

# Northern Virginia Transportation Authority

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## **AGENDA**

**Thursday, April 25, 2013**

**5:30 p.m..**

3060 Williams Drive, Suite 510  
Fairfax, Virginia 22031

1. **Call to Order.....Chairman Nohe**
2. **Roll Call**
3. **Approval of the Minutes of the March 8, 2013 Meeting**
4. **Statement from the Honorable Sean T. Connaughton –Secretary of Transportation**
5. **Discussion/Action Items**
  - A. **HB 2313 (Howell) Update**
    - i. **Working Group Process**
    - ii. **1<sup>st</sup> Year Project Implementation**
  - B. **Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) Appointments and Involvement**
  - C. **Revised Meeting Schedule**
  - D. **Member Alternates to the Authority**
6. **Other Business**
7. **Adjournment**

# **SUMMARY MINUTES NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**March 8, 2013**

Northern Virginia Regional Commission  
3060 Williams Drive, Ste. 510  
Fairfax, VA 22031

## **NVTA Members Present:**

### **Voting Members:**

Martin Nohe, Chairman  
William Euille, Vice Chairman  
Board Member Chris Zimmerman  
Chairman Sharon Bulova  
Chairman Scott York  
Mayor Hal Parrish  
Council Member Peppe  
Senator Ebbin  
Delegate Rust  
Ms. Bushue

Prince William County  
City of Alexandria\*  
Arlington County  
Fairfax County  
Loudoun County  
City of Manassas\*\*  
City of Falls Church  
Virginia General Assembly  
Virginia General Assembly  
Governor's Appointee

\*Arriving at 9:04 a.m.

\*\*Arriving at 9:06 a.m.

### **Non-voting Members:**

Rene'e Hamilton  
Joe Swartz  
Jerry Foreman

VDOT  
DRPT  
Town Representative

### **Staff:**

Monica Backmon  
  
Pam Martin  
Various jurisdictional staff

Chair, Jurisdiction and Agency  
Coordinating Committee  
Clerk

## **Item I: Call to Order**

Chairman Nohe called the meeting to order at 9:03 a.m.

## **Item II: Roll Call**

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

### **Item III: Approval of the Minutes of November 8, 2012, Meeting and January 31, 2013**

Approval of the minutes for the November 8, 2012 were approved with Senator Ebbin and Delegate Rust abstaining. Approval of the minutes for the January 31, 2013 were approved with Senator Ebbin and Delegate Rust abstaining.

### **Item IV: Action Items**

#### **(A) Approval of the Nominating Committee's Recommendations of Officers**

Chairman Bulova presented the slate of officers as follows:

Chairman	Martin Nohe
Vice Chairman	William Euille
Past Chairman	Christopher Zimmerman

The motion carried unanimously.

#### **(B) Approval of Town Appointee**

Chairman Nohe introduced the new Town Representative from Dumphries, Mayor Jerry Foreman. A motion by Chairman York and seconded by Chairman Bulova and passed unanimously to confirm Mayor Foreman to the NVTa committee.

#### **(C) Approval of City of Fairfax RSTP Transfer Request**

Ms. Backmon presented the request for transfer of funds from the City of Fairfax. A motion by Chairman Bulova and seconded by Chairman York was approved.

### **Item V: Discussion Items**

#### **(A) Update on the Legislative Session**

Ms. Backmon introduced Noelle Dominguez (Fairfax County) who gave an update on the 2013 General Assembly.

#### **(B) Transportation Funding Package**

The following is an update on the transportation package.

### Transportation Funding Package

After the House and Senate passed different transportation funding proposals, the bills were negotiated in a conference committee. The Conference Report, which was adopted by the House (60-40) and by the Senate (25-15), provides approximately \$880 million for maintenance, construction, and transit by the year 2018, by:

- Eliminating the 17.5 cents per gallon gas tax.
- Imposing a 3.5% wholesale gas tax and a 6% wholesale diesel tax.
- Increasing the automobile sales tax from 3% to 4.3%.
- Increasing the state sales tax from 5% to 5.3%.
- Transferring an additional .175% (from .5% to .675%) of the state's portion of existing sales tax from the General Fund to transportation, phased in over five years.
- Increasing the fee for alternative fuel vehicles to \$100, including electric and hybrid vehicles, but excluding natural gas-powered vehicles.
- Dedicating potential federal revenues that would become available if Congress enacts the Marketplace Equity Act, which grants states legal authority to collect out-of-state sales taxes. These funds would be allocated to transportation, public education, and to localities. If the Act is not adopted by Congress by January 1, 2015, the wholesale gas tax (not diesel) would increase to 5.1%.
- Prohibiting tolling on I-95 south of Fredericksburg without prior General Assembly approval.
- Allocating \$300 million from the state maintenance funding to Dulles Rail Phase II.

The Conference Report also includes regional components for Northern Virginia and Hampton Roads. The Northern Virginia plan is expected to provide an additional \$300-350 million per year by:

- Imposing a .7% sales tax, to a total of 6% for Northern Virginia.
- Imposing a 3% Transient Occupancy Tax (hotel tax).
- Imposing a grantors tax of \$0.25 per \$100 valuation.
- Of the revenues collected, 70% will be provided to NVTa to be used on regional projects that are included within the regional transportation plan that have been evaluated by VDOT for reducing congestion, as well as mass transit capital projects that increase capacity.
- 30% of funds will be distributed to localities to be spent on urban or secondary road construction, capital improvements that reduce congestion, other projects that have been improved by TransAction 2040 or its updates, or for public transportation purposes.
  - Localities must enact the local Commercial and Industrial Property at \$.125 per \$100 valuation or dedicate an equivalent amount into a special amount into a special fund that can be used solely for transportation. This amount must be at least equal to the amount expended or disbursed for FY 2012. Should the locality not do this or do so at a lower rate, the amount of the revenue the locality receives will be reduced by the difference between the amount they would have received if they were imposing the maximum amount and the amount of revenue deposited into this special fund.
- Requiring the NVTa and its counties and cities to work cooperatively with the towns when implementing these provisions.
- Repealing the local option to enact a 1% income tax by referendum.

- Including language requiring that should the General Assembly, NVTa, or any of the localities use these funds for non-transportation-related projects or those projects outside the boundaries provided in the act, these additional regional revenues would expire.

#### B.1) Technical Amendment Recommendations

Following the summary of the funding package, Council Member Zimmerman provided comments on the proposal. He explained the history of the NVTa starting with HB 3202. He noted the region's transportation needs and that the \$300-\$350 million per year provided by HB 2313 is not sufficient to solve all the region's problems and should be seen as the beginning. The role of the NVTa, which was created by the Virginia General Assembly, needs a full range of responsibilities to make this new transportation bill work. He requested that the letter to the Governor should express these concerns. Mayor Euille applauded Council Member Zimmerman on his comments. After much discussion, it was agreed that the tone of the letter was to be appreciative and mindful of present and future transportation concerns for Northern Virginia. It was to include the principles of NVTa. Chairman Nohe expressed that NVTa would be the "bank account" for the money coming from HB 2313. He also stated that the letter to the Governor would state the recognition of NVTa efforts in Northern Virginia.

The members then discussed the proposed amendment suggestions. Discussions were held regarding the need for some flexibility with funds in the first year, the impact of the bill's requirements on transit systems, the maintenance of effort provisions, and the language pertaining to the misappropriation of the new transportation funding.

A motion made by Chairman Bulova and seconded by Chairman York to send the letter passed with Delegate Rust abstaining.

Council Member Zimmerman also expressed concerns on the transient occupancy tax (hotel tax) included in HB 2313. At the present time, there are about 10,000 rooms in Arlington County. The potential impact of this tax could cause competitive pricing across the river for conventions.

#### B.2) Implementation/Working Groups

Chairman Nohe requested for the next NVTa meeting the following: (1) revised the calendar; (2) revised workplan and calendar; (3) consider a better public venue with calendar; (3) people's availability for next meeting; (4) time of day most convenient for the committee members.

Chairman Bulova introduced the new Executive Director of NVTC, Kelley Coyner.

Delegate Rust discussed a letter on hybrid fuel vehicles. Chairman Bulova requested a copy.

### **Item VI: Adjournment**

The NVTa meeting was adjourned at 10:55 a.m.

# 5.A.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Review of HB 2313 (Howell) (Agenda Item 5.A.)

**DATE:** April 16, 2013

#### **Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority discuss HB 2313 and the NVTa's implementation of the regional provisions.**

#### **Background:**

On March 8, 2013, the NVTa approved a letter to the Governor providing comments and proposed amendments to HB 2313 (Attachment I). On March 23, 2013, the Governor provided his recommended changes to HB 2313 to the General Assembly through a substitute bill. Some of the changes addressed the concerns raised by NVTa. A summary of specific changes that could impact the NVTa and its local jurisdictions is provided below. The Governor's substitute was considered by the General Assembly on April 3, 2013, where it passed the House (64-35) and the Senate (26-12). The bill will become effective on July 1, 2013. A comparison of the different versions of the transportation bill (Attachment II) is also included.

#### **Governor's Substitute to HB 2313**

The Governor's Substitute made changes to the **regional component** of the bill passed by the General Assembly including:

- Reducing the regional congestion relief fee (grantors tax) from \$0.25/\$100 to \$0.15/\$100 for real estate transactions.
  - *Using the Administration's revenue estimates, this will reduce Northern Virginia's regional funds by \$110 million over five years, compared to the Conference Report.*

- Reducing the Transient Occupancy Tax in Northern Virginia from 3% to 2%.
  - *Using the Administration's revenue estimates, this will reduce Northern Virginia's regional funds by over \$70 million over five years, compared to the Conference Report.*
- Changing the imposition of certain regional taxes and fees from specific regions (Northern Virginia and Hampton Roads) to planning districts meeting certain thresholds including population, registered vehicles and transit ridership. Hampton Roads and Northern Virginia are the only jurisdictions currently meeting these criteria, but in the future, other planning district in the Commonwealth could utilize these tools if they meet the criteria.
  - *This was done to address possible legal concerns about the bill being special legislation requiring a 2/3 majority. The change should have no additional impact on Northern Virginia.*
- Granting the NVTa flexibility in how it uses the regional revenues received in the first year. The bill as passed by the General Assembly requires this funding to be spent on projects that are rated by VDOT in accordance with § 33.1-13.03:1. However, those initial ratings will not be complete for another year. The Substitute allows the NVTa to use the FY 2014 revenues on projects that have not been rated.
  - *NVTa wrote to the Governor voicing concerns about the original language, stating that it could hinder the use of the regional funds in the first year.*
- Amending the Maintenance of Effort language to exclude bond proceeds and state and federal grants in the calculation, and uses a three-year average to calculate the level that must be maintained. If a locality does not maintain the required level of effort and expend the minimum level of local funding on transportation, their share of the regional revenues will be reduced in the following year.
  - *NVTa requested similar language. The language will assist jurisdictions in Northern Virginia in meeting the maintenance of effort requirements and will help address spikes in expenditures for infrequent capital expenses.*
- Changing the provision related to the use of these transportation funds for other purposes. The Substitute now limits the expiration of the funds to cases where the General Assembly appropriates or transfers any of the additional revenues for any non-transportation-related purpose. Further, localities that use the funds for non-transportation purposes would not receive any of the regional transportation funding in the following year.
  - *NVTa requested language that would address concerns that, as passed by the General Assembly, the misuse of these funds by one jurisdiction could cause the Commonwealth, NVTa, and all other jurisdictions to lose their transportation revenues.*
- Expanding the language directing that counties in Northern Virginia work with towns with populations over 3,500 to implement the provisions of this act to ensure that towns receive their respective share of transportation project revenues.

- Requiring VDOT, the Department of the Treasury, and the Department of Taxation to review and make recommendations on the implementation of the regional taxes imposed by the legislation, with a focus on identifying any additional powers and authorities that may be needed to ensure the proper utilization of the revenues.
  - *This appears to address concerns of other regions in implementing these new funds. NVTAA has already been provided with certain powers, such as the abilities to bond, construct transportation facilities, and acquire land for transportation purposes. Staff will monitor the review and provide information and updates as necessary.*

The Governor's Substitute also made changes to the **statewide component**, including:

- Reducing the proposed vehicle titling tax increase from 4.3 percent to 4.15 percent. The 0.15% will be phased in over three years.
  - *Using the Administration's revenue estimates, this will reduce statewide funds by approximately \$95 million over five years, compared to the Conference Report.*
- Reducing the Alternative Fuel Vehicles annual Fee from \$100 to \$64. It also clarifies that any vehicle subject to the state equivalent rate tax on alternative fuels is not also subject to the alternative fuel vehicle fee and that mopeds are not subject to the alternative fuel vehicle fee.
  - *Using the Administration's revenue estimates, this will reduce statewide funds by approximately \$25 million over five years, compared to the Conference Report.*

Jurisdiction and Agency Coordinating Committee members and I will be available at the Authority meeting on April 25, 2013, to answer questions.

Attachment: a/s





# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

4031 University Drive ♦ Suite 200 ♦ Fairfax, VA 22030

[www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

March 13, 2013

The Honorable Robert F. McDonnell, Governor  
 Patrick Henry Building, 3rd Floor Comments on HB 2313  
 1111 East Broad Street  
 Richmond, Virginia 23219

Subject: Comments on HB 2313, Transportation Funding Bill

Dear Governor McDonnell:

On behalf of the Northern Virginia Transportation Authority (NVTA), I want to thank you and our General Assembly delegation for the efforts to secure new transportation funding for Northern Virginia and the Commonwealth. We applaud your collective efforts and deeply appreciate your willingness to work together towards providing the resources necessary to address our transportation infrastructure and capacity needs, which are vital to the economic health of our region.

The work done by you and the General Assembly in passing this legislation (HB 2313) is of historical significance in moving transportation in Northern Virginia forward. We do, however, have concerns that some provisions in the bill limit the NVTA's ability to fully act in accordance with its authorized duties, such as allocating funds to regional transportation projects at its discretion, and setting transportation priorities based on various criteria included in the NVTA's authorizing legislation, such as reducing delays and improving travel times, safety, and air quality.

On March 8, 2013, the NVTA met to discuss HB 2313 and next steps for the region. We are concerned that the bill includes language that will make it difficult for the NVTA and our member jurisdictions to implement some of the bill's regional provisions. Following extensive discussion, the NVTA approved the attached recommended amendments to HB 2313. The amendments fall into five specific areas that are described below:

- The first amendment is purely technical in nature. A reference to the previous subdivision in the bill is necessary to clarify language pertaining to the distribution of revenue to localities.
- HB 2313 limits the NVTA's ability to fund roadway improvements to those projects included in the NVTA's adopted regional transportation plan (TransAction 2040) that have also been rated by the Virginia Department of Transportation (VDOT) in terms of their ability to reduce congestion and address emergency evacuation. As provided in HB 599/SB 531 (2012), VDOT is undertaking a study to evaluate and rate significant projects in Northern Virginia to meet the congestion relief and emergency evacuation provisions of the legislation; however, the study is expected to take 18 months to complete. We don't believe it was the intent of the legislation to wait 18 months to begin working on roadway projects. Accordingly, we are proposing an amendment to allow the NVTA to move forward with up to 11 road improvement projects prior to the completion of VDOT's effort. This initial set of projects would be drawn from TransAction 2040 as required, and would include projects in the region's Constrained Long Range Plan, which has previously been the subject of

The Honorable Robert F. McDonnell, Governor  
March 13, 2013  
Page 2 of 2

public comments and approval by the National Capital Region Transportation Planning Board, which includes local and state representatives. It is our strong belief that a specific list of projects should not be written into the legislation.

- As you know, transit plays a significant role in our transportation system in Northern Virginia. Two of our largest transit providers are the Washington Metropolitan Area Transit Authority and the Virginia Railway Express. Both of these providers serve areas beyond the boundaries of the NVRTA. As passed by the General Assembly, HB 2313 would prohibit the new regional funding from being used for projects such as expanding a VRE storage yard or purchasing additional VRE or Metrorail cars. We believe that this language needs to be broadened to address this issue.
- While we understand the purpose of the maintenance-of-effort provision in the bill, as worded, this provision creates significant problems for several of our member jurisdictions. One problem stems from at least one jurisdiction having a very active road bond construction program over the past several years, which will be ending in 2013. This jurisdiction has no voter approval to continue the program beyond this year. Several other jurisdictions have spikes in transportation expenditures in FY 2013, including for a periodic bus purchase and a large revenue sharing match. As a result, we are recommending that bond funds be excluded from the maintenance-of-effort calculation and that a five-year average be used to calculate the level that must be maintained. In addition, we would recommend language intended to clarify that state and federal grant expenditures are not included in these calculations.
- HB 2313 includes a provision mandating that if the Commonwealth, the NVRTA, Hampton Roads, or any of the local jurisdictions use any of the funding raised for anything other than transportation purposes, the revenue sources expire. While we support the concept, we are concerned that the misdeeds of any single jurisdiction could cause the Commonwealth, the NVRTA and all other jurisdictions to suffer. This could put any bonds that might be supported by this revenue at risk. To resolve this issue, we would request that the misappropriation language and consequences be specific to individual jurisdictions.

We request that you submit amendments that will correct these issues and allow our region to move forward.

We look forward to working with the Commonwealth to begin to implement new transportation capacity improvements to relieve congestion in Northern Virginia and ensure the economic health of our region and the Commonwealth. If you have any questions or would like to discuss any of the comments, please contact me at (703) 792-4620. Again, thank you for efforts to address our region's transportation funding needs.

Sincerely,



Martin E. Nohe  
Chairman

Attachment

Cc: Members, Northern Virginia Transportation Authority  
Members, Northern Virginia Delegation, Virginia General Assembly  
The Honorable Sean T. Connaughton, Secretary of Transportation

Proposed Edits to HB 2313ER

Lines 76-85

2. If a locality has not deposited into its special fund (i) revenues from the tax collected under § 58.1-3221.3 pursuant to the maximum tax rate allowed under that section or (ii) an amount, from sources other than moneys received from the Authority, that is equivalent to the revenue that the locality would receive if it was imposing the maximum tax authorized by § 58.1-3221.3, then the amount of revenue distributed to the locality pursuant to subdivision 1 shall be reduced by the difference between the amount of revenue that the locality would receive if it was imposing the maximum tax authorized by such section and the amount of revenue deposited into its special fund pursuant to subdivision (i) or (ii), as applicable. The amount of any such reduction in revenue shall be redistributed according to subsection C. The provisions of this subdivision shall be ongoing and apply over annual periods as determined by the Authority.

Lines 86-97

C. 1. The remaining ~~60%~~ 70 percent of the revenues from such sources received by the Authority under subsection A, plus the amount of any revenue to be redistributed pursuant to subsection B, shall be used by the Authority solely for transportation projects and purposes that benefit the counties and cities embraced by the Authority to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § 15.2-4830 and that have been rated in accordance with § 33.1-13.03:1 or (ii) mass transit capital projects that increase capacity. The requirement for rating in accordance with § 33.1-13.03:1 shall not apply to an initial list of no more than 11 projects identified by the Authority by October 1, 2013. The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project and shall document this information for each project selected. Such projects selected by the Authority for funding shall be located (a) only in localities embraced by the Authority or (b) may extend into ~~in~~ adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority, and (c) with regard to mass transit projects, only in localities embraced by the Authority, and in localities in adjacent planning districts or transportation districts, and in jurisdictions in the same metropolitan area in which one or more localities embraced by the Authority are located but only when the project constitutes an improvement to an existing mass transit system, which improvement is essential to the operation of the mass transit system and increases the capacity of the mass transit system within the localities embraced by the Authority.

Lines 2626-2632

10. That each county or city embraced by the Northern Virginia Transportation Authority shall expend or disburse for transportation purposes an amount that is at least equal to the total amount, excluding bond proceeds and debt service payments, and state and federal grants, expended or disbursed for transportation purposes by the county or city ~~in its~~ on average for the fiscal years that began on July 1, 2008 through July 1, 2012. Each county or city embraced in the Hampton Roads Region, as described in subsection B of § 33.1-23.5:3, shall expend or disburse for transportation purposes an amount that is at least equal to the total amount expended or disbursed for transportation purposes by the county or city in its fiscal year that began on July 1, 2007.

Lines 2643-2647

Delete:

14. That the provisions of this act that generate additional revenue through state taxes or fees imposed only in Northern Virginia and in the Hampton Roads area shall expire on December 31 of any year in which the General

**Assembly, any locality, or any Authority appropriates any of such revenues for any non-transportation-related purpose or for any project outside the geographic boundaries provided in this act.**

Insert:

**14. Should either the Northern Virginia Transportation Authority or the Hampton Roads Region appropriate any of their respective revenues generated by the implementation of this Act for any non-transportation related purpose or for any project located outside either Authority's respective geographic boundaries, except as may be authorized by this Act, then the revenue generating provisions of this Act shall expire as to the non-compliant Authority or Region on December 31 of any year in which such non-complying appropriation is made. Should any locality which is a member of the Northern Virginia Transportation Authority or any locality which is contained in the Hampton Roads Region, as defined by this Act, appropriate any revenues for any non-transportation related purpose or for any project located outside that locality's geographical borders, except as may be authorized by this Act, then such localities shall not be entitled to receive any allocation of any revenue generated by § 15.2-4838.1 (B) or § 15.2-4838.1 (C) as of December 31 of any year in which such non-complying appropriation is made and any year thereafter.**

Transportation Bill Side-by-Side

April 16, 2013

	Current	HB 2313 As Passed House (House Vote: 53-46)	HB 2313 As Passed Senate (Sentate Vote: 26-14)	Conference Report (House Vote: 60-40; Senate Vote: 25-15)	Governor's Substitute (House Vote: 64-35; Senate Vote 26-12)
Gas and Diesel Tax	17.5 cents for gas and diesel (1 cent generates approx. \$90M)	Removes Gas Tax, Diesel Tax Remains the Same	Increases gas and diesel to 22.5 cents per gallon and indexes the amount to inflation.	Replaces 17.5 cents for gas and diesel with 3.5% tax on gas and 6% tax on diesel.	Replaces 17.5 cents for gas and diesel with 3.5% tax on gas and 6% tax on diesel.
	<ul style="list-style-type: none"><li>• 85% to HMOF*</li><li>• 14% to TTF**</li><li>• .8% to DMV***</li></ul>	Formula changes noted below	<ul style="list-style-type: none"><li>• 85% to HMOF</li><li>• 14% to TTF</li><li>• .8% to DMV</li></ul>	<ul style="list-style-type: none"><li>• 80% to HMOF</li><li>• 15% to TTF</li></ul>	<ul style="list-style-type: none"><li>• 80% to HMOF</li><li>• 15% to TTF</li></ul>
			1% Wholesale Gas Tax		
			<ul style="list-style-type: none"><li>• 100% to Local and Regional Construction Fund Administered by VDOT</li></ul>		
Revenue Impact over 5 years		- \$3.5 billion	+ 1.4 billion	- \$ 846 million	- \$ 846 million
Motor Vehicle Sales Tax	3% (1% generates approx.. \$182M)	No Provision	No Provision	Increased to 4.3% (phased over 5-year period)	Increased to 4.15% (phased over 3-year period)
	<ul style="list-style-type: none"><li>• 66% to HMOF</li><li>• 33% to TTF</li></ul>			<ul style="list-style-type: none"><li>• 100% to HMOF</li></ul>	<ul style="list-style-type: none"><li>• 100% to HMOF</li></ul>
Revenue Impact over 5 years				+ \$1.2 billion	+ \$1.1 billion
State Sales Tax	0.5% (every 1% generates approx. \$1B)	Increase to .75% of current sales tax (.25% transferred over 5-year period)	Increase to .55% of current sales tax (.05% transferred)	Increase to .675% of current sales tax (.175% transferred over 5-year period	Increase to .675% of current sales tax (.175% transferred over 5-year period
	<ul style="list-style-type: none"><li>• all to TTF</li></ul>	<ul style="list-style-type: none"><li>• 100% of increase to HMOF</li></ul>	<ul style="list-style-type: none"><li>• \$50M to Intercity Passenger Rail</li><li>• Remaining to Transit</li></ul>	<ul style="list-style-type: none"><li>• 100% of increase to HMOF</li></ul>	<ul style="list-style-type: none"><li>• 100% of increase to HMOF</li></ul>
Revenue Impact over 5 years		+ \$811 million	+ \$257 million	+ \$699 million	+ \$699 million
		Additional 0.8% sales tax imposed	No Provision	Additional .3% sales tax imposed	Additional .3% sales tax imposed
		<ul style="list-style-type: none"><li>• 4.75% to PTF</li><li>• .7% to DMV</li></ul> Of the remaining: <ul style="list-style-type: none"><li>• 85% to HMOF</li><li>• 15% to TTF</li></ul>		<ul style="list-style-type: none"><li>• 58% to HMOF</li><li>• 16% to Intercity Passenger Rail</li><li>• 25% to Transit</li></ul>	<ul style="list-style-type: none"><li>• 58% to HMOF</li><li>• 16% to Intercity Passenger Rail</li><li>• 25% to Transit</li></ul>
Revenue Impact over 5 years		+ \$4.1 billion		+ \$1.5 billion	+ \$1.5 billion
Alternative Vehicle Fee	\$50 for electric vehicles	No additional fee	No additional fee	\$100 for all Alternative Fuel Vehicles	\$64 for all Alternative Fuel Vehicles
				<ul style="list-style-type: none"><li>• 100% to HMOF</li></ul>	<ul style="list-style-type: none"><li>• 100% to HMOF</li></ul>
Revenue Impact over 5 years				+ \$66 million	+ \$43 million

# Transportation Bill Side-by-Side

April 16, 2013

5.A. Attachment II

Vehicle Registration Fees	Base Fee is \$40.75	Additional \$15 fee	Additional \$15 fee	No Provision	No Provision
	<ul style="list-style-type: none"> <li>• \$26 to HMOF</li> <li>• \$4 to DMV</li> <li>• \$3 to TTF</li> <li>• \$6.25 to Dept. of Health</li> <li>• \$1.50 to State Police</li> </ul>	<ul style="list-style-type: none"> <li>• 50% to Transit</li> <li>• 50% to Intercity Passenger Rail</li> </ul>	Of this and the additional sales tax transfer (above): <ul style="list-style-type: none"> <li>• \$50M to Intercity Passenger Rail</li> <li>• Remaining to Transit</li> </ul>		
<b>Revenue Impact over 5 years</b>		<b>+ \$547 million</b>	<b>+ \$547 million</b>		
Marketplace Equity Act <b>(Revenue Impact over 5 years)</b>	None	<b>If enacted, provides up to +\$1.6 billion for transportation, education, and localities. Of the 5.8% sales tax:</b>	<b>If enacted, provides up to +\$1.2 billion for transportation, education, and localities. Of the 5% sales tax:</b>	<b>If enacted, provides up to +\$1.4 billion for transportation, education, and localities. Of the 5.3% sales tax:</b>	<b>If enacted, provides up to +\$1.4 billion for transportation, education, and localities. Of the 5.3% sales tax:</b>
		<ul style="list-style-type: none"> <li>• 1.125% to public education</li> <li>• .5% to localities for any purpose</li> <li>• .5% to localities for transportation</li> <li>• 3.675 % to TTF</li> </ul>	<ul style="list-style-type: none"> <li>• 1.125% to public education</li> <li>• .5% to localities for any purpose</li> <li>• .5% to localities for transportation</li> <li>• 2.875 % to TTF</li> </ul>	<ul style="list-style-type: none"> <li>• 1.25% to Public Education</li> <li>• .5% to localities for any purpose</li> <li>• .5% to localities for transportation</li> <li>• 3.0% to TTF</li> </ul>	<ul style="list-style-type: none"> <li>• 1.25% to Public Education</li> <li>• .5% to localities for any purpose</li> <li>• .5% to localities for transportation</li> <li>• 3.0% to TTF</li> </ul>
			<i>*If no Congressional Action by July 1, 2014, wholesale gas tax increases an additional 1%</i>	<i>*If no Congressional Action by January 1, 2015, wholesale gas tax increases by 1.6%</i>	<i>*If no Congressional Action by January 1, 2015, wholesale gas tax increases by 1.6%</i>
<b>TOTAL (Over 5 Years)</b>		<b>+ \$3.2 billion</b>	<b>+ \$4.5 billion</b>	<b>+ \$3.5 billion</b>	<b>+ \$3.4 billion</b>
<u><b>Other Provisions</b></u>					
Dulles Rail Phase II		\$300M from the General Fund Transfer to HMOF	\$300M from funds allocated to transit through registration fees and General Fund Transfer	\$300M from funds allocated to the HMOF	\$300M from maintenance funds or other available revenue sources
Regional/Local Plans		Study by Secretary of Transportation to Review Options and Provide Recommendations for 2014 Session	Authorizes a statewide local option sales tax up to 1% for transportation purposes.	Local package enacts an additional: <ul style="list-style-type: none"> <li>• .7% sales tax</li> <li>• 3% transient occupancy tax</li> <li>• 25 cents/\$100 valuation grantors tax</li> </ul> 70% to be used on regional projects approved by NVTa and 30% returned to localities for projects.	Local package enacts an additional: <ul style="list-style-type: none"> <li>• .7% sales tax</li> <li>• 2% transient occupancy tax</li> <li>• 15 cents/\$100 valuation grantors tax</li> </ul> 70% to be used on regional projects approved by NVTa and 30% returned to localities for projects.
<b>Revenue Impact over 5 years</b>			<b>Up to \$1.7 billion for Northern Virginia</b>	<b>\$1.5 billion - \$1.75 billion for Northern Virginia</b>	<b>\$1.5 billion for Northern Virginia</b>

\* HMOF - Highway Maintenance and Operations Fund

\*\* TTF - Transportation Trust Fund (Construction)

\*\*\* DMV - Department of Motor Vehicles

# 5.A.1.

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

### **MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Working Group Process for Implementing HB 2313 (5.A.1.)

**DATE:** April 18, 2013

#### **Recommendation:**

**At the March 8, 2013 Northern Virginia Transportation Authority (NVTa) meeting, in consideration of the potential revenue stream from HB 2313 for transportation funding, the Jurisdiction and Agency Coordinating Committee (JACC) recommended that the Authority revisit some of the work done as part of HB 3202 (2007) to implement transportation projects and services. Included in this recommendation was the re-establishment of the five working groups: organizational, financial, legal, project implementation and public outreach. The Authority established the working groups, and members of the Authority have volunteered to serve as chairman of each working group.**

**The Chairman sent letters requesting working group appointments to the Chief Executive Officers, County and City Attorneys, and the Executive Directors of agencies who will have a direct role in implementing HB 2313. If approved, the working groups will begin meeting in the next few weeks. A copy of one letter and the list of nominees can be seen in the attachments. The JACC recommends approval of the appointments.**

#### **Background:**

On April 3, 2013, the General Assembly approved the Governor's Substitute to HB 2313. This bill provides authority for the Northern Virginia to receive an estimated \$300 million per year for transportation purposes. The bill will become effective July 1, 2013.

### **Financial**

#### Proposed Members

- Chairman-The Honorable William Euille, Vice-Chairman of the NVTA, City of Alexandria
- Representatives of local transportation staffs to be nominated by Chief Administrative Officers
- Representatives of local financial/accounting, tax administration, and debt management staffs to be nominated by Chief Administrative Officers Advisory Members
- Chief Financial Officers of NVTC, PRTC, VDOT and DRPT

#### Questions - Taxation

- Are NVTA's current financial controls adequate for handling these new revenues?
- What guidelines, policies and procedures should be established to ensure the efficient and effective allocation and administration of NVTA's revenues?

#### Questions - Financial

- What steps need to be taken to reestablish an annual budget process?
- Are any changes to NVTA's procurement policy necessary?
- How will the amount raised by each revenue source be tracked by jurisdiction?
- Should NVTA adopt a policy on tolling as a financial method?
- What additional policies/methodology are needed for calculating the 30 percent revenue distribution to the jurisdictions?
- What format should be used for the annual report each jurisdiction is expected to make concerning how funds have been spent?
- Is it desirable for NVTA to obtain federal grantee status? If so, what is necessary to obtain it?
- Are there any financial issues that also have legal implications and should be discussed jointly with the legal work group?

#### Questions - Debt

- What additional or reused policies and procedures need to be in place for NVTA to consider issuing bonds?
- Are there any changes or revisions needed to NVTA's investment policies?

### **Legal**

#### Proposed Members

- Chairman-The Honorable David Snyder, City of Falls Church Representative on the NVTA
- Representatives of local transportation staffs to be nominated by Chief Administrative Officers
- Representatives of local legal staffs to be nominated by Chief Legal Officers



Questions - Financial

- Are there any changes needed to NVTA's legal controls before receiving the new taxes and fees?
- What does NVTA need to do to defend against lawsuits related to NVTA receiving and expending taxes?
- Are there any changes required to NVTA's legal controls that should be in place before selling bonds or implementing projects and services?

Questions - Other

- Should the NVTA continue to use the Council of Counsels and bond counsel for legal advice?
- Should the NVTA begin the process of securing bond counsel?
- How will NVTA coordinate legal matters with the Hampton Road Transportation Authority if appropriate?
- Are there any legal issues that also have financial implications and should be discussed jointly with the financial work group?

**Project Implementation**

Proposed Members

- Chairman-The Honorable Christopher Zimmerman, Arlington County Representative on the NVTA
- Representatives of local transportation and public works staffs to be nominated by Chief Administrative Officers Advisory Members
- Representatives of WMATA, VRE, VDOT, DRPT, NVTC, PRTC and TPB staffs

Questions – Project Implementation

- What are the advantages and disadvantages of various approaches to implementing transportation projects and services? (Contractor? Assistance from local governments? Assistance from existing transportation agencies? In-house staff? Other?)
- How will decisions on which approach to use be made on a project by project basis?
- How will interaction/coordination with CTB, VDOT and TPB be handled?
- How will NVTA go about implementing projects using the Public Private Transportation Act (PPTA)?

Questions – Planning

- How will Six Year Program, TIP and CLRP be handled?
- What performance measures should be used to evaluate contractors?
- How will the obligation to develop as part of long range plan, subject to CTB biennial approval, with quantifiable measures and achievable goals for the NVTA's area relating to, but not limited to, congestion reduction and safety, transit and HOV usage, job-to-housing

ratios, job and housing access to transit and pedestrian facilities, air quality, and per-capita vehicle miles traveled, be met?

- How will NVTa's requirements to consider set transportation projects guided by performance-based criteria to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner, be addressed in conjunction with complying with HB 599?
- How will NVTa administer requirement that, in determining what projects to construct with the 70% revenues, the Authority's decision shall be based on the combination that (i) equitably distributes the funds throughout the localities, and (ii) constructs projects that move the most people or commercial traffic in the most cost-effective manner, and on such other factors as NVTa approves?
- Does the policy previously adopted by NVTa still satisfy the requirement that revenues deposited with the Authority be used for projects benefiting the localities in the Authority, with each locality's total long term benefits being approximately equal to the total of the fees and taxes generated by or attributable to the locality divided by the total fees and taxes received by the Authority?

### **Public Outreach**

#### Proposed Members

- Chairman-The Honorable Martin Nohe, Prince William County Representative on the NVTa
- Representatives of local transportation staffs to be nominated by Chief Administrative Officers
- Representatives of local public information staff to be nominated by Chief Legal Officers Advisory Members
- Public information staff from VDOT, DRPT, WMATA, VRE, NVTC, PRTC and NVRC

#### Questions

- What revisions should be made to the NVTa's communication plan?
- How should NVTa address the need for formal outreach to Northern Virginia residents, the business community, the media, other transportation agencies, and other community stakeholders?
- What outreach should be undertaken before, during, after the implementation of projects using the new revenues?
- What role should the PCAC and TAC play in selecting projects for implementation?

### **Organizational**

#### Proposed Members

- Chairman-The Honorable Scott York, Loudoun County Representative on the NVTa
- Representatives of local transportation staffs to be nominated by Chief Administrative Officers

Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
April 18, 2013  
Page Five

- Representatives of local legal staffs to be nominated by Chief Administrative Officers
- Executive Directors of NVTC, PRTC and NVRC

#### Questions

- Based on input from the other four working groups, what is the best organizational structure, related to the use of in house staff, consultants, local jurisdictional staffs, and transportation and planning agency staffs?
- What level and type of administrative support will NVTA need?
- What amount of office spaces will NVTA need and where should it be located?
- What timeline should be used for implementing changes to NVTA's organizational structure if any?
- How frequently should NVTA meet in the future?

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the April 25, 2013 NVTA meeting to answer questions.

Cc: Members, Jurisdiction and Agency Coordinating Committee  
Members, Council of Counsels



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

4031 University Drive ♦ Suite 200 ♦ Fairfax, VA 22030  
[www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

April 1, 2013

Ms. Melissa S. Peacor  
County Executive  
County of Prince William  
1 Court Complex Court  
Prince William, Virginia 22192

Reference: Request for Staff Assistance in Implementing HB 2313

Dear Ms. Peacor:

As you may know, on February 23, 2013, the General Assembly passed HB 2313 (Howell). This bill imposes certain taxes and fees in Northern Virginia that could collectively raise more than \$300 million per year for transportation in Northern Virginia. The bill states that 30 percent of the regional revenues will be distributed to Northern Virginia localities for local projects while the remainder will be provided to the Northern Virginia Transportation Authority (NVTA) to be used on regional projects included within the regional transportation plan that have also been evaluated by VDOT for reducing congestion, as well as mass transit capital projects that increase capacity. The bill is currently before the Governor, who may propose further amendments to the bill. If the final bill language is approved by the Governor and the General Assembly, the bill will become effective July 1, 2013.

The NVTA was established by the General Assembly in 2002. Since then it has developed and updated a long range transportation plan, including project priorities; made recommendations to the Commonwealth Transportation Board for allocating over \$65 million in federal transportation funding each year; commented on major transportation projects in the region and focused on securing additional transportation funding for the region.

Now that it appears that significant regional transportation revenues will be approved, the NVTA must prepare for its role in implementing transportation projects and services. There are a variety of subject areas that must be reviewed. These include: organizational, financial, legal, project implementation and public outreach. Since the NVTA currently has no staff, we are seeking assistance from the local jurisdictions, as well as regional and state transportation agencies to review each of these subject areas and make recommendations to the NVTA on how they should be addressed. The NVTA conducted in 2007, following the General Assembly's passage of HB 3202. The 2007 effort was successful from the NVTA's perspective, however, ultimately the regional portions of HB 3202 were ruled unconstitutional.

To prepare for the implementation of HB 2313, we are asking you to appoint a transportation staff member(s) to assist with one or more of the five working groups. In addition, please appoint subject matter experts to the financial, project implementation and public outreach working groups, as appropriate. While we encourage as much local participation as possible, you do not need to appoint staff to all of the working groups. A similar letter was sent to the chief legal officer in each jurisdiction, asking for their assistance.

Even after the NVTa considers the recommendations of the working groups and makes final decisions, it will still take a considerable amount of time to implement these decisions. As a result, we are proposing a very aggressive schedule in which the working groups will report their recommendations by June 1, 2013. To accomplish this, we ask that you send you appointments to Monica Backmon, the Chairman of the NVTa Jurisdiction and Agency Coordinating Committee (JACC), mbackmon@pwcgov.org, (703) 792-6273, by Thursday, April 11, 2013.

We recognize that this represents a significant commitment of your staff during a very short period of time. Their past and future efforts to assist NVTa in its mission are greatly appreciated. These efforts will help to ensure that the new regional transportation funding can be spent as efficiently as possible and our Northern Virginia transportation system can be significantly improved. If you have any questions, please call me at (703) 792-4620.

Sincerely,

A handwritten signature in black ink, appearing to read "ME Nohe", written in a cursive style.

Martin E. Nohe  
Chairman

Attachment

Cc: NVTa Members  
Ms. Angela Horan, County Attorney, County of Prince William



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

4031 University Drive ♦ Suite 200 ♦ Fairfax, VA 22030  
[www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)

## HB 2313 Working Group Nomination Form

Please assign up to one staff member in each category. The same person may be assigned to more than one working group. The Chief Legal Officers of each jurisdiction are receiving a separate letter seeking their assignments to the Financial, Legal and Organizational Working Groups. When complete, please fax or email to Monica Backmon, Chairman of the NVTJ Jurisdiction and Agency Coordinating Committee (JACC) at (703) 792-8150 (fax) or [mbackmon@pwcgov.org](mailto:mbackmon@pwcgov.org). If you have any questions, please call (703) 792-6273. Thank you.

### **Financial Working Group**

NVTJ Chairman: The Honorable William D. Euille, City of Alexandria

#### Transportation Staff Assignment:

Name:  
 Address:  
 Phone:  
 Fax:  
 Email:

#### Financial/Accounting Staff Assignment:

Name:  
 Address:  
 Phone:  
 Fax:  
 Email:

#### Tax Administration Staff Assignment, if different than above:

Name:  
 Address:  
 Phone:  
 Fax:  
 Email:

#### Debt Management Staff Assignment, if different than above:

Name:  
 Address:  
 Phone:  
 Fax:  
 Email:

**Legal Working Group**

NVTA Chairman: The Honorable David Snyder, City of Falls Church

Transportation Staff Assignment:

Name:  
Address:  
Phone:  
Fax:  
Email:

**Project Implementation Working Group**

NVTA Chairman: The Honorable Christopher Zimmerman, Arlington County

Transportation Staff Assignment:

Name:  
Address:  
Phone:  
Fax:  
Email:

Public Works Staff Assignment, if different from above:

Name:  
Address:  
Phone:  
Fax:  
Email:

**Public Outreach Working Group**

NVTA Chairman: The Honorable Martin Nohe, Prince William County

Transportation Staff Assignment:

Name:  
Address:  
Phone:  
Fax:  
Email:

Public Information Staff Assignment:

Name:  
Address:  
Phone:  
Fax:  
Email:

**Organizational Working Group**

NVTA Chairman: The Honorable Scott York, Loudoun County

Transportation Staff Assignment:

Name:  
Address:  
Phone:  
Fax:  
Email:

## 5.A.2.

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

#### **MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** First Year Project Implementation

**DATE:** April 25, 2013

#### **Recommendation:**

The Jurisdiction and Agency Coordinating Committee (JACC) has been tasked with preparing an initial list of projects for funding received in Fiscal Year 2014 to begin discussions by the NVTa. The JACC recommends that the following list be referred to the Project Implementation and Legal Working Groups for further consideration. It is then the recommendation that the two Working Groups evaluate the list and ensure compliance with HB 2313 requirements.

The JACC recommends that the final draft proposed by the Working Groups be presented at an Open House with a Public Comment period on the proposed project list. The JACC further recommends that the Public Outreach Working Group also consider what further public involvement process and best practices per Virginia open meeting requirements should be undertaken prior to any final action by the NVTa.

#### **Proposed Project List to Refer to the Project Implementation and Legal Working Groups for Consideration for FY 2014 Funding:**

##### **Roadway Projects (in no particular order)**

1. Route 1 from Featherstone Road to Mary's Way – Design and Build
2. Boundary Channel Drive Interchange
3. Columbia Pike Multimodal Improvement Project
4. Belmont Ridge Road from Gloucester Parkway to Portsmouth Blvd)
5. Belmont Ridge Road from Portsmouth Blvd to Hay Road)



6. Route 28 from Linton Hall Road to Fitzwater Drive (2 to 4 lanes) – Design and Build
7. Route 28 Hot Spot Improvements-Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)
8. Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)
9. Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)
10. Route 28 Widening; 4 to 6 lanes (Prince William County Line to Route 29) - Design
11. Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place
12. Route 29 Widening (Fairfax City to Legato Road)
13. Braddock Road HOV Widening; 4 to 6 Lanes (Burke Lake Road to I-495) – Design
14. Franconia/S. Van Dorn Interchange –Design
15. Route 15/Edwards Ferry Interchange - Design
16. East Elden Street Widening and Improvements (from Fairfax County Parkway to Monroe Street) - Design

**Transit Projects (in no particular order)**

1. VRE Alexandria station tunnel and platform improvements
2. VRE Crystal City platform expansion - Design
3. VRE Lorton station second platform - Design
4. VRE Rippon station second platform - Design
5. DASH Bus Expansion-5 new buses
6. VRE rolling stock purchase (9 additional coaches)
7. VRE Gainesville-Haymarket Extension Project Development
8. Alexandria Union Station Parking Lot Improvements
9. Alexandria Traffic Signal Upgrades/Transit Signal Priority
10. Shelters and Real-Time Information for DASH/Wmata
11. Potomac Yard Environmental Impact Statement
12. Phase II of the AA for the Route 7 High Capacity Transit Project
13. PRTC's new Gainesville Service – (1) 40-ft Commuter Bus
14. Traction Power Upgrades on the Orange Line in Virginia Associated with the Eight Car Train Project
15. Upgrade of interlocking and platform/girder repairs at National Airport Metrorail Station
16. Ten new buses on Virginia Metrobus Routes
17. Fairfax Connector West Ox Phase II Garage Construction
18. Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - Capital Purchases (10 Buses)
19. Innovation Center Metrorail Station
20. Innovation Center Metrorail Station Parking Design
21. Herndon Monroe Metrorail Station Parking Garage Design

Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
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- 22. VRE Crystal City Platform Extension
- 23. Silver/Blue Line Arlington Transit (ART) System Expansion (5 buses)
- 24. Crystal City Interim Multimodal Center
- 25. Loudoun County Transit Service Expansion (2 buses)
- 26. Leesburg Park and Ride Land Acquisition

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the April 25, 2013 NVTA meeting to answer questions.

Cc: Members, Jurisdiction and Agency Coordinating Committee  
Members, Council of Counsels

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

### **MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** Technical Advisory Committee and Planning Coordination Advisory Committee  
Appointments and Involvement (5.B.)

**DATE:** April 18, 2013

#### **Recommendation:**

**The JACC recommends that the NVTa appoint or reappoint Planning Coordination Advisory Committee (PCAC) members from each town and discuss the involvement of the PCAC and Technical Advisory Committee (TAC) as it relates to HB 2313.**

#### **Background:**

The Authority's authorizing legislation required the establishment of a technical advisory committee and a public coordination advisory committee.

At its January 8, 2010, meeting, the Authority approved the recommendation from the JACC that each NVTa county and city, as well as towns that maintain their own roads, be asked to appoint one member to the Planning Coordination Advisory Committee (PCAC), as provided for in § 15.2-4837 of the Virginia Code. Under this approach, the PCAC had 14 members. The PCAC met quarterly while the TransAction 2040 Long Range Transportation Plan was being developed.

The Code of Virginia also stipulates that the TAC will consist of nine members – six appointed by the NVTa member jurisdictions and three by the Chairman of the Commonwealth Transportation Board. In July 2007, the NVTa adopted a charge for its TAC and solicited names of potential members for the committee. The NVTa originally received over 20 nominations, submitted by jurisdictions and interests parties. In December 2007, the NVTa appointed six members to the Technical Advisory Committee and recommended six individuals to the Secretary of Transportation for consideration for his appointment. In January, 2010, Secretary Pierce Homer appointed three

Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
April 18, 2013  
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individuals to the Technical Advisory Committee.

Current TAC Members:

Engin Artemel	Artemel International, Inc.
Randy Boice	Johnson, Mirmiran & Thompson (JMT)
Patricia Turner	Bicycle Advocate
Meredith Judy	Transit Consultant
Robert Puentes	Brookings Institution
Christopher Tacinelli	Gorove and Slade
John DeBell	Burgess and Niple, Inc.
Robert Dunphy	Urban Land Institute
John McClain	George Mason University

Jurisdiction and Agency Coordinating Committee members and I will be available at the April 25, 2013 NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

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

### **MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority

**SUBJECT:** CY 2013 Work Program and Meeting Schedule (Agenda Item 5.C.)

**DATE:** April 18, 2013

#### **Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the NVTa revise the Calendar Year 2013 meeting schedule and work program based on the NVTa responsibility for implementing HB2313.**

#### **Background:**

In 2012, following the practice established in 2002, the JACC met to discuss a proposed NVTa work program for 2013, where the JACC reviewed the CY 2012 work program and noted progress made on each of the items included in the work program. At the November 8, 2012 NVTa meeting, the Authority approved the Work Program and Meeting Schedule for CY 2013, which continues many of the activities undertaken by the NVTa during CY 2012.

The work program and meeting schedule approved at that time reflected the current status of regional transportation funding. Due to the approval of HB 2313 (Howell), which provides the NVTa significant revenue to fund projects within the region, the Work Program and Schedule must be revised.

The revised work program includes additional NVTa meetings through the fall of 2013, as well as an Open House for the HB 2313 projects recommended for funding in FY 2014.

Jurisdiction and Agency Coordinating Committee members and I will be available at the April 25, 2013 NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

CY 2013 Meeting Schedule  
Northern Virginia Transportation Authority  
3060 Williams Drive, Suite 510, Fairfax, VA 22031  
APPROVED: November 8, 2012

January 24, 2013 – 6:00 p.m.

January 31, 2013– 5:30 p.m. (Joint Meeting with NVTC in Richmond) VaCo/VML Day schedule

May 23, 2013 – 6:00 p.m.

December 12, 2013 – 6:00 p.m.

\*meeting dates are prior to the NVRC meetings with the exception of the joint meeting with NVTC in Richmond.

Proposed CY 2013 Work Activities  
Northern Virginia Transportation Authority  
APPROVED: November 8, 2012

Continuation of Past Activities

- Adopt an FY 2013 NVTB Budget
- Participate in Securing Federal Appropriation of Dedicated Funding for WMATA
- Discuss and Participate in the Regional TIP/CLRP Update
- Discuss regional air quality issues, including strategies to reduce greenhouse gases
- Participate in I-66 Tier 1 EIS
- Adopt Presentation to CTB Transportation Meetings (Pre-Allocation and Draft Six-Year Program Public Hearings)
- Seek Public Input on Transportation Issues
- Follow Up on ATLAS Study Recommendations
- Endorse an FY 2015-FY2020 CMAQ/RSTP Project List
- Endorse a 2014 Legislative Agenda
- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including, but not limited to:
  - I-95Express Lanes Project
  - VRE Extension to Haymarket
  - VTrans 2035
  - Statewide Rail Plan
- Discuss TPB/MWAQC/MWCOG Issues, as needed

Proposed CY 2013 Work Program  
Northern Virginia Transportation Authority  
APPROVED: November 8, 2012

January 24, 2013 (NVTa Annual Meeting)

- Public Discussion – Open Forum on NVTa’s 2013 Work Program and Transportation Issues
- Approval of 2013 Work Program and Meeting Schedule
- Receive Briefing on the TIP/CLRP Update and Northern Virginia submissions
- Discuss TPB/MWAQC/MWCOG Issues, if any

January 31, 2013 (VaCo/VML Day in Richmond; Joint Meeting with NVTC)

- Discuss Relevant Transportation Legislation Introduced During the General Assembly Session
- Discuss TPB/MWAQC/MWCOG Issues, if any

May 14, 2013 Outcome of Relevant Transportation Legislation Considered by the General Assembly

- Endorse Testimony for the CTB’s Fall Transportation (Pre-Allocation) Public Hearing
- Adopt testimony for CTB Public Hearing on Six Year Improvement Program
- Receive Briefing on Progress on I-95/395 Express Lanes Project
- Receive Briefing on Regional Air Quality Activities
- Discuss TPB/MWAQC/MWCOG Issues

December 12, 2013

- Public Discussion – Open Forum on Transportation Issues and Legislative Program
- Establish Nominating Committee for 2014 Officers
- Accept FY 2014 Audit, if necessary
- Adopt 2014 Legislative Program
- Adopt FY 2020 CMAQ/RSTP Project List
- Discuss Proposed CY 2014 Work Program and Meeting Schedule
- Receive Briefing on a Major Regional Transportation Studies or Projects, if necessary
- Discuss TPB/MWAQC/MWCOG Issues, if any





# County of Fairfax, Virginia

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

April 25, 2013

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

Re: Multiple Reallocations of Fairfax County Congestion Mitigation Air Quality, and Regional Surface Transportation Program Funds.

Dear Ms. Backmon: *Monica*

On April 9, 2013, the Fairfax County Board of Supervisors approved several transfers between federal funded projects. As a result, Fairfax County requests the approval of the Jurisdiction and Agency Coordinating Committee (JACC) to transfer the following funds:

\$7,287,000 in Regional Surface Transportation Program (RSTP) funds remain in balance on the Route 29 and Gallows Intersection Improvements (UPC 11395). Transfer request of these funds is as follows:

- \$3,066,919 to Route 50 Pedestrian Improvements (UPC 58601), pedestrian, intersection, and sidewalk improvements along Route 50 between Jaguar Trail and Seven Corners. This request, with the CMAQ request below, will fully fund the initiative.
- \$1,582,000 to Lee Road Culvert (UPC 92143); removes bottleneck on Lee Road. By lengthening the culvert, the existing two-lane section will be widened to four lanes from 500 feet south of the culvert to Penrose Place. This transfer will fully fund the project.
- \$1,068,081 to Walney Road Improvements (UPC 104103); additional funding is needed for increased estimates in the preliminary engineering and construction phases of the Walney Road Bridge replacement and widening project. This funding will allow the project to proceed into design-build and will fully fund the project.

CMAQ Projects needing NVTA approval:

- \$320,000 to Hunter Mill Bridge Replacement project (No VDOT UPC, will require NVTA Board approval), these funds will cover the cost of preliminary

engineering of the preferred bridge concept to be conducted by the Virginia Department of Transportation (VDOT).

- \$500,000 to improvements on I-395 southbound off-ramp to Route 236 westbound (No VDOT UPC, will require NVTB Board approval). An effort to make better utilization of existing transportation infrastructure, enhanced techniques on the off-ramp to ensure that travelers are aware, in advance, that Quantrell Avenue, with direct access from the ramp, can be used to access Beauregard Street, Lincolnia Road and the Plaza at Landmark Shopping Center. This improvement is part of the Mark Center (BRAC 133) spot improvements priority projects.
- \$50,000 to channelize westbound left-turn lanes at Beauregard Street (No VDOT UPC, will require NVTB Board approval). The westbound left turn lane on Route 236 at Beauregard Street will be channelized to enhance safety and prevent exiting vehicles from the shopping plaza from accessing the left turn lane, crossing three through lanes of traffic in a short distance, and would shift those vehicles to another plaza exit (such as Beauregard Street). This improvement is part of the Mark Center (BRAC 133) spot improvements priority projects.
- \$700,000 to construct a northbound right-turn lane on Cherokee Avenue at Route 236 (No VDOT UPC, will require NVTB Board approval). Connecting Edsall Road and I-395 with Route 236, Cherokee Avenue will offer BRAC-133 commuters an alternative route to and from the south. Currently, northbound traffic stops at a free-flowing Route 236. With low availability of gaps and northbound left turning movements blocking northbound rights, separating the lefts from the rights would be beneficial. An exclusive northbound right turn lane will be provided, long enough to provide adequate separation from the northbound left and through movements. This improvement is part of the Mark Center (BRAC 133) spot improvements priority projects.

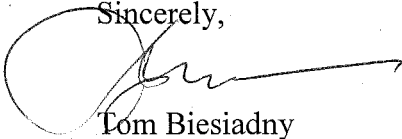
\$3,939,248 in CMAQ funds remaining in balance on Burke Centre Virginia Railway Express (VRE) Parking Structure Design/Expansion (UPC 72295). Transfer request of these funds is as follows:

- \$211,662 to the CMAQ funded Soapstone Trail project (UPC 70632). Additional funded needed to offset increases in land rights and utility relocation costs.
- \$3,727,586 to Route 50 Pedestrian Improvements (UPC 58601). This request, with the RSTP request above, will fully fund the initiative.

Ms. Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority  
April 25, 2013  
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If you have any questions or concerns about this request please contact Ray Johnson at (703) 877-5617.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Biesiadny', with a large circular flourish on the left side.

Tom Biesiadny  
Director

cc. Todd Wigglesworth, Coordination & Funding  
Ray Johnson, Coordination & Funding  
Todd Minnix, Transportation Design  
Karyn Moreland, Capital Projects  
Laura Miller, BRAC Coordinator