and Federal STP Equity Bonus funds from FY 2008 allocations.

Jurisdiction and Agency Coordinating Committee members and I will be available at the July 10, 2008, NVTa meeting to answer questions.

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

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

June 24, 2008

National Capital Region
Transportation Improvement Program Amendment

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

Dear Chairman Mendelson:

VDOT's Northern Virginia District Office requests amending the FY 2008-2013 Transportation Improvement Program (TIP) to add the following projects. All of the projects in this amendment are either exempt from air quality conformity analysis OR have been included in previous air quality conformity analyses OR are not regionally significant for air quality conformity purposes. We request this amendment be approved by the TPB Steering Committee at its meeting on June 27, 2008.

VDOT Interstate Project:

- Dynamic Message Signs (DMS), Fairfax and Arlington Counties. This new safety and operational TIP project will install 15 new Dynamic Message Signs (DMS) and upgrade 4 existing signs on Interstate 66 between US 50 (Fair Oaks) and the District of Columbia. Proposed amendment will place \$9,140K in FY08 construction using Federal Advanced Construction process, Federal CMAQ, Interstate Maintenance, and State funding from FY08 allocations.

VDOT Urban Project:

- Pedestrian and Bike Improvements, Town of Herndon. This new project will construct pedestrian and bike improvements on Elden Street. Proposed amendment will place \$25K in

FY08 preliminary engineering and \$225K in FY08 construction using Federal CMAQ funding from FY08 allocations.

VDOT Public Transportation Project:

- Potomac Yard Transit Improvements Phase II, City of Alexandria. This existing TIP project will construct transit facility improvements between Braddock Road Metro Station and the Pentagon. Proposed amendment will add \$4,085K in FY08 construction using Regional Surface Transportation Program (STP) and CMAQ funding from FY08 allocations.

VDOT Maintenance/Safety Project:


- Install Guardrail, Loudoun County. This new safety project will install guardrail on Sagle Road (Western Loudoun County). Proposed amendment will add \$30K in FY08 preliminary engineering and \$151K in FY09 construction using Federal Highway Safety Improvement Program (HSIP) funds from FY08 allocations.
- I-66 Pavement Rehabilitation, NoVA District. This new maintenance project will repair Interstate 66 roadway pavement from Interstate 495 to Route 50 using various pavement repair methods to include patching and pavement overlays. The exiting pavement, originally intended to last 20 years, is almost 40 years old and at the end of its useful life. Proposed amendment will add \$500K in FY08 preliminary engineering and \$50,500K in FY09 construction using the Federal Advanced Construction (AC) process and Interstate Maintenance (IM) funds from FY08 allocations.

VDOT Transit Project:

- Springfield Metro Station Transit Store, Fairfax County. This existing TIP project will operate a transit store at the Springfield Metro Station for providing support of transit fare media and transit information. Proposed amendment will add \$1,163K in FY08 construction using CMAQ funding from FY08 allocations.

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

Sincerely,


Asst. Dist. Admin.
for
Morteza Salehi
District Administrator
VDOT – Northern Virginia District

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

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

PROPOSED TIP AMENDMENT - 6/23/2008

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

| Agency Project ID | Facility, Location, Description | Phase | Prev | Annual Element FY 07 | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | Program Total FY 07-12 | Funding Source | Funding Shares Fed/st/lo |
|----------------------------|---|----------------------|-------------|----------------------------|------------------------|-------------|-------------|-------------|-------------|------------------------------|---|-----------------------------|
| VDOT Interstate | | | | | | | | | | | | |
| 90113 | Facility: Install new Dynamic Message Signs From: US 50 at Fair Oaks To: District Columbia Line Jurisdiction: Fairfax & Arlington Counties | P.E. ROW Const | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | \$5,640 \$976 \$24 | Fed - AC Fed - CM Fed - IM Other | 80% 20% 20% 100% |
| | Description: Install 15 new and upgrade 4 existing Dynamic Message Signs (DMS) on I-66 within Reason for Amendment: New project and places \$9,140K to CN in FY08 using Federal AC, CM, IM and Other funds. Air Quality: Project is exempt from an air quality conformity analysis. | | | | | | | | | | | |
| VDOT Urban | | | | | | | | | | | | |
| 86414 | Facility: Pedestrian and Bike Improvements From: Elden Street To: Jurisdiction: Town of Herndon | P.E. ROW Const | 0 0 0 | 0 0 0 | \$25 0 \$225 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | \$250 | Fed CM | 80% 20% |
| | Description: Construct pedestrian and bike improvements within cited limits Reason for Amendment: New TIP project and adds \$25K to FY08 PE and \$225K to FY08 CN using Federal CMAQ funding. Air Quality: Project is exempt from an air quality conformity analysis. | | | | | | | | | | | |
| VDOT Public Transportation | | | | | | | | | | | | |
| T1837 | Facility: Alexandria - Potomac Yard Transit Improvements Phase II From: Braddock Road Metro Station To: Pentagon Jurisdiction: City of Alexandria | P.E. ROW Const | 0 0 0 | 0 0 0 | 0 0 \$4,085 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | \$3,785 \$300 | Fed - CM Fed - RSTP | 80% 20% |
| | Description: Construct Potomac Yard Transit Improvements within cited limits. Reason for Amendment: Existing TIP project and adds \$4,085K to FY08 CN using Federal CMAQ and RSTP funding. Air Quality: Project was in previous air quality conformity analysis. | | | | | | | | | | | |
| VDOT Maintenance | | | | | | | | | | | | |
| 86523 | Facility: Install Guardrail From: 0.3 mi NW of Sagle Road To: 0.5 mi NW of Sagle Road Jurisdiction: Loudoun County | P.E. ROW Const | 0 0 0 | 0 0 0 | \$30 0 \$151 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | \$181 | Fed - HSIP | 90% 10% |
| | Description: Install guardrail within cited limits. Reason for Amendment: New TIP project and places \$30K in FY08 PE and \$151K in FY08 CN using Federal HSIP funding. Air Quality: Project is exempt from an air quality conformity analysis. | | | | | | | | | | | |
| 84743 | Facility: I-66 Pavement Rehabilitation From: I-495 (Capital Beltway) To: Rte 50 Jurisdiction: NOVA District | P.E. ROW Const | 0 0 0 | 0 0 0 | \$500 0 \$50,500 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | \$46,000 \$5,000 | Fed - AC Fed - IM | 90% 10% |
| | Description: Repair I-66 roadway pavement within cited limits. Reason for Amendment: New TIP project and places \$500K in FY08 PE and \$51,000K in FY08 CN using Federal AC and IM funding. Air Quality: Project is exempt from an air quality conformity analysis. | | | | | | | | | | | |
| VDOT Transit | | | | | | | | | | | | |
| T207 | Facility: Springfield Metro Station Transit Store From: Springfield Metro Station To: Jurisdiction: Fairfax County | P.E. ROW Const | 0 0 0 | 0 0 \$200 | 0 0 \$1,163 | 0 0 0 | 0 0 0 | 0 0 0 | 0 0 0 | \$1,163 | Fed - CMAQ | 80% 20% |
| | Description: Operate a transit store at Springfield Metro Station. Reason for Amendment: Existing TIP project and places \$1,163K in FY08 CN using Federal CMAQ funding. Air Quality: Project is exempt from an air quality conformity analysis. | | | | | | | | | | | |

Note: The following funding definitions apply:

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

July 8, 2008

National Capital Region
Transportation Improvement Program Amendment

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

Dear Chairman Mendelson:

VDOT's Northern Virginia District Office requests amending the FY 2008-2013 Transportation Improvement Program (TIP) to add the following project. The project in this amendment has been included in previous air quality conformity analyses. We request this amendment be approved by the TPB at its meeting on July 16, 2008.

VDOT Primary Project:

- Rte 27 Interchange Modifications, Arlington County. This existing TIP project will rehabilitate Washington Blvd Interchange between Interstate-395 and Route 244 (Columbia Pike). Proposed amendment will place \$2,447K in FY08 preliminary engineering, \$8,462K in FY08 right of way acquisition, and \$39,479K in FY08 construction using Federal Advanced Construction process, Federal Bridge Program funds, and Federal STP Equity Bonus funds from FY08 allocations.

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

Sincerely,

Morteza Salehi
District Administrator
VDOT – Northern Virginia District

| | | |
|-----|---------------------------------|--------------|
| cc: | Ms. Diane Mitchell, VDOT-PD | (w/ attach.) |
| | Ms. Deborah Grant, VDOT-PD | “ |
| | Ms. Jo Anne Sorenson, VDOT-NoVA | “ |
| | Mr. Bud Siegel, PE, VDOT-NoVA | “ |

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

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

DATE: July 3, 2008

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

The 2008 ozone season began on May 1, 2008. This year the Environmental Protection Agency reduced the eight hour ground level ozone standard from 85 parts per billion to 80 parts per billion. As a result, the region will likely experience an increase in the numbers of code orange air quality days. So far this season, the region has experienced one actual code red day and six actual code orange days. Last year, three of these code orange days would have been classified as code yellow. There were 15 actual code orange days and no code red days in 2007.

The Metropolitan Washington Council of Governments (COG)'s Climate Change Steering Committee (CCSC) is currently reviewing its "National Capital Region Climate Action Report." At its most recent meeting on June 25, 2008, after considerable discussion, the committee decided to adopt language suggested by COG's Department of Environmental Programs staff related to conducting an air quality conformity analysis for greenhouse gases. The language reads: "Collaborate with TPB (Transportation Planning Board) to evaluate how a regional process modeled after the current regional conformity process for air quality planning might be adapted to address greenhouse gas emissions."

The COG Board of Directors is scheduled to review the draft report on July 9, 2008, and release it for member and stakeholder comments. The comment period is expected to last until September 9, 2008. The CCSC is scheduled to meet in September to consider comments received. The COG Board of Directors is scheduled to consider the final report at its October 2, 2008, meeting.

JACC members and I will be available at the Authority meeting on July 10, 2008, to answer questions.

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

STATUS OF MAJOR TRANSPORTATION STUDIES AND PROJECTS IN NORTHERN VIRGINIA (Information as of July 2nd, 2008)

Route 95/395 High-Occupancy Toll (HOT) Lanes PPTA

- Study website address is www.virginiadot.org/projects/const-project.asp?ID=296
- On October 24, 2006, an Interim Agreement was signed between Fluor-Transurban and VDOT for 56 miles of High-Occupancy Toll Lanes on I-95 and I-395. The interim agreement with Fluor-Transurban under the Public-Private Transportation Act of 1995 will advance the required preliminary work on the project.
- The proposed 56-mile HOT lanes project between Massaponax and Arlington will expand the existing high-occupancy vehicle (HOV) lanes and will extend HOV lanes south to Massaponax. HOT lanes allow drivers of low-occupancy vehicles to pay a toll to use HOV lanes. Carpoolers, buses and other transit operators would use the lanes for free.
- The interim agreement requires Fluor-Transurban to complete required preliminary engineering work, an operation plan including enhancements to transit infrastructure such as park-and-ride lots and bus stations, and an in-depth traffic and revenue study. Private partners will use the toll revenue to finance construction and operation of the HOT lanes, as well as to provide funding for additional transit in the corridor.
- Fluor / Transurban continues working to develop environmental, transit, and traffic study requirements, and has received (January 16, 2008) TPB formal action approving the project in the 2007 CLRP.

Route 495 High-Occupancy Toll (HOT) Lanes PPTA

- Study website is www.virginiahotlanes.com
- On April 28, 2005, a Comprehensive Agreement was signed between Fluor-Transurban and VDOT for 14 miles of the Capital Beltway. Fluor is the contractor and Transurban is the Toll Operator and Investor. The Comprehensive Agreement includes the development, design, finance, construct, maintenance and operation of HOT lanes on the Capital Beltway.
- The project includes adding four General Purpose Lanes to the outside in each direction of the Capital Beltway generally located between Old Dominion Drive in the north and Phase VIII of the Springfield Interchange in the south. The typical section consists of a continuous 12-lane system made up of eight general-purpose lanes and four HOT lanes.
- A subsequent Environmental Summary document is being prepared to update environmental impacts due to design refinements since the Environmental Reevaluation.
- A Design Public Hearing was held on May 20 and 21. The public comment period ended June 5. Comments are being compiled and responded to. **This material, along with revised design, will be presented to the Chief Engineer for his review and concurrence.**
- **A resolution in support of the Project was considered by the Fairfax County Board of Supervisors on June 30. The Board of Supervisors voted to conditionally support the Project.**
- Selective Clearing of Staging Areas within existing VDOT Right of Way is underway.
- Financial Close occurred on December 31, 2007.
- Heavy construction was scheduled to begin July 2008. Early start area will be the Little River Turnpike Interchange.
- An Amended and Restated Comprehensive Agreement (ARCA), as well as sub-agreements focused on Technical Requirements, Performance Points and Joint Operating and Maintenance Protocols, were agreed to by FTU and VDOT in late December, 2007.
- FTU is now advancing design in preparation for Design Public Hearing. Design is being reviewed by VDOT via a series of Technical Review Meetings arranged by technical discipline. The design as it stands on April 4, 2008 will be placed in the public arena at VDOT facilities and online for public review prior to the Design Public Hearing.
- The Detailed Proposals, Comprehensive Agreement and additional information may be found on the project web site located at www.virginiadot.org/projects/ppta-default/HOTLANESCapitalBeltway.asp. A new website,

www.virginiahotlanes.com, is also in development by FTU.

Capital Beltway South Side Mobility Study (CBSSMS)

- Study website address is www.southsidecapitalbeltway.org
- VDOT & Maryland SHA jointly undertaking 2 Beltway mobility studies to identify possible measures for congestion reduction; MdSHA study examining west side of Beltway (VA 193 to I-270 & along I-270 to I-370); VDOT study examining Beltway from MD 5 (Branch Avenue) west to Springfield Interchange;
- CBSSMS proposes to examine Beltway lane geometry between WW Bridge and Springfield Interchange ("gap" study) to identify discontinuities, and develop recommendations for near-term & long-term modal use of median lanes on Bridge (structurally designed to support heavy rail loading);
- CBSSMS findings and recommendations will help guide design of Beltway / US 1 interchange ramps;
- Study includes 2 phases: Phase 1 (collection of completed studies and transportation recommendations & examination of modal recommendations) is essentially complete; Phase 2 includes travel demand forecasting and result in mobility suggestions.
- Since there will not be connecting HOV / transit systems in place on both sides of the bridge when the remaining span of the bridge opens, the Maryland and Virginia Secretaries of Transportation have agreed that the median lanes will be initially striped out and used only for incident management or maintenance of traffic, per the FHWA Record of Decision. A separate follow-on study to determine transit ridership demand has been suggested in order to provide data needed to pursue any FTA New Starts initiative determined to be feasible. Study team consultant staff are coordinating with MWCOG staff regarding use of the new regional travel demand model to develop initial market demand information for use in any follow-on study.
- A Technical Committee meeting was held March 6th to discuss the planned transit demand market study. The regional travel forecast model (Version 2.2) has been obtained from MWCOG and is being used in the market demand study now underway by the consultant (transit staff in the Parsons Brinckerhoff New York Office). This demand study is anticipated to be completed in the fall, 2008.

U. S. Route 1 Location Study

- Study website address is www.virginiadot.org/projects/studynova-rt1.asp.
- VDOT's NoVA District is managing the study.
- Project is broken into three sections for environmental analyses and documentation.
 - Project A: South of Russell Road to Route 123 (Prince William County)
 - Project B: Route 123 to Telegraph Road (Prince William and Fairfax Counties)
 - Project C: Telegraph Road to Capital Beltway (Fairfax County)
- CTB Approved Project B on April 15, 2004. Federal Highway Administration issued Finding of No Significant Impact (FONSI) for Study B on May 28, 2004.
- CTB Approved Project A on July 15, 2004. Federal Highway Administration issued Finding of No Significant Impact (FONSI) for Study A on March 19, 2007.
- Project C is on hold pending the conclusions of a separate transit study.
- Cost estimates for final reports for Projects A and B are underway.

Dulles Corridor Metrorail Project

- The project website address is www.dullesmetro.com.
- **The Dulles Corridor Metrorail project is moving ahead with additional utility and site preparation work and the acquisition of rights-of-way in keeping with the guidelines set forth in the May 12 decision by The Federal Transit Administration (FTA) to move the Dulles Corridor Metrorail Project into the Final Design stage of FTA's New Starts Process.** FTA committed \$158.7 million to be used for project design and engineering, additional utility relocations, acquisitions of rights-of way, project administration, and the design of rail cars.

- Washington Gas has now completed the bulk of its relocations in the service roads along the south side of Route 7 between Gosnell Road and Route 123 in Tysons Corner. It was the first utility to do work in the corridor. Lane Construction is now doing additional utility work. So far, utility relocation traffic impacts have been minimal. Access to all businesses has been, and will continue to be maintained throughout all utility relocations. **Communications outreach efforts with business executed by the Airports Authority and Dulles Transit Partners, the project's design-build contractor have been intensive and daily to ease impacts of work in the service roads.** All utilities are being placed below ground.
- The project team is now working on its request for a Full Funding Grant Agreement. The project is seeking \$900 million in federal funds. FTA's recent approval for entering Final Design is a key step in FTA's New Starts process.
- The project team over the next several months will hold more than 15 outreach sessions leading to Fairfax County's anticipated approval of stations' sites as being in accord with the county's Comprehensive Land Use Plan.**
- The Metropolitan Washington Airports Authority and Dulles Transit Partners, a partnership of Bechtel and Washington Group Inc., signed the design-build contract for the 11 mile extension on June 19, 2007. Phase 1 of the extension includes an aerial alignment through Tysons Corner, the long-standing locally preferred route. The project is being managed by the Airports Authority.
- When completed, the 23-mile extension of the existing Metrorail line will run from just west of the East Falls Church Metro Station to Route 772 in Loudoun County. The project will be built in two phases. The first will connect East Falls Church with Wiehle Avenue and includes four stations in Tysons Corner. Phase 2 runs from Wiehle Avenue on the Eastern edge of Reston through Washington Dulles International Airport westward into Eastern Loudoun.
- All stations are served by pedestrian access bridges and have escalators and elevators in the bridge access structures and in the stations.
- Phase 1 is expected to begin revenue service in 2013.

I-66 Spot Improvements

- The study web site is located at I-66spotimprovements.com and is also linked via VDOT's web site under Projects and Studies in Northern Virginia.
- There are three spot improvements identified to ease the congestion within the study area:
 - Extension of the Fairfax Drive on-ramp to Sycamore Street
 - Extension of the Washington Blvd on-ramp to the Dulles Airport Access Road
 - Extension of the Lee Highway/Spout Run on-ramp to Glebe Road
- The right of way verification has been completed and may be viewed upon request at Suite 900 in Arlington Co and the plan room at VDOT (Chantilly). Contact Tamara Ashby in Arlington County at 703-228-3833 or Jeff Daily in VDOT at 703-383-2205.
- IDEA-66 has evolved into I-66 Spot Improvements, the preliminary engineering phase of the implementation of three spot improvements on I-66 westbound inside the Capital Beltway. For more information about the I-66 spot improvements, please visit our new website at www.I-66spotimprovements.com.

Woodrow Wilson Bridge Project

- Project website address is www.wilsonbridge.com/
- The Wilson Bridge Project is comprised of a 7-1/2 mile Beltway (I-95/I-495) reconstruction, including the replacement of the 40-year old, 6-lane, one-mile long bridge to a 12-lane bridge. The project also includes reconstruction of four interchanges: Telegraph Road and U.S. Route 1 in Virginia, and I-295 and MD Route 210 (Indian Head Highway) interchanges in Maryland.
- US Route 1 Interchange: Of the 9 contracts, six have been completed and two are under construction, with the last US Route 1 contract, the Jones Point Park contract, not due to be advertised until 2009. Traffic adjustments continue at the US Route 1 interchange as interim and temporary ramps are located and shifts are made to advance the construction. The new southbound Route 1 Bridge **opened to traffic during the weekend of June 7, 2008, one**

week ahead of the full incentive date for the contractor.

- Telegraph Road Interchange: Of the 3 contracts, two are complete (VB-1) and (VB-5) and one received NTB in February 2008 (VB-2/3/6). The VB-2/3/6 contract includes grade separated improvements south of the beltway that were not in the original plans. These improvements add significant value and extend the WWB program completion to 2013.
- In aggregate, construction for the entire WW Bridge program (including VDOT, MSHA and DDOT elements) is 80% complete. The switch to open the Inner Loop Local lanes started on Friday, May 30 and was complete by Sunday, June 1, 2008. Over the remaining months of 2008, traffic will shift to its final alignment with the opening of through lanes on both the Inner Loop and Outer Loop Bridges.
- Public presentation materials and construction schedule graphics have been added to the website; see www.wilsonbridge.com/updates.htm
- This period, the project won its third ARTBA National Quality Award (2004, 2005 and 2008) for Environmental Excellence as well as the ASCE OPAL Project of the Year award.

I-66 Multimodal Transportation & Environmental Study (outside the Beltway)

- Study website is www.virginiadot.org/projects/studynova-rt66.asp.
- Funding has been obtained to re-start the study; TIP/STIP approvals have been obtained. VDOT has also obtained FHWA authorization to access the funds, and the project has been reopened.
- Study manager is updating the study approach (including consideration of HOT lanes per the 2004 General Assembly) and determining data needs (what is on-hand, what needs to be updated).
- Study manager to develop study timeline following study approach and data evaluation.
- Currently, the project study is in early stages of DEIS "re-start"; an overall scope of work and schedule is in development.

Tri-County Parkway Study

- Study website address is www.virginiadot.org/project/tcp.asp
- Proposed termini for the TCP Study includes a northern terminus at the intersection of US 50 and Route 606 (Loudoun County Parkway, formerly, Old Ox Road), and a southern terminus at the VA 28/VA 234 Bypass Interchange.
- On November 17th, 2005 the Commonwealth Transportation Board approved the West Two Alternative as the location for the Tri-County Parkway. The West Two alternative begins at the I-66 and Route 234 interchange and ends at Route 50 in Loudoun County.
- Currently, the project team is preparing the Final Environmental Impact Statement (FEIS). The anticipated completion date for the Final EIS is December 2008.
- Record of Decision is anticipated April 2009.

Route 28 improvements – Public-Private Partnership Act (PPTA) project

- The PPTA team currently maintains a web page on the project at www.28freeway.com
- The proposed improvements on Route 28 include design and construction at 6 interchanges: Waxpool Road, Sterling Boulevard, Old Ox Road, Barnsfield Road, McLearn Road, and Westfields Boulevard; and design and construction of several parallel road segments including Davis Drive, Loudoun County Parkway, Centreville Road, and Pacific Boulevard. All 6 interchanges were opened to traffic by December 2006.
- Design and construction of four additional interchanges at a total cost of approximately \$111 Million is now underway, with construction to be completed by 2009 as follows: Nokes Boulevard, full clover interchange; Innovation Avenue, partial interchange; Frying Pan Road, trumpet style interchange; and Willard Road, urban diamond interchange.

Information compiled by VDOT NoVA District Transportation Planning Section

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Executive Director's Report – July 10, 2008

- **Delightful vacation in England (York – Hadrian's Wall – Lake District)** from June 5 – 16.
- **Office operations**
 - Focus has been on planning for closure (see Item XIII)
 - Information notebook for members and for orientation of TAC and PCAC
 - ✓ Continuing drafting
 - SOPs
 - ✓ Drafted public hearing checklist
 - Employee handbook
 - ✓ Added sections (draft)
- **Hiring staff.** On hold pending funding. In the meanwhile, hired temporary office manager. Reduced hours.
- **Responded to queries.**
 - Continue to respond to 2 – 3 queries per day, primarily about refund process
- **Financial issues**
 - Major focus of past month
 - ✓ Coordinated NVTa office records with accountant records to ensure accuracy
 - ✓ Refined FY08 budget/expenses
 - ✓ Refined draft FY09 budget based on alternative scenarios
 - FY08 audit
 - ✓ Coordinated preferred approach to FY08 audit
 - ✓ Began process of collecting necessary documents for FY08 audit
 - ✓ Prepared recommendation to Finance Committee for audit

- **Administrative issues**
 - Focus on developing office closing plan.
 - Eliminated full-part-time office manager staffing. In July, will use on very limited basis for specific needs (e.g., July 10 meeting)
- **Initial round of visits to Authority members**
 - Completed.
- **Advocacy outreach**
 - Will be presenting briefing to LEAD Virginia on July 17 and facilitating a discussion breakout session on July 19

XXI.

Correspondence



Added to Chris Zimmerman - 7/17
Copy to J. Bussey - 6/18

XXI. A.

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

June 2, 2008

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

Dear Mr. Zimmerman: *Chris*

Thank you for your letter of April 28, 2008 transmitting the list of FY 2009 Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Surface Transportation Program (RSTP) projects approved by the Northern Virginia Transportation Authority.

Your submittal will be utilized during the development of the final 2009-14 Six Year Improvement Program.

Sincerely,

Pierce R. homer

PRH:es

Copy: Mr. David S. Ekern



GERALD E. CONNOLLY
CHAIRMAN

XXI. B.
COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22035

Rec'd 7/3/08
Filed 7/7/08
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FAIRFAX, VIRGINIA 22035-0071

TELEPHONE 703- 324-2321
FAX 703- 324-3955

chairman@fairfaxcounty.gov

June 20, 2008

The Honorable Pierce Homer
Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, VA 23219

The Honorable Chris Zimmerman
Chairman
Northern Virginia Transportation Authority
4031 University Drive (Suite 200)
Fairfax, Virginia 22030

Dear Secretary Homer and Chairman Zimmerman:

On behalf of the Fairfax County Board of Supervisors and as discussed at the Board's meeting on June 2, 2008, I am writing to you to express the Board's strong support for the timely completion of the I-66 Multimodal Transportation and Environmental Study (MTES) outside the Beltway. In order to move forward with improvements in the I-66 corridor, it is essential that this study be revived and completed as soon as possible. The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (VDRPT) initiated the I-66 MTES in 2001 based on the findings of the I-66 Corridor Major Investment Study completed in 1999. Originally, the MTES was scheduled to be completed in 2005, including a Record of Decision from the federal government. During 2001, 2002, and early 2003, the study team continued to accomplish milestones such as completing the Purpose and Need Report. However, at some point in 2003, work on the study stopped and it has not progressed further. Our Board is ready and willing to participate with VDOT and VDRPT and our other regional partners to move this study forward.

As you know, the Board has a long-standing position of support for the extension of rail in the I-66 corridor and we expect that rail will be studied in the revived MTES. In addition, we want to ensure that the study scope includes the I-66/Capital Beltway interchange and is coordinated with the multimodal study of I-66 inside the Beltway.

We look forward to working with you on this project and urge you to expedite the EIS so that transportation improvements in this critical and severely congested corridor can move forward. Thank you for your attention to this matter and the many critical transportation needs of the citizens of Northern Virginia and Fairfax County.

Sincerely,

A handwritten signature in black ink, appearing to read "Gerald E. Connolly", with a stylized flourish at the end.

Gerald E. Connolly, Chairman

cc: Members, Fairfax County Board of Supervisors

Anthony H. Griffin, County Executive

Robert A. Stalzer, Deputy County Executive

Katharine D. Ichter, Director, Fairfax County Department of Transportation

July 7, 2008

The Honorable William J. Howell, Speaker
House of Delegates
General Assembly Building, Room 635
Richmond, Virginia 23218

The Honorable H. Morgan Griffith
Majority Leader
House of Delegates
General Assembly Building, Room 607
Richmond, Virginia 23218

The Honorable Ward L. Armstrong
Minority Leader
House of Delegates
General Assembly Building, Room 614
Richmond, Virginia 23218

The Honorable Richard S. Saslaw
Majority Leader
Virginia Senate
General Assembly Building, Room 613
Richmond, Virginia 23219

The Honorable Thomas K. Norment
Minority Leader
Virginia Senate
General Assembly Building, Room 427
Richmond, Virginia 23219

Dear Mr. Speaker, Mr. House Majority Leader, Mr. House Minority Leader, Mr. Senate Majority Leader and Mr. Senate Minority Leader:

We are writing to you to express our deep concern about transportation funding, in general, and House Bill (HB) 6055, specifically. After suffering the combined effects of a 47 percent cut in state funding for urban and secondary roads, a 10 percent reduction in anticipated transit funding, and the loss of over \$500 million in regional transportation funds in Northern Virginia and Hampton Roads this year, local officials have been eagerly awaiting a General Assembly solution to the growing transportation crisis in the Commonwealth. Any reasonable and realistic solution must address the statewide maintenance deficit and provide capital dollars for important highway and transit projects across the state, in addition to relief for Northern Virginia and Hampton Roads, the Commonwealth's two most congested regions. Unfortunately, HB 6055 does not provide such a solution.

The Honorable William J. Howell
The Honorable H. Morgan Griffith
The Honorable Ward L. Armstrong
The Honorable Richard S. Saslaw
The Honorable Thomas K. Norment
July 7, 2008
Page Two

HB 6055 was introduced late Wednesday, June 25, 2008, and discussed by the House Rules committee the following morning. The bill, not coordinated with any local jurisdictions, contains no statewide component to address the growing highway maintenance deficit and highway and transit capital needs across the state. While the bill does contain two regional packages for Hampton Roads and Northern Virginia, these packages rely on a combination of existing commercial real estate taxes already authorized last year in House Bill 3202, State General Fund revenues for Hampton Roads, locally imposed taxes in Northern Virginia, and a handful of new state-imposed taxes.

As a result, HB 6055 is not an acceptable solution for Northern Virginia. Our specific concerns about HB 6055 are explained in detail in the attachment to this letter, but can be summarized as follows:

- HB 6055 meets only two of the eight principles established by Northern Virginia Transportation Authority (NVTA) to guide its review of transportation funding bills;
- HB 6055 generates only half of the revenue the NVTA was previously authorized to raise;
- All but \$12 million of the new Northern Virginia revenues require local imposition. Such an approach does not recognize that the Commonwealth has the primary responsibility for funding transportation; that Northern Virginia is already a donor to the rest of the state; or that Northern Virginia already raises significant revenues for transportation locally;
- HB 6055 diverts future state General Funds to transportation projects in Hampton Roads which will affect state support for K-12 education, higher education, law enforcement and human services;
- HB 6055 does not contain new statewide revenues to address significant highway maintenance deficits or new highway and transit capital investments; and
- None of the Northern Virginia local governments were consulted as HB 6055 was being developed.

For these reasons, we are unable to support HB 6055. Several other bills introduced during this Special Session better address NVTA's eight principles.

While we appreciate the General Assembly's desire to improve and realize efficiencies in the delivery of projects and services as part of a solution to Virginia's transportation funding crisis, efficiencies alone will never address the Commonwealth's growing transportation needs. New dedicated and sustainable investment in the Commonwealth's transportation infrastructure is desperately needed to avoid a negative impact on our economy.

The Honorable William J. Howell
The Honorable H. Morgan Griffith
The Honorable Ward L. Armstrong
The Honorable Richard S. Saslaw
The Honorable Thomas K. Norment
July 7, 2008
Page Three

We hope that when the General Assembly reconvenes on July 9, 2008, members in both houses, and from both parties will use NVTAs eight principles as a compass to develop sound legislation that will deliver a transportation funding plan that truly addresses the needs of all Virginians. Any sound plan must provide both statewide and regional funding from reliable, sustainable, state-imposed sources.

Thank you for your continued efforts on behalf of the residents of Northern Virginia. We are prepared to continue working with you to craft an appropriate solution.

Sincerely,

William D. Euille, Mayor
City of Alexandria

Walter Tejada, Chairman
Arlington County Board of Supervisors

Gerald E. Connolly, Chairman
Fairfax County Board of Supervisors

Robert F. Lederer, Mayor
City of Fairfax

Robin Gardner, Mayor
City of Falls Church

Harry J. Parrish, II, Mayor
City of Manassas

Francis C. Jones, Jr., Mayor
City of Manassas Park

Scott C. York, Chairman
Loudoun County Board of Supervisors

The Honorable William J. Howell
The Honorable H. Morgan Griffith
The Honorable Ward L. Armstrong
The Honorable Richard S. Saslaw
The Honorable Thomas K. Norment
July 7, 2008
Page Four

Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Martin E. Nohe, Vice Chairman
Northern Virginia Transportation Authority

Bryan C. Polk, Vice Mayor
City of Manassas Park
Member, Northern Virginia Transportation Authority

David F. Snyder, Councilmember
City of Falls Church
Member, Northern Virginia Transportation Authority

Attachment: a/s

cc: Timothy M. Kaine, Governor, Commonwealth of Virginia
Delegate Phillip A. Hamilton
Members, Northern Virginia Delegation, Virginia General Assembly

Issues with HB 6055

Northern Virginia:

On March 6, 2008, the Northern Virginia Transportation Authority (NVTa) approved eight principles for state transportation funding legislation. Following is a summary of how HB 6055 stacks up against these principles:

1. **Transportation is fundamentally a state responsibility;** therefore, enactment of new Northern Virginia transportation revenue sources must include a substantial state financial commitment. Any regional/local funding effort should include a broad array of options for choosing among a number of revenue sources.

In HB 6055, the Northern Virginia localities are expected to enact 96 percent of the total revenues for transportation in our region. In addition, the package proposed for Northern Virginia is significantly different than the one proposed for Hampton Roads. The revenues included in the Hampton Roads package are generally imposed by the state. The Northern Virginia jurisdictions do not consider this a "substantial state financial commitment."

2. NVTa is comfortable with the seven taxes and fees previously approved for Northern Virginia; however, **NVTa is willing to consider alternatives.** Any changes in the regional funding packages for Northern Virginia and Hampton Roads should be coordinated with both regions.

In preparing HB 6055, there was no coordination with local governments on either the Northern Virginia or Hampton Roads packages included in it. In addition, these packages were not coordinated between the regions. Furthermore, the proposed amendments to the commercial real estate tax were not requested by any of the local governments in the two regions.

3. Northern Virginia's adopted *TransAction 2030* long-range transportation plan **requires approximately \$700 million annually** in new funding to achieve the 2030 goals. Therefore, **exclusive Northern Virginia revenues in the range of \$300 million annually**, as well as Northern Virginia's portion of additional statewide revenues, are needed.

HB 6055 would only generate an estimated \$152 million per year using the patrons' own numbers, excluding the commercial real estate tax which was already authorized in HB 3202 and has already been implemented by two Northern Virginia jurisdictions. This is only half the revenues that would have been generated in Northern Virginia from the seven taxes and fees approved in HB 3202. In addition, the bill does not contain any new statewide revenues. A combination of state, regional and local funding is needed to meet the funding needs outlined by TransAction 2030.

4. Any legislation must provide significant increases in **transportation funding for all modes from a stable, reliable, and permanent source(s).**

HB 6055 includes revenue estimates from the optional commercial real estate tax already provided to localities in HB 3202. As stated above, the revenue sources in this bill are not adequate to meet the needs of all modes of transportation.

5. NVTa appreciates the importance of “buy-in” from all jurisdictions – large and small – to achieve regionally agreed goals. With that in mind, **any Northern Virginia transportation revenue package should include both a regional and a local component** to allow local jurisdictions to achieve transportation improvements of their choosing (many of which will contribute to overall regional goals).

Local jurisdictions are required to impose the grantor’s tax and the transient occupancy tax, but all of the revenues generated must be sent to NVTa. While jurisdictions may retain the commercial real estate tax revenue, this is not new authority. In addition, the NVTa is required to “consult” with the General Assembly when prioritizing projects. Project selection is further complicated by language that requires that locally funded projects must be in the federally mandated long-range transportation plan approved by the Metropolitan Planning Organization. (For Northern Virginia this is the National Capital Region Transportation Planning Board. This plan is, by federal law, already fiscally constrained).

6. If a statewide package is also enacted, Northern Virginia should receive at least the share that it receives under existing formulas.

There is no statewide component in HB 6055. In addition, the bill diverts statewide General Fund revenues away from Northern Virginia and other parts of the state to transportation investments in Hampton Roads. Most of the Hampton Roads revenue is generated by allocating 30% of revenue growth (up to \$250 million per year) generated by the ports (individual income taxes, corporate income taxes and insurance license taxes) for seven transportation projects in that area. This represents a diversion of state general funds used for K-12, higher education, law enforcement, human services, corrections, etc., statewide.

7. **Continue to match federal interstate and primary road earmarks with state funds,** not shift this responsibility to Northern Virginia regional funds.

The lack of a statewide component leaves \$70 to \$80+ million in annual Northern Virginia maintenance costs unfunded. Over six years this is approximately \$525 million. Without statewide transportation funding, the state will continue to struggle to meet both its maintenance and matching requirements.

8. **Provide an on-going revenue stream of capital funding** for the Washington Metropolitan Area Transit Authority (WMATA) with no sunset, and no federal match requirement. This will provide flexibility beyond matching federal funds, and will ensure that WMATA's on-going capital needs will be funded. It should also provide dedicated operating and capital funding for the Virginia Railway Express (VRE).

HB 6055 does provide funding for WMATA and VRE; however, it also provides earmarks for the Dulles rail project and Loudoun County bus service that were not requested.



COMMONWEALTH OF VIRGINIA

HOUSE OF DELEGATES

RICHMOND

XXI. D.

WILLIAM J. HOWELL
SPEAKER

COMMITTEE ASSIGNMENT:
RULES (CHAIRMAN)

SPEAKER'S ROOM
STATE CAPITOL
POST OFFICE BOX 408
RICHMOND, VIRGINIA 23218

TWENTY-EIGHTH DISTRICT

July 1, 2008

The Honorable Joe T. May
Post Office Box 2146
Leesburg, Virginia 20177-8259

The Honorable Thomas Davis Rust
730 Elden Street
Herndon, Virginia 20170-3213

Dear Joe and Tom:

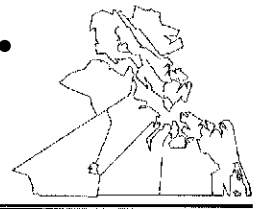
In conformance with the provisions of Section 15.2-4832 of the Code of Virginia, this is to advise you of your appointment to the Northern Virginia Transportation Authority for a term coincident with the term for which you have been elected to the House of Delegates.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill", written over a horizontal line.

William J. Howell

cc: The Honorable Katherine K. Hanley
The Honorable Bruce F. Jamerson
The Honorable Susan Clarke Schaar
Mr. E. M. Miller, Jr.
Mr. John Mason, Executive Director NVT
House Committee Operations
Senate Committee Operations



Hampton Roads Mayors and Chairs Caucus

July 8, 2008

The Honorable John A. Cosgrove
Member
Virginia House of Delegates
PO Box 15483
Chesapeake, Virginia 23328

RE: General Assembly Special Session on Transportation

Dear Delegate Cosgrove:

I am writing as the Chairman of the Hampton Roads Mayors and Chairs Caucus. We are the elected representatives of the Hampton Roads region and are deeply concerned about the transportation issue which the General Assembly will continue debating this week. We appreciate your efforts to forge an understanding and actions on this issue in recent months, but it is critical that a consensus for reliable and predictable revenues be developed immediately.

Virginia lacks an adequate funding formula to build new roads, expand public transit or provide maintenance for the roads and bridges we already have. Our ability to match federal funds, which are essential for any major project, is already in question. Last month, state transportation officials delayed or dropped nearly 200 new road projects statewide because of a \$1.1 billion decline in state revenue for the next six years, with no foreseeable way to close that gap. Modeling shows that our connections to the rest of the state approach congestion levels similar to the Hampton Roads Bridge Tunnel within five to ten years. Funds for new construction will effectively disappear in 2015 because of legal requirements that maintenance priorities be funded first. Remember, Hampton Roads needs a minimum of \$375 million in new funding a year – in addition to tolls – to address the seven critical regional projects.

This is not a new problem. The General Assembly has been faced with its own gridlock over the last ten years with disagreement over solutions. The Governor and the Senate have generally favored a statewide plan with taxes and fees imposed by the state. The House wants fees and tolls along with locally imposed taxes. The Speaker of the House, in the past, has refused to allow statewide tax bills to get to the House floor to be voted on. Our relative prosperity during that time has allowed the luxury of inaction. But that time is past. Inaction comes at a higher cost every day. At modest rates of inflation, conservative sources see rising construction costs escalating at the rate of \$1 million a day.

What are our choices? In June, dozens of legislative proposals were submitted. The two proposals, however, that will receive attention this week are those from Northern Virginia Senator Richard Saslaw and Newport News Delegate Phil Hamilton.

Senate Bill 6009 would phase in a 6-cent gas tax over six years, raise the state automobile titling tax by 0.5% and the state sales tax (excluding food and drugs) by 0.25%. The statewide component would generate \$3.228 billion for statewide transportation, with a 0.5% cut in the sales tax on food. Hampton Roads residents would see an increase in the local sales tax by 1% (excluding food and drugs) as well as an increase in the wholesale gas tax by 1%. Hampton Roads would receive, from FY2009 to FY2014, a total of \$583.3 million in statewide road and transit allocations and \$1.546 billion in exclusively regional revenue, for a total of \$2.130 billion.

House Bill 6055 would allow Hampton Roads localities to impose an additional \$20 vehicle registration fee, an additional \$20 inspection fee, and a 2% vehicle rental tax. This bill would initially result in \$54 million a year for transportation in Hampton Roads, but authority to impose these fees would expire in October 2013.

A new source of revenue would be established by using up to \$250 million in general fund revenue from growth in state taxes attributed to economic activity generated by the port starting in 2010. Although this is an innovative idea for future revenues, we don't know when or how much revenue it would provide for roads.

The House bill also requires the state, within 90 days, to issue requests for private proposals for all the major projects in Hampton Roads. This approach means that the private sector will assume control of many of our major roads. It's also fair to say that Virginia is already a leader in toll projects and public-private partnerships and many of the prospective partners will be foreign corporations.

Perhaps, it's most important to understand the following point. According to the best estimates we currently have, in order for all construction needs in Hampton Roads to be met, the General Assembly must approve Senate Bill 6009, House Bill 6055 and allow tolls on many of the region's major thoroughfares.

It would be difficult for me to overstate the urgency of the situation. Unless we receive additional statewide and regional funding, we will fall further behind every day. As a member of the leadership, you will play a role in deciding how we will improve or neglect our transportation system, the commerce it supports, and the quality of life that depends upon it. I believe that we and our children will be paying a very high price for decades to

The Honorable John A. Cosgrove
July 8, 2008
Page 3

come if the General Assembly fails to respond adequately to this problem. As a community and a region, we will pay either way, with or without new roads.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Frank", with a long, sweeping horizontal line extending to the right.

Joe S. Frank
Chairman

JSF/kp

copy: Hampton Roads General Assembly Delegation
Hampton Roads Mayors & Chairs Caucus
Mr. Christopher Zimmerman, Northern Virginia Transportation Authority