

6.A.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: FY 2011 Congestion Mitigation and Air Quality Program/Regional Surface
Transportation Program Recommendations (Agenda Item 6.A.)

DATE: November 6, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding through the FY 2011 Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP).

Background:

Based on past practice, the JACC established Friday, September 25, 2009, as the submission deadline for FY 2011 CMAQ and RSTP applications.

Virginia Department of Transportation (VDOT) staff provided estimates of the CMAQ and RSTP funding that will be available for distribution in FY 2011.

Chairman Martin E. Nohe
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The funding available for distribution is:

Projected FY 2011 Regional Funding
(subject to change based on final Federal allocations)

- **Total funding projected available for NVTa FY 2011 Program:**
 - CMAQ up to \$20.825 million (depending on projects)
 - RSTP \$30.789 million (including state match)
 - \$51.614 million

The estimated FY 2011 funds are approximately two percent greater than the actual funds received in FY 2010. VDOT provided the local matches for both the CMAQ and the RSTP funds for several years. However, there is some concern that this policy may change, due to the decline in state transportation funds. The JACC does not have any definitive information at this point and has assumed that VDOT will continue to provide the matches in FY 2011. It should also be noted that the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. It has been extended to end of November 2009; however, a new six year authorization is needed. It is not clear how a new authorization will affect the CMAQ and RSTP programs.

NVTa received 28 CMAQ applications and 28 RSTP Applications, totaling \$177 million. The JACC reviewed the projects submitted, and recommends that the NVTa endorse the attached list of CMAQ and RSTP projects for submission to VDOT and the Commonwealth Transportation Board for approval.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTa meeting on November 12, 2009, to answer questions.

Attachment: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

FY11 Recommended Allocation

CMAQ	Proposed Amount (\$000)
Regional Projects	
Vanpool Incentive Study	\$100
Vanpool Incentive Program	\$200
COG/TPB Metropolitan Area Transportation Operations Coordination (MATOC)	\$100
Commuter Connections Operations Center	\$170
Clean Air Partners	\$150
Transportation Demand Management/Commuter Assistance	
Transportation Demand Management Advancement (Alexandria)	\$100
Commuter Services Program (Arlington)	\$3,700
PRTC Commuter Assistance Program	\$300
Countywide Transit Stores (Fairfax County)	\$450
Bus Acquisitions	
DASH Bus Acquisition	\$1,800
PRTC Commuter Bus Replacement	\$1,000
WMATA - Virginia Metrobus Replacement	\$4,800
Capacity Improvements	
Vienna Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements) See Below	\$3,322
Virginia Railway Express	
VRE Lorton Platforms	\$1,500
VRE Broad Run Station Parking Expansion	\$1,000
Signal Improvements	
Transportation System Management & Communications Plant Upgrade (Arlington)	\$300
Signal Improvements and Synchronization (Manassas)	\$498
Pedestrian Improvements	
Route 234 Sidewalk/Trail	\$150
Old Bridge Road Sidewalk Project (Titania Way to Cricket Lane)	\$175
Old Bridge Road Sidewalk Project (Dillingham Sqyare to Mohican Road)	\$500
Walk to Downtown Initiative (Vienna)	\$235
Hybrid Vehicles	
Hybrid Hydraulic Refuse Truck (Falls Church)	\$275

FY11 Total CMAQ = \$20,825,078

\$20,825

RSTP	Proposed Amount (\$000)
Transit Improvements	
Alexandria - Preliminary Engineering of Exclusive Transitway Improvements	\$500
Alexandria - Bike Racks on Buses	\$100
Multimodal Improvements	
Multimodal Enhancements (Dumfries)	\$160
Highway Capacity Improvements	
Vienna Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements) See above	\$1,300
Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	\$500
Route 1/Route 123 Interchange Project (Phase 1)	\$1,200
Route 7 Bypass Climbing Lane	\$5,667
Route 15 (South King Street) Widening	\$1,400
Route 28 Widening (Manassas)	\$240
Route 28 Widening from Vint Hill Road to Fitzwater Drive	\$4,500
Route 29 Spot Improvements (City of Fairfax)	\$550
Route 29/Gallows Intersection Improvements	\$14,372
Intersection Improvements on Manassas Drive @ Euclid Ave	\$300

FY11 Total RSTP (Projected Available - \$30,789,614)

\$30,789

FY11 CMAQ and RSTP = \$51,614,692

\$51,614

6.B.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval to Reallocate Northern Virginia Regional Funding from Federal Economic Stimulus Legislation (American Recovery and Reinvestment Act of 2009) for Loudoun County (Agenda Item 6.B.)

DATE: November 6, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approve the attached letter to VDOT's Northern Virginia District Administrator Morteza Salehi endorsing Loudoun County's request to reallocate Federal economic stimulus funds.

Background:

On May 14, 2009, the NVTa adopted a list of projects for consideration for federal economic stimulus funding, based on requests made by the local jurisdictions and regional transportation agencies. NVTa approved \$5.3 million for improvement to Waxpool Road in Loudoun County. Subsequently, the project estimate was revised to \$2.2 million. Loudoun County requested that the remaining \$3.1 million be reallocated as follows (see attachment):

Queue Warning System at Waxpool Road and Route 28	\$ 500,000
LED Signal Heads and Pedestrian Countdown Signals	\$1,000,000
Installation of Uninterruptable Power Supply at Major Signalized Intersections	\$1,200,000
Pavement Markings	\$ 400,000

Each of these projects meets the implementation deadlines outlined in the American Recovery and Reinvestment Act. The JACC reviewed and recommended that this request be approved on August 27, 2009. Subsequently, the Transportation Planning Board approved a Transportation Improvement Program amended on September 16, 2009, subject to NVTa's approval.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
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JACC Members and I will be available at the Authority meeting on November 12, 2009, to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Biesiadny, Tom

From: Terrie Laycock [Terrie.Laycock@loudoun.gov]
Sent: Monday, August 10, 2009 5:55 PM
To: Biesiadny, Tom
Cc: Charles Acker; George Phillips; Linda Neri; Farid, P.E. Bigdeli
Subject: Adjustment to Use of \$5.3 million in ARRA Funds for LoudounCounty

August 10, 2009

Tom: I have been asked by VDOT to let you know of project adjustments that Loudoun County is making with respect to our share of the Federal ARRA funds in the amount of \$5.3 million. Our initial project that we intended to use the funding on was toward Waxpool Road spot improvements. Over the last several weeks VDOT has informed me of how extensive they will be able to be in making those improvements and in meeting the time constraints of the ARRA obligation requirements. In addition, they have determined that the spot improvements will be less expensive than initially thought thus allowing the funds to be used toward other projects in Loudoun County that can be delivered within the time constraints.

Loudoun will be using its funds as follows:

Waxpool Road/Loudoun County Parkway Improvements -	\$2,200,000
Queue Warning System at Waxpool Road and Route 28 -	\$ 500,000
LED Signal Head and Pedestrian Countdowns -	\$1,000,000
Installation of UPS at Major Signalized Intersections -	\$1,200,000
Pavement Markings -	400,000
Total	\$5,300,000

Please let me know if I need to do anything further or if you need additional information. As you know, time is of the essence in order to get these funds obligated. VDOT is doing all they can to make sure they meeting the requirements so all the funds are used.

Thank you so much Tom for your help on this.

Terrie Laycock
 Director, Office of Transportation Services
 Loudoun County, VA

11/6/2009

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval of 2010 Legislative Program (Item 6.C.)

DATE: November 6, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that NVTa approve the proposed 2010 legislative program and direct staff to transmit it to the Northern Virginia delegation of the General Assembly and Congress.

Background:

In 2007, the General Assembly approved legislation (HB 3202) that resulted in increased transportation funding both in Northern Virginia and statewide. Unfortunately, the Virginia Supreme Court ruled that the General Assembly's delegation of taxing authority NVTa was unconstitutional. Despite an extended Special Session during Summer 2008 and additional efforts during the 2009 Session, the General Assembly has not enacted legislation to replace the regional transportation revenue included in HB 3202. Also, due to declining transportation revenues, the Commonwealth Transportation Board was been forced to cut \$3.7 billion from the Six Year Program. An additional \$900 million cut is expected later this year. As a result, increased transportation funding remains a high priority in the proposed 2010 legislative program. Attached is a draft 2010 Legislative Program. Although the proposed program is similar to the 2009 Program, there have been several changes. These include:

- The transportation funding position has been redrafted to reflect the severity of the transportation funding situation in Virginia.

Chairman Nohe

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- The position on appropriating Federal capital funds for the Washington Metropolitan Area Transit Authority has been revised to reflect the approval of the Compact amendment required by the Federal authorizing legislation.
- The position on capital funding for the Virginia Railway Express has been revised. (**Please note** that VRE, NVTC and PRTC have not yet approved their legislative programs. The NVTa position on VRE capital items may need to be adjusted after these agencies approve their programs).
- A new position on limiting liability related to commuter rail operations has been added.
- A new position on rest areas has been added.

Since NVTa adopted an initial bond project list in July 2007 and an initial Six Year Program in January 2008, and only limited economic stimulus funds have been provide to address these priorities, the Jurisdiction and Agency Coordinating Committee has not developed a new list of priority projects for this General Assembly session.

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority
2010 Legislative Program
DRAFT: November 2, 2009

STATE

TRANSPORTATION FUNDING

The lack of new transportation investment in the Commonwealth has reached a crisis. Over the past two years, the Commonwealth Transportation Board has cut **\$3.7 billion** from the Six Year Program and projections indicate that another cut of at least \$900 million will be necessary to further adjust the Six Year Program to match current revenue estimates. Revenues from ALL major state transportation funding sources continue to deteriorate. In addition, federal transportation funding levels remains uncertain. Secondary and urban system construction funds have essentially been eliminated, and the growth in maintenance spending is being reduced, even though costs are increasing overall. The Commonwealth is risking serious disinvestment in its existing transportation infrastructure that will be more difficult and more expensive to correct in the future. Today, approximately \$1 billion is needed to address existing deficient pavement conditions and approximately \$3.7 billion is needed to fix the Commonwealth's deficient bridges. Very shortly the Commonwealth will be out of options for ensuring the matches are available for the federal transportation funds the Commonwealth receives. Should this happen, Virginia would have to return federal transportation funds, further compounding the crisis. **Major new revenue sources for transportation must be enacted during the 2010 General Assembly session.**

NVTA continues to support additional state and regional transportation funding for highway, transit, bicycle and pedestrian improvements. In 2006, the region's TransAction 2030 Long-Range Transportation Plan estimated that Northern Virginia alone needs \$700 million per year in additional transportation funding to address the region's transportation problems. This figure has only increased since then since much of the major revenue sources included in HB 3202 have been eliminated.

NVTA seeks reinstatement of exclusive Northern Virginia revenues in the range of at least \$300 million annually, as well as Northern Virginia's portion of additional statewide revenues to address transportation needs not originally covered by the HB 3202 funding approved for Northern Virginia. Both the regional and statewide revenues should be provided from stable, reliable, proven and permanent source(s).

NVTA asks the General Assembly to adopt new statewide transportation revenue sources to bolster existing highway and transit revenue sources which are not generating sufficient funding to meet the Commonwealth's critical transportation needs or to meet the Commonwealth's statutory 95 percent share of eligible transit operating and capital costs (net of fares and federal assistance). This additional transit funding alone would require approximately \$166 million annually in new funds for the limited transit projects and eligible operating costs included in CTB's six-year program.

Any funding solutions must ensure that dedicated funding for Washington Metropolitan Area Transit Authority capital improvements and for Virginia Railway Express capital and operating expenses are addressed.

NVTA does not support diverting existing General Fund revenue streams to transportation. These General Funds are used for other important priorities of the Commonwealth; such are K-12 education, higher education and public safety. *(Updates previous position).*

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

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

PEDESTRIAN SAFETY

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

CHAPTER 527 TRAFFIC IMPACT ANALYSES

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

SECONDARY ROAD DEVOLUTION

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

FEDERAL

SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION

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

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

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

- The level of Federal investment in the nation’s transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly;
- The distribution of funding within the Federal Surface Transportation Program must be simplified and the number of funding programs streamlined and consolidated. Successful programs such as the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) program should be retained in some form;
- The time required to complete the federal review process of significant new transportation projects must be reduced, and the approval process must be consistent across all modal administrations. In addition, federal implementation

- regulations should be streamlined;
- To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority;
- Energy efficiency and environmental protection must be addressed in the development of transportation projects; however environmental reviews should be conducted within specified timeframes, so that a project's environmental impacts can be identified and adequately addressed; and
- Safety and security must continue to be an important focus of transportation projects. *(Updates previous position)*

DEDICATED FUNDING FOR WMATA

Now that Congress has authorized \$1.5 billion for the Washington Metropolitan Area Transit Authority's capital needs and the WMATA Compact has been amended as required by the Federal authorizing legislation, NVTa calls upon Congress to appropriate these funds. *(Updates previous position).*

FUNDING FOR THE VIRGINIA RAILWAY EXPRESS

NVTa calls upon Congress to authorize Virginia Railway Express to secure federal appropriations under the new proposed Transportation Reauthorization legislation for the following items:

- Top priority is to satisfy core system-wide requirements including the acquisition of five additional Tier-II locomotives, parking expansion, platform extensions and mid-day storage of rail equipment.
- Secondary priority is for the expansion of commuter rail service on the Manassas line (NS) to Gainesville-Haymarket.

(Updates previous position.)

LIMITS ON COMMUTER RAIL RELATED LIABILITY

NVTa calls upon Congress to approve legislation to broaden the applicability of existing statutory language in 49 USC, 28301 related to commuter rail related liability. The language should be amended to reflect the existing liability standard of a \$250M annual aggregate limit while broadening the cap beyond passenger rail related claims for property damage, bodily injury or death so that they apply to all claims brought by third parties.

FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS

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

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

NVTA calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. *(Updates previous position)*

COMMUTER BENEFITS

NVTA supports legislation that would permanently increase the level of tax-free transit benefits employers can provide to employees to \$230 per month, as a way to make transit service more attractive to commuters who currently drive alone. In addition, NVTA supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Reaffirms previous position.)*

REST AREA CONCESSIONS

In July 2009, the Commonwealth Transportation Board significantly reduced funding for interstate rest areas as a way to address reduced transportation revenues. This resulted in the closure of numerous rest areas statewide, including four in Northern Virginia. Current federal law prevents the Virginia Department of Transportation from procuring private concessionaires to operate commercial establishments at its rest areas, even though such arrangements were permitted in other states in the past. NVTA requests that Congress approve flexibility for Virginia to procure private concessionaires to operate commercial establishments at the rest areas which have been closed as a way to provide an important safety feature and comfort amenity to those who travel Virginia's interstate highways. *(New position).*

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

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

6.D.

Jurisdictional and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: First Reading of Amendment NVTAs Bylaws

DATE: November 6, 2009

Recommendation:

The Jurisdictional and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority read the attached amendment to NVTAs Bylaws for the first time.

Background:

At its meeting on May 14, 2009, Leesburg Mayor Kristin Umstadtdt asked that NVTAs approve Herndon Mayor Steve DeBenedittis as the Town representative on NVTAs. As part on the discussion of the request, NVTAs members noted that the NVTAs Bylaws are silent as to how frequently the Town representative should rotate. The NVTAs asked the JACC and the Council of Counsels to recommend a change to the Bylaws which would clarify that the Town representative should rotate annually. The JACC/Council of Counsels language is attached.

The current Bylaws require two readings of any amendments before they can be amended. Since NVTAs is not meeting monthly, the NVTAs also requested that the JACC and the Council of Counsel propose a change to the Bylaws to allow amendment after one reading.

If the NVTAs chooses to proceed with these amendments to the Bylaws, their reading on November 12, 2009, would constitute the first reading. These changes would also need to be read at the next NVTAs meeting before NVTAs votes to approve them.

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the November 12, 2009, NVTAs meeting to answer questions.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 6, 2009
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Attachments: a/s

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

BYLAWS
OF
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

ARTICLE I
POWERS AND DUTIES

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

ARTICLE II
MEMBERSHIP

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

Elections and shall be, to the extent practicable, from the membership of the Senate Committee on Finance and the Senate Committee on Transportation.

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

ARTICLE III

OFFICERS AND DUTIES

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

implementation of the actions taken and policies established by the Authority, shall have all of the powers and duties customarily pertaining to the office of Chairman, and shall perform such other duties as may from time to time be established by the Authority.

- E. **Vice Chairman.** In the event of the absence of the Chairman, or the inability of the Chairman to perform any of the duties of the office or to exercise any of the powers thereof, the Vice Chairman shall perform such duties and possess such powers as are conferred on the Chairman, and shall perform such other duties as may from time to time be assigned to the Vice Chairman by the Chairman or be established by the Authority.

ARTICLE IV

MEETINGS

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

place, as well as the agenda, for all meetings on the NVTa website and available in the office of the Executive Director. Notice shall be posted on the NVTa website and at the NVTa office site.

- G. **Public Hearing.** Public hearings may be held at the direction of the Authority and shall, unless otherwise specified by the Authority or these Bylaws, be upon notice provided on the NVTa website and in a newspaper or newspapers having general circulation in the geographic area encompassed by the Authority.
- H. **Open Meetings.** All Authority meetings shall be open to the public in accordance with The Virginia Freedom of Information Act (*§2.2-3700 et seq. Va. Code Ann*), provided that the Authority may meet in closed session for those purposes authorized by, and held in accordance with the requirements of The Virginia Freedom of Information Act, to include requirements for public notice.
- I. **Quorum.** A majority of the Authority, which majority shall include at least a majority of the representatives of the counties and cities embraced by the Authority and a majority of the members of the Authority, shall constitute a quorum. The three nonvoting members of the Authority shall be included for purposes of constituting a quorum.
- J. **Temporary Absence.** No decision shall be made by the Authority unless a quorum is present; provided, however, that the temporary absence from the meeting room of members sufficient to constitute a quorum shall not be deemed to prevent the hearing of presentations or the discussion of matters submitted to the Authority. The Chairman or any other Authority member may suggest the absence of a quorum prior to the taking of any action by the Authority, but a failure to suggest the absence of a quorum shall not be deemed to alter the effect of this rule requiring a quorum as a prerequisite to any decision.
- K. **Decisions of the Authority.** The Authority shall act in one of the following ways:
- (1) **Resolution** - The Authority may act upon adoption of a resolution. Resolutions shall be in writing, and a copy shall be delivered to all members of the Authority, to the extent practicable, at least three business days before the resolution is proposed for adoption.
 - (2) **Motion** - The Authority may act on oral motion made by a voting member of the Authority.
- L. **Voting.**
- (1) **Votes** - Votes shall be taken only upon motions made and seconded. Each member of the Authority, with the exception of the Director of the Virginia Department of Rail and Public Transportation, or his designee, the Commonwealth Transportation Commissioner, or his designee, and the town representative, shall be entitled to one (1) vote in all matters requiring action by the Authority. Decisions of the Authority shall require the affirmative vote of two-thirds of the Authority members present and voting, and two-thirds of the representatives of the counties and cities embraced by the Authority who are present and

voting and whose counties and cities include at least two-thirds of the population embraced by the Authority. However, no vote to fund a specific facility or service shall fail because of the aforesaid population criterion if such facility or service is not located or to be located, or provided or to be provided within the county or city whose representative's sole negative vote caused the facility or service to fail to meet the population criterion. For purposes of the foregoing, the population of the counties and cities embraced by the Authority shall be determined in accordance with Article VIII, section D of these Bylaws.

- (2) Methods of Voting - All voting shall be taken by voice or by roll call if requested by any voting member of the Authority.
- (3) Restating the Question - The Chairman shall restate the question prior to the taking of a vote, provided, however, that at the request of the Chairman, an Authority member may restate the question if it is the opinion of the Chairman that such procedure will expedite the decision of the question.
- (4) Reconsideration - Action on a resolution or motion may be reconsidered only upon motion of a member voting with the prevailing side on the original vote, which motion must be made at the same or immediately subsequent regular meeting. A motion to reconsider may be seconded by any member. Any such matter defeated by a tie vote may be reconsidered upon motion by any Authority member having voted to defeat the matter at the same or the next regularly scheduled meeting.

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

N. **Agenda.** The Chairman shall cause to have prepared an agenda for each meeting. Any member having matters to be considered by the Authority shall submit them to the Chairman for inclusion on an appropriate agenda. The agenda for an upcoming meeting shall be sent to the Authority members at least one (1) week prior to the meeting date.

O. **Minutes.** Minutes of the meetings of the Authority shall be kept, which minutes shall be a public record, except closed sessions. Copies of the minutes shall be provided to each member of the Authority prior to the meeting at which the minutes are to be presented for approval by the Authority.

P. **Closed Sessions.** If a closed session is required at a meeting, consistent with the purposes permitted by *Va. Code Ann. §2.2-3711*, the agenda shall specify a time or position on the agenda, generally after all public business has concluded, for such a closed session properly called and conducted in accordance with The Virginia Freedom of Information Act §2.2-3712. When so requested, the Chairman may permit a closed session at any other time prior to consideration of any agenda item.

Q. **Order in Conduct of Business.**

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

R. Decorum.

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

ARTICLE V

COMMITTEES

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

B. Finance Committee.

- (1) Charge. This committee shall be responsible for advising the Authority on all financial matters and overseeing financial activities undertaken by the NVTa professional staff, including:
 - (a) Reviewing, commenting on, and recommending the annual budget presented by the Executive Director
 - (b) Reviewing, commenting on, and recommending any budget amendments presented by the Executive Director
 - (c) Overseeing the NVTa's financial policies (e.g, bond, investment, procurement, risk management) and making appropriate recommendations
 - (d) Monitoring contracts for incidental services, including incidental financial services, and recommending task orders
 - (e) Monitoring NVTa's expenditures for compliance with policies and guidance of the NVTa
 - (f) Reviewing annual revenue estimates
 - (g) Approving the selection of an audit firm and audit work plan supporting the annual preparation of financial statements
 - (h) Assisting with other financial activities as may be directed by the NVTa.
- (2) Membership. The Committee shall consist of five (5) members of the NVTa appointed by the Chairman for staggered two year terms.
- (3) Chairman. The chairman and the vice chairman of the Committee shall be appointed by the Chairman of the NVTa.

- (4) Staff Support. Staff support will be provided by the NVTA staff. As requested by the committee chairman, additional support may be provided by jurisdictional or agency staffs.
- (5) Quorum and Voting. A quorum shall consist of a majority (3) of the committee members. The committee shall strive for consensus when developing recommendations. Approval of recommendations or actions shall require an affirmative vote of a majority of the members present, which shall include at least three jurisdictional representatives in the affirmative.

C. Technical Advisory Committee (TAC).

- (1) Charge. This committee of individuals with multi-modal expertise and regional focus shall be responsible for reviewing the development of major projects and potential funding strategies and providing recommendations to the NVTA. “Development of projects” means the identification of projects for the NVTA Long Range Transportation Plan and the NVTA Six Year Program, and the application of performance-based criteria to the projects identified.
- (2) Membership. The committee shall consist of nine (9) individuals who reside or are employed in counties and cities embraced by the Authority and have experience in transportation planning, finance, engineering, construction, or management. An effort shall be made to have multi-modal representation, to include highway, transit, pedestrian, and bicycle expertise as well as being balanced regionally. The NVTA will recommend a list of members each year and request that the chief elected officer from relevant jurisdictions appoint selected persons to the committee. Initially, half the locally appointed members will serve a one (1) year term. The other half will serve two (2) year terms. Subsequently, members will serve three (3) year terms. The chairman of the Commonwealth Transportation Board (CTB) will appoint three members to three (3) year terms. Locally appointed members may be removed by the Chairman of the NVTA for failure to attend three consecutive meetings or if the member no longer resides or is employed in an NVTA jurisdiction.
- (3) Chairman. The chairman and vice chairman shall be appointed by the Chairman of the NVTA.
- (4) Staff Support. Staff support shall be provided by NVTA professional staff, with additional support as may be needed from time to time from the Jurisdictional and Agency Coordinating Committee (JACC).
- (5) Quorum and Voting. A quorum shall consist of a majority (5) of members. The committee shall strive for consensus when developing recommendations. If consensus cannot be achieved, majority and minority reports that identify issues that need to be addressed shall be presented to the NVTA.

D. Planning Coordination Advisory Committee (PCAC).

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

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

ARTICLE VI

NVTa TRANSPORTATION PLAN

- A. **NVTa Regional Transportation Plan.** The Authority shall adopt a NVTa Regional Transportation Plan for Northern Virginia. The Plan shall consist of the NVTa Long Range Transportation Plan and the NVTa Six Year Program.
- (1) **NVTa Long Range Transportation Plan.** The Authority shall adopt an unconstrained NVTa Long Range Transportation Plan (*TransAction 2030* or its successor) for Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of regional consensus, set regional transportation policies and priorities for regional transportation projects. In support of regional consensus, it is desirable that NVTa secure the formal approval of each of its member jurisdictions before adoption of the plan. The policies and priorities shall be guided by performance-based criteria such as the ability to improve

travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

- (2) **NVTA Six Year Program.** The Authority shall adopt a NVTA Six Year Program for Northern Virginia that includes, but not necessarily be limited to, transportation improvements of regional significance and those improvements necessary or incidental thereto. The NVTA Six Year Program shall include all transportation improvements to be funded from NVTA-generated funding over a six (6) year period. The Authority shall from time to time, not less than annually, review and, as necessary, revise and amend the Six Year Program. The provisions of §§15.2-4527 *et seq.*, *Va Code* shall apply to preparation and adoption of the Six Year Program.

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

ARTICLE VII

ADMINISTRATION

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

ARTICLE VIII

FINANCES

- A. **Finances and Payments.** The monies of the Authority shall be deposited in a separate bank account or accounts in such banks or trust companies as the Authority designates, and all payments (with the exception of those from petty cash) shall be made in the most practicable manner as determined by the Authority. Checks and drafts shall be signed in the name of the Authority by the Executive Director or, in the Executive Director's absence, those authorized from time to time by vote of the Authority. An Authority financial policy shall be developed that prescribes threshold requiring any countersignatures.
- B. **Audits.** At least once each year, the Authority shall cause an audit to be made by an independent certified public accountant of all funds of the Authority. Such audits will, at a minimum, obtain an opinion as to the accuracy of the annual financial statements from a certified public accounting firm. Additional audit activity may be obtained by the Finance Committee as it deems prudent.
- C. **Budget and Fiscal Year.** After a duly convened public hearing held in accordance with the requirements of these Bylaws, the Authority shall adopt an annual budget prior to the start of its fiscal year which budget shall provide for all of the revenues and the operating, capital, and administrative expenses of the Authority for the fiscal year. The fiscal year of the Authority will commence on July 1st each year and will terminate on the following June 30th.
- D. **Administrative Expenses.** The administrative expenses of the Authority, as provided for in the Authority's annual budget, and which shall not include funds for construction or acquisition of transportation facilities and/or the performance of any transportation service, shall be allocated, to the extent funds for such expenses are not provided for from other sources, among the component counties and cities on the basis of relative population as determined by the most recently preceding decennial census, except that on July 1 of the fifth (5th) year following such census, the population of each county and city shall be adjusted based on population projections made by the Weldon Cooper Center for Public Service of the University of Virginia.
- E. **Per Diem Payments.** The Authority may pay its members for their services to the Authority a per diem in either: (1) the amount provided in the general appropriations act for members of the General Assembly engaged in legislative business between sessions, or (2) a lesser amount determined by the Authority.
- F. **Bond of Officers and Others.** The officers of the Authority and such employees as the Authority so designates, may, prior to taking office or starting employment, respectively, be required by the Authority to give bond payable to the Authority conditioned upon the faithful discharge of that officer or employee's duties, in such amount as the Authority may require. The premium for each such bond shall be paid by the Authority and the bond(s) shall be filed

with the Authority. The Authority may fulfill this bonding requirement through plans or agreements offered by the Commonwealth of Virginia.

ARTICLE IX

AMENDMENTS

Any proposed amendment, repeal or alteration, in whole or in part, of these Bylaws shall be presented in writing and read for a first time at a regular meeting of the Authority. Such proposal may be considered and amended at such meeting, ~~and the Authority may act on the proposal, following consideration and amendment germane to the section or sections affected by such proposal in accordance with the voting requirements of these Bylaws, if the amendment was distributed to the members of the Authority in writing at least 10 days before the meeting. If such amendment was not distributed in writing 10 days in advance or the Authority chooses to defer action, the proposed amendment will be scheduled for consideration at a subsequent~~ regular meeting or a special meeting called for the purpose. At such subsequent meeting, such proposal shall be read a second time, shall be subject to further consideration and amendment germane to the section or sections affected by such proposal, and shall thereafter be acted on in accordance with the voting requirements of these Bylaws.

Deleted: but shall not be acted on by the Authority

Deleted: until

ARTICLE X

PROCEDURES

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

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

MEMORANDUM

TO: Martin Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval of Virtual Office Lease Extension

DATE: November 6, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority (NVTa) authorize staff to continue the month-to-month agreement (Attachment A) with the Fairfax Innovation Center for Virtual Office Services for Calendar Year 2010.

Background:

Over the past eighteen months, NVTa has been utilizing the Virtual Office Services offered by the Innovation Center. This includes a mailing address, mail box, phone line and answering service, voicemail box, and use of conference rooms. The agreement is currently \$150/month, on a month-to-month basis, with 30-day notice required for cancelation. On February 5, 2009, the NVTa approved the expenditure for this service through the end of calendar year 2009.

The benefits of continuing the Virtual Office Services are that it maintains a unique identity for NVTa, as well as stable address and phone number with reception service. The service also provides a central meeting place for the Jurisdiction and Agency Coordinating Committee and other committees. This may become more important as we begin the TransAction 2040 update. There is currently enough money in the NVTa account to cover the cost of an additional 12 months (\$1,800).

Should the NVTa decide not to continue this arrangement, other options include having one of the jurisdictions receive mail and set up a voicemail box for NVTa, or procuring a P.O. Box that would cost between \$70-\$200 annually, depending on the size of the box. Neither of these options provides all the benefits of the Virtual Office Services.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 6, 2009
Page Two

Jurisdiction and Agency Coordination Committee members and I will attend the November 12, 2009, NVTa meeting to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



Fairfax Innovation Center

Support. Growth. Success.

Virtual Office Services Agreement

This is an agreement to provide virtual office services between the Fairfax Innovation Center and the **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**, A POLITICAL SUBDIVISION OF THE COMMONWEALTH OF VIRGINIA, effective April 1st, 2009.

SERVICES PROVIDED:

The Fairfax Innovation Center shall provide to the **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**, mail and reception service, to include individual mailbox, mailing address, 1 phone line and voice mailbox, and access to conference rooms as provided in the attached worksheet.

TERM:

Term is defined as a month to month agreement, with cancellation of services only with 30 days written notice by either party.

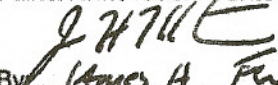
COST:

Cost is defined as \$150 per month, and is payable in advance, on the first day of each month.

IN WITNESS WHEREOF, these duly authorized representatives have signed this service agreement dated March 3, 2009, intending to be bound thereby.

PROVIDER:

Fairfax Innovation Center

By: 
James H. Finkbeiner

Name: Kingsley Haynes
Title: Director, Mason Enterprise Center
and Dean, School of Public Policy, GMU

CLIENT:

**NORTHERN VIRGINIA TRANSPORTATION
AUTHORITY**

By: 

Name: MARTIN NONE
Title: CHAIRMAN

4031 University Drive, Suite 200
Tel: 703-277-7700

Fairfax, Virginia 22030
Fax: 703-277-7730

6.F.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Appointment of Member to Council of Counsels (Item 6.F.)

DATE: November 6, 2009

Recommendation:

The Jurisdictional and Agency Coordinating Committee (JACC) and the Council of Counsels recommend that the Northern Virginia Transportation Authority appoint Prince William County Attorney Angela Horan to the Council of Counsels.

Background:

On July 12, 2007, the Authority established the Council of Counsels and appointed four attorneys from its member local governments to provide legal services to NVTa. Since the last NVTa meeting, Ross Horton, Prince William's County Attorney has retired. To fill the vacancy the JACC and the Council of Counsels recommend that Prince William's current County Attorney, Angela Horan, be appointed. Ms. Angela has worked in the Prince William County Attorney's office for many years and has been previously involved in regional transportation matters. The attached resolution parallels the resolution adopted by the Authority on July 12, 2009.

Jurisdiction and Agency Coordinating Committee members, the Council of Counsels, and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Attachment: a/s

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 01-10

APPOINTING MEMBER TO THE COUNCIL OF COUNSELS

WHEREAS, the Northern Virginia Transportation Authority ("NVTa") is a political subdivision of the Commonwealth of Virginia created by the Northern Virginia Transportation Authority Act, Chapter 48.2, Title 15.2, Code of Virginia of 1950, as amended (the "Act"); and

WHEREAS, NVTa activities necessitate the provision of legal counsel and advice, legal support, and legal services and representation on an ongoing basis; and

WHEREAS, Section 15.2-4833 of the Act authorizes NVTa to employ such staff as it shall determine to be necessary to carry out its duties and responsibilities; and

WHEREAS, NVTa has determined that it is in its best interests to forestall the employment of in-house counsel and the engagement of private counsel for general counsel purposes, and to instead utilize the services of attorneys from city and county attorneys' offices of NVTa's member jurisdictions until such time as NVTa determines it is necessary to hire or retain independent counsel; and

WHEREAS, on July 12, 2007, NVTa established the Council of Counsels to provide to NVTa legal counsel and advice, legal support, and legal services and representation, and appointed four members to the Council; and

WHEREAS, there is currently a vacancy on the Council of Counsels, due to the retirement of one of its members;

NOW, THEREFORE, BE IT RESOLVED BY NVTa THAT:

Subject to the consent of her respective member jurisdiction, NVTa hereby appoints the following individual who shall neither be employed nor compensated by NVTa, and shall remain an employee of her respective member jurisdiction:

Prince William County Attorney Angela Horan

Adopted by the Northern Virginia Transportation Authority, on this 12th day of November, 2009.

BY _____
Chairman

Attest _____
Vice Chairman

6.G.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval to Reallocate Regional Surface Transportation Program Funds for Loudoun and Prince William Counties (Agenda Item 5.G.)

DATE: November 6, 2009

Recommendation:

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

Background:

Attached is a letter from Terrie Laycock, Director, Loudoun County Department of Transportation Services, requesting reallocation of the following RSTP funds:

- Reallocate \$5,100,000 in RSTP grant funding from Route 659, Belmont Ridge Road between Gloucester Parkway and Portsmouth (UPC 76244), to the Route 7 Bypass westbound climbing lane project (UPC 58599). As result of reduced funding levels, the Belmont Ridge Road project is not moving forward at this time. The climbing lane will improve afternoon peak traffic flow and project safe options for residents that access the Route 7 Bypass from frontage roads between West Market Street and Route 9.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 6, 2009
Page Two

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

- Reallocate \$14,400,000 in RSTP grant funding from University Boulevard (Sudley Manor Drive to Hornbaker Road) (UPC 94194) to the Route 1 South project (Joplins Road to Bradys Mill Road). The purpose of this transfer is to allow for the completion of the University Boulevard project with local and state funds and processes. The County will be transferring an equal amount of County General Obligation bond funds from the Route 1 South project to the University Boulevard project.

These requests were discussed at the JACC meeting on October 29, 2009, and no objections were raised. Loudoun County staff, Prince William County staff, JACC Members and I will be available at the Authority meeting on November 12, 2009, to answer questions.

Cc: Members, NVTAA Jurisdictional and Agency Coordinating Committee

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

November 13, 2009

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

Reference: Request to Reallocate RSTP Funds for Loudoun and Prince William Counties.

Dear Mr. Salehi:

On November 12, 2009, the Northern Virginia Transportation Authority endorsed the attached requests from Loudoun and Prince William Counties to reallocate the following Regional Surface Transportation Program (RSTP) funds:

- Reallocate \$5,100,000 in RSTP grant funding from Route 659, Belmont Ridge Road between Gloucester Parkway and Portsmouth (UPC 76244), to the Route 7 Bypass westbound climbing lane project (UPC 58599). As result for funding levels, the Belmont Ridge Road project is not moving forward at this time. The climbing lane will improve afternoon peak traffic flow and project safe options for residents that access the Route 7 Bypass from frontage roads between West Market Street and Route 9.
- Reallocate \$14,440,000 in RSTP grant funding from University Boulevard (Sudley Manor Drive to Hornbaker Road (UPC 94194) to the Route 1 South project (Jopkins Road to Bradys Mill Road). The purpose of this transfer is to allow for the completion of the University Boulevard project with local and state funds and processes. The County will be transferring an equal amount of County General Obligation bond funds from the Route 1 South project to the University Boulevard project.

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

Sincerely,

Martin E. Nohe
Chairman

Cc: Robert McDonald, Transportation Planning Section, VDOT
Randy Hodgson, Transportation Planning Section, VDOT
Tom Blaser, Director, Prince William County Department of Transportation
Monica Backmon, Prince William County Department of Transportation
Terrie Laycock, Director, Loudoun County Department of Transportation Services
George Phillips, Loudoun County Department of Transportation Services



Six-year improvement Program

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED



COUNTY OF PRINCE WILLIAM

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

DEPARTMENT OF
TRANSPORTATION

Thomas Blaser
Director

October 20, 2009

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

Dear Chairman ^{Tom} Biesiadny:

Prince William County seeks the approval of the Northern Virginia Transportation Authority (NVTA) to transfer fourteen million four-hundred thousand dollars (\$14,400,000) of previously approved Regional Surface Transportation Program (RSTP) funds from the University Boulevard Extension project (Sudley Manor Drive to Hornbaker Road (UPC 94194), to the Route 1 South Project (Joplins Road to Bradys Mill Road). The purpose of this transfer is to allow for the completion of the University Boulevard through local and state processes.

As a result, the County would like to transfer the above referenced \$14,400,000 in RSTP funds from the University Boulevard project to the Route 1 South project and in turn, transfer \$14,400,000 of General Obligation Bonds from the Route 1 South project to the University Boulevard project. This transfer would make University Boulevard project a local project and would allow project construction through a "non-federalized" process. The Route 1 South project is already federalized so transferring the funds would have no significant impact on this project.

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

Sincerely,

Thomas Blaser

Director of Transportation

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

6.H.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval to Reallocate Congestion Mitigation and Air Quality Funds Funding for Vanpool Incentive Program Design Study (Agenda Item 6.H.)

DATE: November 6, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approve the attached letter to VDOT's Northern Virginia District Administrator Morteza Salehi requesting reprogramming of \$100,000 in FY2010 Congestion Mitigation and Air Quality (CMAQ) funds from the Potomac and Rappahannock Transportation Commission (PRTC)'s Western Maintenance and Storage Facility to the design of a vanpool incentive program design study.

Background:

On May 14, 2009, the NVTa endorsed a revised list of projects for funding from the FY 2010 Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP). Among the list of endorsed projects was \$1 million for PRTC's Western Maintenance and Storage Facility to be used for land acquisition.

On the list of FY 2011 CMAQ projects that the NVTa is scheduled to consider earlier on the November 12, 2009, agenda is a project from the Northern Virginia Transportation Commission (NVTC) for a Vanpool Incentive Program design study. PRTC has agreed to swap \$100,000 of its FY 2010 CMAQ funds for \$100,000 of NVTC's FY 2011 CMAQ in order for the Vanpool Incentive Program design study to begin as soon as possible.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 6, 2009
Page Two

The premise behind the Vanpool Incentive program is that by providing some type of financial incentives to vanpool operators; 1) additional vanpools would be formed, thereby contributing to reduced congestion and air pollution; and 2) vanpool operators would be willing to provide National Transit Database (NTD) information which would bring more Federal Transit Administration formula 5307 (capital) funds to the region. NVTC has estimated that the additional 5307 funds the region could receive is in the millions.

The CMAQ funds that are the subject of this reprogramming request will be used for consultant help on the first phase of the project which includes designing a program that is acceptable to vanpool operators and to devise a revenue sharing plan that is agreeable to all of the affected parties. The first phase is anticipated to be completed by June 30, 2010, so that, if feasible, a vanpool program could begin and NTD can be collected beginning on July 1, 2010. This is a joint project between NVTC, PRTC, and FAMPO. FAMPO is also supplying \$100,000 of CMAQ towards the first phase of the project. The Department of Rail and Public Transportation has agreed to management the consultant study.

Attached is a letter to VDOT Northern Virginia District Administrator Morteza Salehi requesting the reallocation of the CMAQ fund to facilitate the study.

This request was discussed at the JACC meeting on October 29, 2009, and no objections were raised. JACC Members and I will be available at the Authority meeting on November 12, 2009, to answer questions.

Cc: Members, NVTa Jurisdictional and Agency Coordinating Committee

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

November 13, 2009

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

Reference: Request to Reallocate CMAQ Funds for a Vanpool Incentive Program Design Study.

Dear Mr. Salehi:

On November 12, 2009, the Northern Virginia Transportation Authority endorsed reallocating the following Congestion Mitigation and Air Quality (CMAQ) funds:

- Reallocate \$100,000 in CMAQ grant funding from the PRTC Western Maintenance and Storage Facility to the Vanpool Incentive Program Design Study. The Vanpool Incentive Program Design Study will reduce congestion and improve air pollution by encouraging additional van pools and should ultimately lead to increased transit capital funding for the region.

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

Sincerely,

Martin E. Nohe
Chairman

Cc: Robert McDonald, Transportation Planning Section, VDOT
Randy Hodgson, Transportation Planning Section, VDOT
Richard T. Taube, Executive Director, NVTC
Al Harf, Executive Director, PRTC
Betsy Massie, PRTC

7.A.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Endorsement of Testimony for the Commonwealth Transportation Board's
Regarding Changes to the FY 2010 to FY 2015 Six Year Program (Agenda Item
7.A.)

DATE: November 9, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority authorize its Chairman to submit comments at the Commonwealth Transportation Board's FY 2010 to FY 2015 Six Year Program Public Hearing on December 1, 2009, or in writing, following circulation to the NVTa members for input.

Background:

The Commonwealth Transportation Board (CTB) is in the process of revising the FY 2010 to FY 2015 Six Year Program that was adopted in June 2009. As a result of the significant decline in state and federal transportation revenues, the CTB has been required to make a mid-year adjustment to the program to cut \$900 million in projects and services from the program. A revised program is expected to be released for public review following the CTB meeting on November 19, 2009. The public hearing is scheduled for 6 p.m. on December 1, 2009, in Richmond. Comments can also be submitted in writing until December 11, 2009.

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

A copy of NVTa's June 2, 2009, testimony to the CTB on the FY 2010 to FY 2015 Six Year Program is attached.

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

JACC members and I will be available at the November 12, 2009, NVTa meeting to provide updated information and answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

**Northern Virginia Transportation Authority
Comments on Proposed
FY 2010 to FY 2015 Six Year Program**

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

June 2, 2009

Mr. Chairman and Members of the Commonwealth Transportation Board, I am Marty Nohe, Chairman of the Northern Virginia Transportation Authority. Thank you for the opportunity to comment on the proposed FY 2010 to FY 2015 Six Year Program. NVTA's comments are as follows:

- We appreciate the state working with NVTA to allocate the ARRA RSTP funding. This will allow us to move forward on many important mobility projects in Northern Virginia.
- We understand that the CTB will take on additional responsibility for allocating some STP funding previously programmed by localities, but that this will not affect the RSTP funding for which NVTA currently provides programming recommendations. We appreciate that the CTB retained NVTA's historical role in the decision process for these funds, allowing us to prioritize funding for the critical transportation needs of our region.
- We would like to emphasize the importance of implementing construction projects that were previously funded as originally scheduled.
- With the declining revenues, we are disappointed to see that unfortunately, VDOT is quickly becoming a maintenance-only agency. NVTA is hopeful that new revenue sources for transportation will be implemented, consistent with NVTA's Eight Principles for Transportation Funding adopted in April 2008. These principles are still valid, including the need for stable, reliable, on-going regional and statewide transportation funds.
- NVTA requests:
 - that the CTB treat transit operating expenses like VDOT maintenance expenses and make these expenses a higher priority than new capital projects;
 - that funding for VRE's track leases continue to be provided from federal funds;
 - that NVTA be allowed to set Northern Virginia priorities for bonus obligation funding;
 - that environmental reviews for locally administered projects be simplified and shortened;
 - that VDOT, DRPT and the CTB address Northern Virginia's concerns with the I-95/395 High Occupancy Toll project, as stated in multiple correspondence.

8.A.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Discussion of Scope of Work for TransAction 2040 Update (Item 8.A.)

DATE: November 6, 2009

NVTA's statutory authority requires the Authority to update its long range transportation plan every five years. NVTA adopted TransAction 2030 during FY 2007. In the past, this update has taken approximately two years to complete. To meet the statutory requirements, the process of updating the plan has been initiated and will need to be completed during FY 2012. The Jurisdiction and Agency Coordination Committee has developed a draft scope of work of the plan for the review of the Authority. The scope of work is attached for the Authority review and comment. Also attached is a summary of TransAction 2030. The major changes to TransAction 2030's scope of work are summarized below. The JACC requests that the Authority members review the scope of work before the January 2010 NVTA meeting. Comments on the scope can be submitted to the Project Managers Monica Backmon (Prince William County) and Lynn Everett (Northern Virginia Transportation Commission) as they are available. The JACC will ask the Authority to approve the scope of work and a schedule for TransAction 2040 at the January 2010 meeting.

The proposed changes to the TransAction 2030 scope of work include:

- The projects included in TransAction 2030 will be reviewed and revised to reflect planning study work and construction that has been done since FY 2007.
- Completed projects will be deleted from the Plan and included in the baseline.
- Cost estimates for all projects will be recalculated from scratch (rather than inflating old estimates).
- Highway and transit levels of service will be revised.
- Inconsistencies between the projects in TransAction 2030 and current construction projects and other planning documents will be addressed.

New analyses being proposed for TransAction 2040 include:

- The planning horizon extended from 2030 to 2040 to match TPB modeling and the next Constrained Long Range Plan.
- The project list to be opened to new projects.
- Cost-benefit calculations will be considered as part of the prioritization process, possibly using a methodology developed for U.S. Department of Transportation's TIGER discretionary grant program.
- Individual highway and transit projects will be tested to determine their impact on vehicle miles traveled and delay across the entire Northern Virginia network. This information will also be used in the project prioritization.

Other proposed changes for TransAction 2040, include:

- Using new TPB travel demand model, incorporating major 2007 data collection effort.
- Involving the NVTa's Planning Coordination Advisory Committee (members of the Northern Virginia Regional Commission) and Technical Advisory Committee (individuals with transportation expertise).
- Analyzing recommended network(s) using TPB land use scenarios.
- Incorporating HOT lanes projects on the Beltway and I-95/395.
- Considering possibility of other HOT lanes projects.

The proposed schedule for TransAction 2040 is:

- | | |
|---------------------|---|
| – November 2009: | Briefing to NVTa |
| – January 2010: | NVTa Adopts Scope of Work |
| – February 2010: | RFP Issued |
| – Late Spring 2010: | Consultant Contract Awarded |
| – Fall 2011: | Recommendations presented to NVTa & Jurisdictions |
| – December 2011: | Transmission to General Assembly |
| – Winter 2012: | Local Government consideration and endorsement |
| – Spring 2012: | NVTa Adoption |

Regarding the Planning Coordination Advisory Committee, the NVTa previously approved making the non-NVTa members of the Northern Virginia Regional Commission the NVTa Planning Coordination Advisory Committee. In addition, NVTa approved six members of the Technical Advisory Committee (TAC) and an additional seven people to recommend to the Secretary of Transportation for the three positions on the TAC that he is designated to appoint. JACC members are in the process of contacting the 13 individuals to verify that they are still interested in serving on the TAC. The JACC will be scheduling meeting with both the PCAC

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
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and the TAC before the January 14, 2009, NVTA meeting to secure each committee's input on the TransAction 2040 scope of work.

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 12, 2009, NVTA meeting to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

On December 16, 1999, the Transportation Coordinating Council of Northern Virginia (TCC) adopted the Northern Virginia 2020 Transportation Plan to guide the region's transportation priorities and funding allocations. The TCC resolution endorsing the plan directed that the plan be updated and presented to the member jurisdictions at least every five years.

In 2002, the Virginia General Assembly established the Northern Virginia Transportation Authority (NVTA). Among other things, the General Assembly charged the NVTA with preparing "a regional transportation plan for Planning District Eight, to include, but not necessarily be limited to, transportation improvements of regional significance, and those improvements necessary or incidental thereto, and shall from time to time revise and amend the plan."

For two years, NVTA worked with the local jurisdictions and regional and statewide transportation agencies to update the Northern Virginia 2020 Transportation Plan. The result of this effort is the TransAction 2030 Long-Range Transportation Plan.

The effort included the following activities:

- Updating the Northern Virginia 2020 Transportation Plan project list to delete projects that were completed between 1999 and 2005;
- Updating the cost estimates for the remaining projects in the 2020 Plan;
- Updating project scopes, based on studies undertaken between 1999 and 2005;
- Extending the planning period from 2020 to 2030;
- Modeling the impact of constructing/implementing the projects in the TransAction 2030 Plan on the region's highway network and comparing these impacts to the Washington region's Constrained Long-Range Plan (CLRP) which is adopted by the Transportation Planning Board; and
- Calculating the funding required to fully implement the TransAction 2030 Plan.

The TransAction 2030 effort also involved several other aspects that were not part of the Northern Virginia 2020 Transportation Plan. These include:

- Conducting a statistically valid public opinion poll to assess the public's view of the most important transportation improvements for the region and the funding sources they found most acceptable to pay for them;
- Conducting public outreach at large jurisdictional fairs, as well as through a traditional public meeting;
- Developing transit level of service maps based on passenger loads, service coverage, travel time, frequency and hours of service;
- Developing park-and-ride lot level of service maps;
- Developing multi-modal level of service information for eight corridors (Route 7, the Beltway arterials [a combination of Franconia Road, Backlick Road, Gallows Road and Chain Bridge Road], U.S. Route 1, U.S. Route 29, U.S. Route 50, Route 28, the Fairfax County Parkway and the Tri-County Parkway);
- Prioritizing projects within each of the eight corridors in the region using objective criteria; and
- Comparing the TransAction 2030 Plan network to the CLRP's 2030 network using objective criteria.

The NVTa's analysis of transit, park-and-ride and multi-modal levels of service is one of the first efforts in this area of transportation planning in the country.

The TransAction 2030 Plan did not add new projects to those identified in the Northern Virginia 2020 Transportation Plan, beyond those identified in the Northern Virginia Regional Bikeway and Trail Study.

The plan does:

- Double the number of Metrorail stations in Northern Virginia as a result of Metrorail extensions in the I-66, I-95 and Dulles corridors;
- Add light rail transit and/or bus rapid transit to the Route 7, Route 28, Crystal City-Potomac Yards and Columbia Pike corridors;
- Add 600 miles of on-road and off-road trails; and
- Increase highway capacity by eight percent above what is already planned in the region's Constrained Long Range Plan.

The TransAction 2030 Plan reaches the following conclusions:

- Northern Virginia's highway level of service has deteriorated significantly from 1999 to 2005.
- Despite planned transportation investments of approximately \$30 billion from 2005 to 2030, as outlined in the region's CLRP, Northern Virginia's highway level of service will continue to decline.
- The proposed additional \$16.6 billion investment between 2005 and 2030, as outlined in the TransAction 2030 Plan, will improve highway level of service in most corridors.
- Even with the investment proposed by the TransAction 2030 Plan portions of I-95, I-395, U.S. Route 1, U.S. Route 7 and the Dulles Toll Road will continue to see one hour or more of stop-and-go traffic in the a.m. peak period in 2030.
- Implementation of the TransAction 2030 Plan requires an additional investment of approximately \$664 million per year for the next 25 years.
- Half of the Northern Virginia residents surveyed believe that public transportation investments are the top priority, compared to only 28 percent who chose highway improvements. There were no significant differences in this result by jurisdiction;
- Northern Virginia residents are willing to pay more to fund both highway and transit improvements.
- When framed in a realistic context; Northern Virginia residents favor increases in the sales tax, over increases in income and gas taxes, to fund transportation improvements.
- Only 68 percent of the areas in Northern Virginia that have household densities to support public transit service actually had transit service in 2005.
- Metrorail operating conditions remain constant in the Dulles corridor and the Orange line with the implementation of the TransAction 2030 Plan; however, additional study will be needed to identify improvements to address future capacity constraints and ridership growth on other lines, particularly the Blue line.
- The level of service on VRE's Manassas line declines between Rolling Road and Alexandria, due to increased ridership and the extensions to Nokesville and Haymarket. Increased turn-back and express trains will need to be examined in the future.
- Implementation of the TransAction 2030 Plan improves accessibility as measured by the average number of jobs within 45 minutes of households via auto and transit.

- The Plan demonstrates significant increases in transit and high occupancy vehicle (HOV) use between many of the activity centers.

TransAction 2030 was endorsed by all nine local jurisdictions that are members of NVTA. NVTA formally adopt TransAction 2030 on September 14, 2006.

The next steps for the TransAction 2030 Plan include:

- Pursuit of additional funding to implement the Plan.
- Incorporation of the Plan into the CLRP as funding becomes available.
- Incorporation of the Plan into Virginia's long range statewide transportation plan.
- Incorporation of the Plan into local comprehensive plans.
- Performance of more detailed analysis on the highway and transit segments that will not improve with the implementation of the Plan to determine what additional improvements are needed.
- Implementation of Plan projects as funding becomes available.

Since the TransAction 2030 Plan did not expand the project list developed by the Northern Virginia 2020 Transportation Plan, the next update of the Plan should evaluate additional projects to address problem areas that remain even if the TransAction 2030 Plan is fully implemented.

The plan indicates a need for \$46.6 billion in transportation funding over the next 25 years. Of this amount, approximately \$30.0 billion is expected to be available from the continuation of existing transportation funding sources. This leaves a deficit of \$16.6 billion over the 25 year period. This translates into an additional annual requirement of approximately \$664 million per year.

Section B

Scope of Work

Background

In July 2002, the Virginia General Assembly created the Northern Virginia Transportation Authority (NVTa) and charged it with developing a regional transportation plan. One of NVTa's primary responsibilities is to recommend transportation projects to the Commonwealth Transportation Board (CTB) for funding. NVTa is also responsible for preparing a long-range plan for Northern Virginia. The Authority is comprised of 17 members; nine are mayors or chairs, or their designees, of the nine cities and counties that are members of the Authority; two are members of the House of Delegates; one is a State Senator; and two are citizens appointed by the Governor. In addition, the Director of Virginia's Department of Rail and Public Transportation and the Commonwealth Transportation Commissioner, or designee, and a representative of the five towns which maintain their own roads (Dumfries, Herndon, Leesburg, Purcellville, and Vienna) serve as non-voting members. Northern Virginia consists of the Counties of Arlington, Fairfax, Loudoun, and Prince William; the towns within those counties; the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.

The NVTa adopted the TransAction 2030, Long Range Transportation Plan in FY 2007, updating the Northern Virginia 2020 Transportation Plan that was produced by the Virginia Department of Transportation (VDOT) under the auspices of the Transportation Coordinating Council of Northern Virginia, which the NVTa replaced. That study identified eight major corridors in Northern Virginia. The 1999 resolution specified that the Plan should be presented to the member jurisdictions every five years. NVTa's authorizing legislation contains a similar requirement.

Since TransAction 2030 was adopted in FY 2007, a number of transportation projects have been completed. At the same time, a transportation funding crisis has deepened, and the region continues to grapple with air quality concerns. Our region's leaders have responded through their initiation and support of ongoing efforts that recognize the linkage among transportation, land use, air quality and other quality of life indicators. Some of these efforts include the Transportation Planning Board (TPB) Regional Mobility and Accessibility Study, the Northern Virginia Regional Commission's (NVRC) Alternative Transportation and Land Use Activity II (ATLAS II) Study, and the Commonwealth of Virginia's VTRANS 2035, the statewide, long range multi-modal transportation plan. The objective of TransAction 2040 will be to re-evaluate travel demand throughout the Northern Virginia region, analyze the performance of the existing and planned transportation networks for various modes of travel, identify projects that will facilitate improved performance of the transportation network, and prioritize improvements needed between now and 2040, noting the lessons offered by other regional and state initiatives and estimate the cost to implement the prioritized improvements.

The Vision adopted by the Transportation Coordinating Council and the NVTa states:

"In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian and bicycle facilities into an interconnected network."

The goals established for the TransAction 2040 plan, which are built on those for the TransAction 2030 Plan include:

- Provide an integrated, multi-modal transportation system
- Provide responsive transportation service to customers
- Respect historical and environmental factors
- Maximize community connectivity by addressing transportation and land use together
- Incorporate the benefits of technology
- Identify funding and legislative initiatives needed to implement the Plan
- Enhance Northern Virginia relationships among jurisdictions, agencies, the public and the business community.

To attain these goals, the projects identified for TransAction 2040, when taken as a whole should:

- Measure the extent of transit service in the region
- Provide increased road and transit capacity
- Improve connections to, from and between activity centers for all modes and populations
- Use technology for more efficient system operations (ITS)
- Integrate transportation operations coordination and traveler information
- Improve connectivity of the regional bicycle and pedestrian trail system
- Incorporate pedestrian and bicycle improvements into roadway improvement projects
- Maintain the existing system for maximum performance
- Provide a multi-modal solution

While these goals are consistent with previous plans, additional goals should be considered for the TransAction 2040 process, particularly considering the emphasis on the connection between land use and transportation, and the increasing awareness of the environmental impacts of vehicle and other emissions. The consultant team will assist the NVTa in evaluating the transportation needs, proposed projects and cost estimates for improvements needed between now and 2040. Through analysis and a prioritization process that is integrated with a robust public involvement program, the consultant will help the NVTa prioritize the identified projects and develop current and year of expenditure cost estimates. The final section of this Scope of Work provides a list of resources that the NVTa's Jurisdiction and Agency Coordinating Committee (JACC) will provide to the consultant for use in this project. The JACC will coordinate the development of TransAction 2040 and will serve as the primary sounding board for the project.

Establish Working Committee Communication and Schedule

The consultant will identify the stakeholder committees and, working with the JACC and the TransAction 2040 Subcommittee, establish a clear understanding of the committees that pertain to the NVTa and their roles. Specifically, these committees are the Technical Advisory Committee (TAC) and the Planning Coordination Advisory Committee (PCAC), which are both identified in the NVTa By-laws. A detailed meeting schedule will be established to include key communication points, key decision points, and ongoing project updates for JACC, NVTa, jurisdictional leaders, and stakeholders, in addition to the public communication activities. The two essential subcommittees of the NVTa are as follows (from the NVTa bylaws):

A. Technical Advisory Committee (TAC).

- (1) Charge. This committee of individuals with multi-modal expertise and regional focus shall be responsible for reviewing the development of major projects and potential funding

strategies and providing recommendations to the NVTa. “Development of projects” means the identification of projects for the NVTa Long Range Transportation Plan and the NVTa Six Year Program, and the application of performance-based criteria to the projects identified.

- (2) **Membership.** The committee shall consist of nine (9) individuals who reside or are employed in counties and cities embraced by the Authority and have experience in transportation planning, finance, engineering, construction, or management. An effort shall be made to have multi-modal representation, to include highway, transit, pedestrian, and bicycle expertise as well as being balanced regionally. The NVTa will recommend a list of members each year and request that the chief elected officer from relevant jurisdictions appoint selected persons to the committee. Initially, half the locally appointed members will serve a one (1) year term. The other half will serve two (2) year terms. Subsequently, members will serve three (3) year terms. The chairman of the Commonwealth Transportation Board (CTB) will appoint three members to three (3) year terms. Locally appointed members may be removed by the Chairman of the NVTa for failure to attend three consecutive meetings or if the member no longer resides or is employed in an NVTa jurisdiction.

B. Planning Coordination Advisory Committee (PCAC).

- (1) **Charge.** This committee shall be responsible for advising the NVTa on broad policy issues related to the periodic update of the NVTa’s Long Range Transportation Plan (e.g., TransAction 2030) and the development of the NVTa’s Six Year Program with special consideration to regional transportation, land use and growth issues and provide advisory recommendations to the NVTa.
- (2) **Membership.** All members shall be elected officials from jurisdictions embraced by the NVTa. Such membership shall include, as a minimum, one elected official from each town that is located in any county embraced by the NVTa and receives street maintenance payments. [Remaining membership TBD.]

Task 1: Inventory of Regional Transportation Needs

The first task of this project will be to identify the transportation needs for Northern Virginia up to 2040. This will entail review of the inputs into travel demand, including growth patterns, land use, employment and demographic data. The Planning Coordination Advisory Committee (PCAC), established with the creation of the NVTa, is responsible for providing input on regional transportation, land use and growth issues.

The Transportation Planning Board’s (TPB) approved 2009 Constrained Long Range Plan (CLRP) was developed with a number of scenarios including the “Aspirations” scenario, incorporating land use and transportation objectives in order to reduce greenhouse gases. The 2010 CLRP is now being developed. The primary objective of TransAction 2040 is to assess the comprehensive transportation needs of the Northern Virginia region and develop a plan to meet those needs through 2040. This multimodal plan, with current and year of expenditure cost estimates, is designed to serve as the unconstrained transportation plan for Northern Virginia with the horizon year of 2040.

In this task, the consultant will summarize and use the previous TransAction 2030 plan process, which used an innovative, customer-friendly approach to the categorization of the project list that was well-received by stakeholders.

The consultant will review all relevant plans prepared either regionally or by affected jurisdictions, including jurisdictional transportation master plans, transit development plans, comprehensive plans, and other relevant studies. A partial list is provided at the end of this section.

The consultant will ensure that the data from the 2007-2008 Household Travel Survey performed by the TPB is incorporated into the travel demand model used in analyzing the transportation networks.

The consultant will use the most up-to-date population, household and employment projections adopted by the TPB in developing the inventory of transportation needs.

The consultant will project the transportation needs to the horizon year of 2040 with the current land use projections, as well as the land use associated with the CLRP Aspirations Study.

Once the projected transportation demand is identified, the consultant will begin looking at the project list and its prioritization from the TransAction 2030 Plan. Each element will be reviewed, including cost estimates for transit, highway, intelligent transportation systems (ITS), commuter parking, bicycle, and pedestrian projects. The project lists will need to be revised to reflect the outcome of jurisdictional plans, regional plans, statewide plans, including strategic plans for transportation and traveler information systems, and corridor studies conducted since the previous plan was adopted. The consultant team will obtain project lists and existing cost estimates from various recent planning efforts, including the 2010 CLRP, VDOT's six-year plan, the Washington Metropolitan Area Transit Authority's (WMATA) Capital Improvement Program, the Virginia Railway Express (VRE) Strategic Plan, the Statewide Surface Transportation and Statewide ITS Plans, Jurisdictional Transit Development Plans (TDP), Jurisdictional Transportation Master Plans, VTrans2035 Statewide Long Range Intermodal Transportation Plan, and other relevant agency and jurisdictional plans.

The TransAction 2040 Plan subcommittee of the NVTAC JACC, as well as the NVTAC TAC will assist the consultant with technical input, and in locating all of the relevant plan documents. The consultant will be responsible for ensuring the completeness of the final Plan lists, consistency with the 2010 CLRP, the accuracy of the cost estimates, and ensuring the information is presented in a comparable format (e.g., same year cost figures based on comparable underlying assumptions). The final product of Task 1 will be a transportation network for the year 2040 that can be modeled in Task 2.

The land use assumptions will also need to be updated by incorporating the Northern Virginia Regional Commission's (NVRC) Alternative Transportation and Land use Study Phase II Study (ATLAS II) recommendations, and the MWCOC's CLRP Aspirations Scenario assumptions that were used in developing the current CLRP. These regional inputs encourage more transit-focused, mixed-use development than previous efforts. The consultant will be responsible for ensuring that member Jurisdictions have been effectively communicated with regarding the land use scenarios used in developing the CLRP Aspirations Scenario.

The VTrans2035 project identified Corridors of Statewide Significance as the essential transportation network for the state. There are four such corridors in Northern Virginia (I-66, I-95/395, U.S. Route 29 and U.S. Route 15). These corridors should be considered in the analysis of the eight previously identified corridors that are the essential transportation network for the region. These eight corridors are:

- Dulles/VA Route 7 Corridor
- Loudoun County Parkway/Tri-County Parkway and VA 234/VA 659 Corridor
- VA 28 Corridor
- Prince William Parkway (VA 3000) Corridor
- Fairfax County Parkway (VA 7100) Corridor
- I-66/US 29/US 50 Corridor
- I-495 Beltway Corridor
- I-95/I-395/US Route 1 Corridor
- "Corridor 9" – other projects not clearly in one of the other specific corridors

The consultant will be responsible for updating the status of multi-use trails and other bicycle facilities to determine the missing segments along the eight regional corridors. Using local comprehensive plans for

guidance, the consultant will then define the type of facility to be built and estimate the cost of constructing these missing links based on industry standards and agreed upon by the JACC.

The list of ITS projects will be updated using a number of recent study reports in the region, including VDOT Northern Virginia Centric Regional ITS Architecture, Metropolitan Washington Area ITS Architecture, Virginia's Statewide ITS Plan, VDOT's Six-Year Improvement Program, ITS implementation at regional transit agencies, NVTC's Final Report on the Development of a Continuing Process for Monitoring Performance Data on Transit-related ITS Investments, and other plans and programs.

Any additional plans, studies or data that the consultant identifies shall be presented to the TransAction 2040 subcommittee for consideration and possible inclusion in the analysis. This information sets the context for transportation planning. It also serves as an input into the modeling task described below.

Task 2: Analysis

The transportation challenges facing the Northern Virginia region are familiar:

- The number of vehicles, trips made and miles driven have far out-paced the capacity of our roadways.
- Population and employment continues to grow, but transportation funding has not kept sufficient pace to meet the region's mobility needs.
- The current "Hub and Spoke" transportation network does not address the regional "Web" pattern of suburb-to-suburb trip making effectively, particularly across modes of transportation.
- Air quality continues to be of great concern
- Aging infrastructure continues to require more transportation dollars, reducing available revenue for system expansion.
- Incomplete trail and sidewalk networks reduce the potential for bicycle and pedestrian activity in the region.

The purpose of the analysis task is to test various transportation networks against how well they address the challenges stated above. The consultant will use the most current approved MWCOC travel demand model (Version 2.3 is due out in August, 2010) to generate a series of maps and other outputs that will clearly show the effect of transportation improvements on levels of congestion and other evaluation criteria.

In analyzing the transportation needs, the consultant will review the most recent land use and transportation network assumptions adopted by the Transportation Planning Board (TPB), and using the current travel demand model, identify the transportation needs for the Northern Virginia Region. The consultant will begin with the existing TransAction 2030 network to show where the TransAction 2040 process begins in addressing the projected travel demand. The consultant will obtain the 2010 CLRP network (round 7.2A cooperative forecast) for 2040 from the TPB staff. The following networks will be modeled for analysis and evaluated:

- CLRP Aspirations (which includes transportation and land use) for 2040
- CLRP 2040 (TransAction 2040 with round 7.2A cooperative forecast and "Aspirations" land use)

The baseline network will be the 2010 CLRP network which will go out to 2040. The consultant will model the travel demand identified in Task 1 and model the projected needs on the network scenarios to identify network capacity issues over time. The consultant will then analyze the impact of the proposed projects on the network capacity. Does the project list meet the demand? Which projects are most effective? Which modes are most effective per person or per dollar spent? How do the projects meet the identified transportation needs? Analyze mode share and also assess consistency between the project list

and the statewide Corridors of Significance, and the Statewide Transit Plan (contained in the VTrans2035 Plan).

As the network scenarios are analyzed, particular attention should be given to the impacts of the proposed projects on other corridors within Northern Virginia and the remainder of the region. For example, shifting person trips onto Metrorail in Northern Virginia will impact the capacity of the Metrorail system in the District of Columbia. Trips placed on I-495 impact Montgomery County and Prince George's County Maryland and should be considered. In addition, particular attention should be given to the effects of the modeling effort on the outer edges of the region, where population and travel pattern changes are potentially more volatile, and less well predicted by the modeling process. Modeling outcomes should also be validated using market data, demographic trends, approved and projected land use changes (significant increases in density and land use mixes may dramatically shift travel patterns over the planning horizon).

The consultant will use the latest approved TPB travel demand model to generate a series of maps and other outputs that will clearly show the effect of transportation improvements on levels of congestion and other evaluation criteria. The baseline network will be the 2010 CLRP network. The TPB Staff will supply both the 2010 CLRP and the 2010 CLRP Aspirations network. This network includes 2010 CLRP projects plus additional capacity enhancing projects that can be added to the existing system. Additional projects include coordinated regional transit service based on WMATA's Regional Bus Study (September 2003), the MWCOC's TIGER Grant Application from September 2009, traffic operations, bicycle and pedestrian improvements, ridesharing and telecommuting incentives.

In addition to the level of service (LOS) maps described below, model outputs for the years 2010 and 2040 could include:

- Trips by mode and purpose.
- Percent transit and HOV trips by employment center.
- Level of service (LOS) and output speeds by V/C ratios.
- VMT by LOS and output speeds by jurisdiction and route type.
- Lane miles and transit capacity and service frequency by jurisdiction and facility type and comparison with household and employment growth.
- Compare percent growth from 2000 to 2040 for households, employment, VMT, vehicle trips, work trips, and transit trips for each jurisdiction and the region.
- Percent of VMT at LOS A-G¹.
- Impacts of Travel Demand Management implementation strategies.
- As an option, volumes, capacities and Volume/Capacity (V/C) ratios may be analyzed by screenline at locations of particular interest in the region.

Consultants should clearly demonstrate their capability in using the TPB staff's most current travel demand model. They should clearly describe the model inputs, calibration procedures, and recommended outputs for this study. The effective visual presentation of the outputs is of utmost importance to the NVT. The format of outputs should be described to show how these outputs will be presented so that the layperson can understand how well the various networks tested measure against the problems listed above. Preferred presentation formats include maps, graphs, and other figures, as opposed to spreadsheets of data. Add-on modules that are compatible with the regional travel forecasting model will be viewed positively if they are able to enhance the public involvement effort, use a multi-modal perspective to evaluate improvements, and assist decision-makers with evaluating improvements against the regional mobility, environmental protection, land use, and quality of life goals. The consultant should propose

¹ LOS G is a term used in Northern Virginia to represent two or more hours of "stop-and-go" congested roadway conditions during both the morning and evening peak periods.

their approach for development of an interactive tool for communicating the results of modeling and forecasting on the transportation network and how the outcomes will impact individuals and communities. This tool should be incorporated into the public involvement program.

Network Performance

One of the most important outputs from the modeling exercise is LOS maps for each of the transportation networks described above. The highway LOS maps provided in the TransAction 2030 summary report have proven quite useful. The region's leadership has frequently referred to these maps to explain the region's transportation needs and advocate for additional funding. The NVTA is also seeking LOS maps for rail and bus transit.

Highway Level of Service

The highway level of service maps developed for the TransAction 2030 Plan were based on link LOS level analysis for regional corridors. The analysis was presented by color coding the network links by whether they exhibited acceptable traffic performance, occasional stop-and-go traffic, or one hour or more of stop-and-go traffic. Development of the highway link LOS maps will involve:

- Coding the 2040 Plan highway and transit network and running the TPB Version 2.3 travel demand model;
- Analyzing Northern Virginia portions of the 2010 CLRP network (round 7.2A cooperative forecast) for 2040, 2010 CLRP Aspirations network for 2040, 2010 CLRP Aspirations (TransAction 2040 Plan with 7.2A and Land Use), and the existing TransAction 2030 network;
- Developing highway LOS maps similar to those in the TransAction 2030 Plan for the modeling efforts based on the above networks.
- Up to two optional model runs may be desired as the results of the above network analyses are discussed.

Transit Level of Service

The consultant will develop transit LOS analysis (both rail and bus) that will incorporate the following categories with maps and tables as appropriate.

The NVTA is looking for a map, or maps, that are comparable to highway LOS maps that clearly show travel conditions on rail and bus for the 2010 CLRP network (round 7.2A cooperative forecast) for 2040, 2010 CLRP Aspirations network for 2040, 2010 CLRP Aspirations (TransAction 2040 Plan with 7.2A and Land Use), and the existing TransAction 2030 network. Various methodologies have been used by other metropolitan areas around the country to estimate transit LOS. The Transit Capacity and Quality of Service Manual (TCQSM) offers one methodology for computing transit LOS. The Highway Capacity Manual adapts four transit LOS measures from the TCQSM for a more simplified methodology. The Florida Department of Transportation Q/LOS Handbook offers an alternative transit LOS methodology, in part, by adding an adjustment factor for street crossing difficulty for pedestrians. Other ideas discussed by the Jurisdiction and Agency Coordinating Committee include:

- Forecasts of corridor-level transit person trips, including the ratio of peak transit demand to available capacity;
- Frequency of bus service (buses per hour) compared with land use density (households and jobs per acre, households and jobs in transit travel sheds);
- Access to transit as defined by the percentage of jobs and households within ¼ mile of bus or ½ mile of rail service or within a particular travel time by all connecting modes;
- Change in transit travel time between activity centers;
- Transit ridership;
- Revenue hours of bus and rail services;
- Revenue miles of bus service.

Consultants should present a detailed methodology for creating transit LOS maps, and demonstrate how they have successfully communicated levels of service, particularly for transit and access to transit on past projects.

The consultant team will develop LOS maps. The analysis of the 2040 Plan network will include transit projects in the 2010 CLRP network (round 7.2A cooperative forecast) for 2040, 2010 CLRP Aspirations network for 2040, 2010 CLRP Aspirations (TransAction 2040 Plan with 7.2A and Land Use), and the existing TransAction 2030 network, VDOT's six-year plan, the Washington Metropolitan Area Transportation Authority's (WMATA) Capital Improvement Program, the Virginia Railway Express (VRE) Strategic Plan, the Statewide Rail, Transit and ITS plans, Jurisdictional Transit Development Plans, and other agency and jurisdictional plans WMATA's Regional Bus Study. As for highway LOS analysis, the base network will be the 2010 CLRP network for 2040. For each network analyzed, some additional transit network coding may be required to add new transit capacity to this network.

Pedestrian and Bicycle LOS

The consultant team will develop LOS maps based on the 2010 CLRP network (round 7.2A cooperative forecast) for 2040, 2010 CLRP Aspirations network for 2040, 2010 CLRP Aspirations (TransAction 2040 Plan with 7.2A and Land Use), and the existing TransAction 2030 network. The output needs to indicate LOS in terms of connectivity with and access to destinations and multimodal facilities throughout the region. The network should include the Northern Virginia trail network and all existing and planned pedestrian and bicycle facilities.

Park and Ride Lot LOS

The consultant team will develop a LOS map for park and ride lots in the region. In essence, this will be a park and ride lot capacity and utilization map. This will be done by creating a nomenclature for indicating capacity such as identifying "red" lots that fill up before the end of the AM peak travel period, "yellow" lots that fill up sometime during the day, and "green" lots that have available parking throughout the day. The consultant team will develop projections on when new lots that have been added to the 2010 CLRP are expected to fill up. Updated park-and-ride capacity and usage data can be obtained through the recently completed VDOT Northern Virginia Park and Ride Lot Feasibility Study, WMATA, VRE, and local jurisdictions.

All LOS maps should show how investments in the TransAction 2040 Plan project lists will affect level of service.

Task 3: Prioritization of Improvements

Unlike the CLRP, projects included in this Plan update are not constrained by currently identifiable funding levels. Nonetheless, the funding of transportation improvements has proven challenging for several years in this region—a situation unlikely to change in the foreseeable future. As such, it is essential that the region prioritize improvements. Consultants should include in their proposals a strategy for incorporating the TransAction 2030 Plan methodology for prioritizing transportation improvements and achieving regional acceptance in their TransAction 2040 proposal. It is imperative that this methodology be integrated with the consultant's public involvement program. This methodology should demonstrate how prioritization is linked to the goals and objectives and address the mobility, environmental, land use, and funding challenges identified in the above section. The methodology will not only be used to prioritize the projects in the TransAction 2040 Plan, but may also be used by the NVTa in subsequent years to prioritize those projects that are included in future CLRP updates, TIP updates, and other initiatives. All types of projects will be prioritized (transit, highway, ITS, commuter parking, bicycle and pedestrian projects).

The consultant should show their understanding of the prioritization process previously used and, with that, indicate how they intend to perform a similar process to gather regional support and buy-in for the array of needed transportation projects and establishment of regional prioritization to enable progress to be made under a range of potential funding realities. Input will be expected to be provided by the PCAC and TAC of the NVTa as well as the public and regional stakeholders. The consultant should show how the goals and objectives of the TransAction 2040 Plan will be presented and discussed with the public, and how the input received will be incorporated into the final plan. Some possible discussion topics may include:

- The types of projects which are most effective in meeting transportation needs
- The types of projects that are most urgently needed based on such considerations as capacity, safety and maintenance needs
- The willingness to pay for an array of transportation projects
- The relative importance of the projects to the individual, the community and the region

Specific projects may generate ratings based on costs and benefits per person, per use, per trip, per mile.

Qualitative and quantitative values may be assessed, including:

- Impact on the environment and air quality
- Safety of the transportation system
- Levels of congestion and delay (highway and transit)
- Support for economic development
- Availability of multiple modes
- Impact on connectivity for system users

Responses to these elements will aid decision makers defining the importance of transportation investments to meet the TransAction 2040 goals and objectives. This may include development of performance effectiveness measures to use when evaluating projects, such as:

- The change in person trips using HOV, bus or rail transit as a result of new or increased service
- The change in VMT and VMT at LOS F and G by jurisdiction and roadway type
- The change in accessibility to transit stops measured by the number of households within walking distance of a stop
- Access to new customers through increased park and ride options
- Decreased trip making due to opportunities to consolidate trips
- Increase in linkage among travel destinations
- Increase in access to multiple modes of travel
- How well the network addresses individual and community level travel needs
- How well projects are supported in jurisdictional plans such as master plans and comprehensive plans
- Change in HOV lane usage and person trips

The technique in which priorities are presented is of utmost importance. The technique developed for the TransAction 2030 plan was well-received and customer friendly, and should be used as a basis for this effort. The Consultant team should clearly describe, through text and graphics, how they intend to communicate the project priorities.

Task 4: Public Information and Participation

In the development of the TransAction 2040 Plan, the consultant should indicate how they intend to communicate with project steering committees, official oversight bodies, jurisdictions, regional bodies,

state agencies and the public who will be impacted by the development of the plan. Public information and participation is critical to this project and should be considered integral to each component of the study. While the parties to the process vary greatly, consistency is essential in communicating effectively. The consultant should consider the types of communication needed, and the entities where communication is needed when developing the plan.

- Project development process – JACC, PCAC, TAC, NVRC, etc.
- Project updates – JACC, PCAC, TAC, NVRC, NVTA, NVTC, PRTC, TPB
- Project Input opportunities – JACC, PCAC, TAC, NVRC, NVTA, Jurisdictions, citizens
- Communication with relevant elected bodies
- Communication with agency/jurisdiction professionals
- Communication with other community stakeholders/informed interests
- Communication with the public

The consultant should prepare a plan and schedule for regular meetings with all of the affected groups, as well as regular opportunities to communicate with the public. Additional public involvement opportunities may become evident as the project progresses, and should be anticipated as much as possible.

Throughout the project process, the consultant should make every effort to include all impacted populations including those with disabilities and those with Limited English Proficiency (LEP). Particular languages include Spanish, Korean, and _____. Alternative formats should also be made available upon 48 hours' notice.

Market Research

In addition to communicating the progress of the project, a market research component is required to capture perceptions of the proposed transportation plan, projects and investments, and how to fund these investments. Development of priorities by mode and location is a necessary part of the plan development process. As a major component of the public involvement process, which will occur concurrently with Tasks 1 and 2, a strategic plan with measurable results to engage the public must be included. The consultant should propose what type of interaction is intended and how that will be conducted strategically throughout the project process. For example, in the TransAction 2030 Plan, a telephone survey was completed. Other area plans have used on-line surveys targeting residents of specific geographic areas. Use of the latest technologies available to solicit input from citizens should be incorporated while also communicating with groups who may not be able to access these technologies. Use of both the data resulting from those efforts and the questions that those efforts left unanswered should be considered. Methods for dissemination of the survey instrument as well as the results should be explained, and should be designed to maintain statistical validity in the process. The results are expected to be used to validate the modeling outcomes, as well as the prioritization process described in Tasks 2 and 3.

A clear and concise writing style should be used in all documentation. Graphics and other visualization tools should be used to help communicate technical information such as projects and costs, modeling techniques and outcomes, and project prioritization. Emphasis on communicating complex concepts in simple, easy to understand language and format is also critical.

Public Information

The consultant will be responsible for the preparation and distribution of press releases and other mechanisms to communicate with the public via the media. Media contact should be initiated at key project milestones: to announce the kick-off, to advertise the public workshops, and to publicize the final NVTA endorsement of the Plan update. While the consultant may respond to general project questions

from the media, the consultant will not serve as the project spokesperson. All policy questions will be directed to the Chairman of the NVTA.

The consultant will be responsible for writing and editing the updated Plan document. Use of standard desktop publishing features such as headings, styles, and labeled tabs should be used to ensure the Plan is both easy to read as well as convenient to use as a reference document. The final TransAction 2040 Plan is expected to be approximately 100 pages in length and include associated maps, tables, and other figures. Hard copies of this final document will be distributed to NVTA members and NVTA JACC members and Northern Virginia's 50 public libraries (main and branches). One copy will be sent to the Library of Virginia for its archives. Five additional copies will be distributed to each NVTA jurisdiction. Public distribution of the document will be provided primarily via the website and CD ROM copies (approximately 200 to be made).

Similar to the summary materials developed for TransAction 2030, the consultant will be responsible for the creation of a four-color summary brochure and associated color maps. Two 28"x 21" four color foldable maps will be presented on one sheet of paper (using both front and back). Offerors should cost out a 12 page (8.5 x 11) summary brochure that includes a front and back cover with a back cover pocket for the insertion of the maps. Inside pages will be made of approximately 100 pound gloss or semi-gloss FSC or recycled paper. Cover pages will be on 150-200 pound recycled cover stock. Pages will be stapled. Text and graphics will appear on all pages, including the front and back of the cover pages, and on the pocket. The consultant will be responsible for the professional printing of 15,000 copies of the summary brochure and maps.

The consultant will be responsible for the creation and printing of five, two-page, two-sided fact sheets that will be distributed at the public workshops. These will be of a lower-cost quality than the summary brochure but may include colored headers and figures. These fact sheets will be made available on the project website in Adobe PDF format and mailed upon request.

The consultant will supply the master copies of camera ready documents and electronic files of all public information materials to the contract manager.

The consultant team will be responsible for the design, posting, and maintenance of an ADA accessible project website and email address to make project information widely available and keep the public up-to-date on the study process. The consultant needs to maintain an exclusive, easy-to-remember phone number for the duration of the project. Access for people with hearing impairments must also be considered. The project website will also include a comment form whereby interested citizens can submit their comments, suggestions and inquiries. A strategy for documenting comments received via the website and integrating those comments into the study process should be evident in the Offeror's proposal. The website should be attractive to visitors through unified color schemes and graphics and by making up-to-date information available for review and download. Links will be provided to NVTC, NVTA, and Northern Virginia Regional Commission (NVRC) websites, as well as others.

The consultant team will be responsible for addressing citizen questions about the project by assigning a knowledgeable staff person to answer telephone calls and respond to citizen mail and email inquiries. The consultant will maintain a mailing list and email list of individuals who attend the public workshops and other persons interested in the project. The consultant will create quarterly four-color, four-page (11X17 double-sided and folded) newsletters that will be sent to this mailing list of approximately 2,000 addresses.

Public Participation

In addition to the six public workshops described below, the consultant will be requested to attend a public workshop to kick-off the study. The workshop will be organized and facilitated by staff rather than

the consultant, however it is important that the consultant attend the workshop to understand the breadth of issues raised by the public.

A set of six public workshops is envisioned to occur concurrently with task three, the prioritization of improvements. These workshops will be held around the region in strategic locations such as:

- Inside the Beltway/Arlington/Alexandria/Falls Church
- South-Eastern Fairfax County/US Route 1 Corridor/Eastern Prince William County
- Central Fairfax/Vienna/City of Fairfax
- Dulles Airport Corridor/Herndon
- Loudoun County
- Central and Western Prince William County/Manassas/Manassas Park

While the TransAction 2040 subcommittee will provide recommendations on venues, the consultant will be responsible for making all workshop arrangements, handling logistics including signage for interior and exterior of facility, coordination with VDOT for use of variable message signs, documenting the meeting and public comments, and providing necessary supplies, including any large-scale plotted maps, flip chart paper, easels and markers, and information materials. Materials in alternative formats, including recorded and large print, sign language interpreters (ASL or Exact Sign English) and hearing assistance devices for non-English speakers and people with hearing impairments need to be made available upon request. Light refreshments (water, coffee and cookies) and incentives for the public to attend should also be included. The consultant will prepare a presentation on the analysis and its outcomes and will deliver this presentation at each of the six sets of public workshops. The consultant will also be responsible for workshop advertising through such means as public service announcements, press releases, bus ads, and web-based announcements, etc. The goal is to get 100 people (not including staff persons and NVTA members) to attend each of the six workshops. All key perspectives should be represented at each of these workshops, including employers, commuters for all transportation modes, road building, transit, bicycle, pedestrian and smart growth advocates, environmentalists, senior, those with limited English proficiency, and persons with disabilities. Offerors should describe their advertising plan to achieve these goals and the associated cost to implement it.

The purpose of the workshops is to twofold. First, the consultant team will brief the public on the outcome of the inventory and analysis completed in tasks one and two. Second, the workshops will engage participants in project prioritization. Offerors should clearly explain in their proposals in detail, how they intend to involve the public in this prioritization effort. Creative and interactive techniques are encouraged. Concrete recommendations should evolve from these workshops so that they can be relayed to the NVTA prior to the NVTA's final decision on priorities. Offers should explain how input will be obtained, documented, and delivered to the NVTA, and how NVTA action on the input is communicated back to workshop participants and the general public. The consultant will facilitate the workshops and prepare a workshop summary document.

As part of the Public Involvement program, two sets of public hearings will be conducted to gather formal comments regarding the plan, one at the draft phase, and one prior to adoption. Public hearings will follow all applicable public hearing requirements according to Virginia State Law.

Task 5: Project Coordination

The consultant team will report directly to NVTC's contract manager, Lynn Everett, and the technical Project Manager, Monica Backmon of Prince William County, who are responsible for ensuring expenditures are transpiring according to the budget and schedule and ensuring that the planning process is proceeding according to the direction given by the NVTA and TransAction 2040 subcommittee dedicated to this planning effort. The technical approach will be supervised and all deliverables reviewed by the TransAction 2040 subcommittee chaired by Monica Backmon and staffed by local jurisdiction, Department of Rail and Public Transportation-Virginia (DRPT), VDOT, WMATA, VRE, Potomac and Rappahannock Transportation Commission (PRTC), and NVTC. Consultants should plan for two rounds of review and revision for all project deliverables; once with the TransAction 2040 subcommittee and once with the JACC. One week prior to a meeting with the JACC or the TransAction 2040 subcommittee, the consultant will provide electronic copies of any deliverables to be reviewed. Graphics files, including GIS maps should be exported into a file format that committee members can open such as PDF or PowerPoint. The consultant also should bring 30 hard copies of deliverables and other handouts to JACC meetings, and 15 hard copies of the same to TransAction 2040 subcommittee meetings. This includes color copies of any pages that require color to be easily understood. The consultant should also bring one copy of any large-scale presentation materials. Additional refinements of deliverables may be requested by the NVTA.

The following table outlines the total number of meetings by audience that the consultant is expected to attend. With the exception of the initial kick-off meetings with the NVTA and the public, the consultant will be expected to organize, handle the logistics, and and/or present at these meetings. Typically, monthly meetings with the TransAction 2040 subcommittee will be working meetings to review and provide input on the project progress, and to prepare for presentation to the JACC, followed by other meetings as appropriate public and/or NVTA.

	NVTA TransAction 2040 subcommittee	JACC	NVTA	PCAC	TAC	TPB Tech Committee	Public Workshops	CTB
Kick-off			√				√	
Monthly meetings	√							
Draft public workshop presentation		√	√					
Six Public workshops							√	
Prioritization exercise	√	√	√	√	√			
Draft TransAction 2040 Plan presentation			√	√				
Final TransAction 2040 Plan presentation		√	√		√	√		√

Project Schedule

November 2009	Briefing to NVTa
January 2010	NVTa adopts scope of work
February 2010	Issue RFP
Late Spring 2010	Select Consultant and award contract
Fall 2011	Recommendations presented to NVTa and Jurisdictions
December 2011	Transmission to General Assembly
Winter 2012	Local Government Consideration and endorsement
Spring 2012	NVTa Adoption

Available Resources

The following resources are currently available online or will be provided to the Consultant by the NVTI ITC during the study.

- NVTI approved work plan for 2030 Plan Update [**upload copy to website**]
- NVTC, NVTI, NVRC websites
www.thinkoutsidethecar.org
<http://www.novaregion.org/index.html>
<http://www.thenovaauthority.org>
- Link to TPB Vision
<http://mwkog.org/transportation/activities/vision/default.asp>
- 2030 Plan and Public Information Materials
<http://www.thenovaauthority.org/projects.html#transaction>
- 2030 Plan model inputs, outputs
- 2030 Plan GIS data
- Link to the State's ITS Plan/Program
<http://www.drpt.virginia.gov/studies/files/STR-DRPT%20ITS%20Plan%202009-08-29.pdf>
- VTRANS 2035
(<http://www.virginiadot.org/projects/multi-default.asp>)
- VDOT Northern Virginia Park and Ride Lot Feasibility Study, including data tables and GIS files
<http://www.virginiadot.org/projects/studynova-ParkRide-feas.asp>
- Regional Employment Centers from the 2030 Plan in GIS format
- Northern Virginia Regional Bikeway and Trail Network Study
<http://www.fhiplan.com/novabike/>
- GIS Files for Bicycle Latent Demand Analysis completed for above study
- VDOT Northern Virginia Centric Regional ITS Architecture
<http://www.vdot-itsarch.com/nova/novaindex.htm>
- Commonwealth Six-Year Improvement Program
<http://syip.virginiadot.org>
- Metropolitan Washington Area ITS Architecture
- Final Report on the Development of a Continuing Process for Monitoring Performance Data on Transit-related ITS Investments
http://www.thinkoutsidethecar.org/pdfs/monitor_performance_its_investments.pdf
- MWCOG Version 2.2 (TP+ format) network files
- 2009 CLRP network
- CLRP Aspirations network
- TPB's Short-Term Needs Study
- MWCOG's currently approved population, household and employment figures
- MWCOG Regional Activity Clusters GIS files
- MWCOG Mobility and Accessibility Study
- 1999 Performance of Regional High-Occupancy Vehicle Facilities on Freeways in the Washington Region: An Analysis of Travel Time. National Capital Region TPB.
- Congressional ITS Earmarks
- Development of an Advanced Public Transportation Plan for the Fairfax Connector Bus System
- WMATA's Regional Bus Study Summary Document
- WMATA's Capital Improvement Program (6-year and 10-year CIPs)
- WMATA Strategic Plan
- VRE Strategic Plan
- Base GIS maps from VDOT, WMATA, VRE, local jurisdictions and other agencies

- Local Comprehensive Plans and Transportation Elements
- Status of Major Transportation Studies and Projects in Northern Virginia [**upload copy to website**]

Excerpt from December 8, 2007, NVTA Meeting Minutes

Item 4.D

Approval of Charge for the Planning Coordination Advisory Committee

Mr. Biesiadny stated that this item was considered the NVTA at the July meeting and was deferred to allow for further discussion. Chairman Zimmerman requested that the NVTA move forward with the original recommendation and over the course of a year revisit and evaluate how it is working and make sure it is accomplishing the goals that NVTA intended.

Chairman Connolly moved for a substitute motion: that the members of the Northern Virginia Regional Commission (NVRC) be designated as the appropriate body for Planning Coordination Advisory Committee. Seconded by Delegate Frederick.

The substitute motion became the main motion and was approved unanimously.

The NVTA considered a clarifying motion: that members of the Planning Coordination Advisory Committee going forward the same as the duly constituted members of the NVRC.

The motion carried.

Item 4.E

Appointment of Members to the Technical Advisory Committee

Mr. Biesiadny stated that the Committee had received over 20 nominees. He also stated the requirements regarding the statute for this committee which consist of nine members, six of which will be appointed by NVTA and three appointed by the Secretary of Transportation. The Secretary of Transportation has requested that NVTA forward at least six names to him for his consideration.

Mr. Biesiadny distributed a recommendation that NVTA appoint:

Engin Artemel
Randy Boice
Jana Lynott
Christine Finnie
Robert Puentes
Christopher Tacinelli

as the six members of the Technical Advisory Committee.

After discussion, Chairman Connolly moved and Councilmember Maller seconded a motion to appoint the six recommended names to the Committee.

January 14, 2008

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

Reference: Appointments to NVTa Technical Advisory Committee

Dear Secretary Homer:

As you know, the Northern Virginia Transportation Authority's authorizing legislation requires that a Technical Advisory Committee be established. The law says that the committee will consist of nine members. Six of these members are to be appointed by the NVTa member jurisdictions. The remaining three are to be appointed by the Chairman of the Commonwealth Transportation Board.

Earlier this year, the NVTa adopted a charge for its Technical Advisory Committee (attached) and solicited names of potential members for the committee. More than 20 names were submitted. On December 6, 2007, the NVTa appointed the following six individuals to the Technical Advisory Committee for staggered terms:

Engin Artemel	Artemel International, Inc.
Randy Boice	Johnson, Mirmiran & Thompson (JMT)
Jana Lynott	American Association of Retired People
Christine Finnie	Manassas Planning Commission
Robert Puentes	Brookings Institution
Christopher Tacinelli	Gorove and Slade

In addition, the NVTa approved the following seven individuals to submit to you for your consideration for the remaining three positions on the Technical Advisory Committee:

John Callow	Patton, Harris, Rust & Associates
Charles Denny	Alta Planning & Design
John DeBell	Burgess and Nipple, Inc.
Robert Dunphy	Urban Land Institute

The Honorable Pierce Homer
January 14, 2008
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Thomas F. Farley
John McClain
Ed Tennyson

Formerly Virginia Department of Transportation
George Mason University
Citizen; Retired Transportation Planner

Resumes or biographies are attached.

In addition, the NVTa members asked that you consider appointing an individual who has experience with freight movement. None of the individuals nominated for consideration appear to have a strong background in freight movement; however, NVTa members believe that this is an area of expertise that would be very helpful to include on the committee.

If you have any questions or would like to discuss in more detail. Please call me at (703) 228-3130.

Sincerely,

Christopher Zimmerman
Chairman

Cc: Members, Northern Virginia Transportation Authority
John Mason, Executive Director

Attachments: a/s

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: CY 2010 Work Program and Meeting Schedule (Item 8.B.)

DATE: November 6, 2009

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the NVTA approve the attached 2010 meeting schedule and work program.

Background:

Following the practice established in 2002, the JACC met to discuss a proposed NVTA work program for 2010. In preparing the proposed CY 2010 work program, the JACC reviewed the CY 2009 work program and noted the progress that was made on each of the items included in the work program. A copy of the analysis is attached.

The proposed work program continues many of the activities undertaken by the NVTA during CY 2009. The most significant change from the CY 2009 work program is the addition of the development of the TransAction 2040 Long Range Transportation Plan. In addition, the JACC has prepared a draft schedule showing how these activities might be addressed during the year. The work program and meeting schedule reflect the current status of regional transportation funding. However, additional meetings have been suggested in 2010 to allow the NVTA to act upon various aspects of TransAction 2040. If the General Assembly restores funding for NVTA during the 2010 General Assembly session, the work program and schedule will likely be revised.

The schedule includes one public forum in January 2010 to give the public the opportunity to comment on NVTA's 2010 Work Program, transportation issues, and the scope of work for TransAction 2040. A second opportunity for public comment is scheduled for December 2010 to allow the public to comment on transportation issues, TransAction 2040 and NVTA's legislative program.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 6, 2009
Page Two

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Proposed CY 2010 Meeting Schedule
Northern Virginia Transportation Authority
DRAFT: November 6, 2009

January 14, 2010 – 7:30 p.m.

February 11, 2010 – 5:30 p.m. (Joint Meeting with NVTC in Richmond) VaCo/VML Day schedule

May 14, 2010 – 7:30 p.m.

July 8, 2010 – 7:30 p.m.

December 9, 2010 – 7:30 p.m.

Proposed CY 2010 Work Activities
Northern Virginia Transportation Authority
DRAFT: November 6, 2009

Continuation of Past Activities

- Adopt an FY 2011 NVTA 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 Multimodal Study
- Adopt Presentation to CTB Fall Transportation Meeting (Pre-Allocation Public Hearing)
- Seek Public Input on Transportation Issues
- Follow Up on ATLAS Study Recommendations
- Endorse an FY 2012 CMAQ/RSTP Project List
- Endorse a 2011 Legislative Agenda
- Continue Development of TransAction 2030

- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including
 - Projects to Address the Base Realignment and Closure Commission (BRAC) Recommendations
 - I-95/395 HOT Lanes Project
 - I-495 (Beltway) HOT Lanes Program
 - Idea-66 Study & I-66 Multimodal Study
 - I-66/Route 29 (Gainesville) Interchange Program
 - VRE Extension to Haymarket
 - 14th Street Bridget Project
 - VTrans 2035
 - Statewide Rail Plan

- Discuss TPB/MWAQC/MWCOG Issues, as needed

Proposed CY 2010 Work Program
Northern Virginia Transportation Authority
DRAFT: November 6, 2009

January 14, 2010 (NVTa Annual Meeting)

- Public Discussion – Open Forum on NVTa’s 2010 Work Program, Transportation Issues, and the Scope of Work for TransAction 2040
- Approval of 2010 Work Program and Meeting Schedule
- Approval of Scope of Work for TransAction 2040
- Receive Briefing on the TIP/CLRP Update and Northern Virginia submissions
- Discuss TPB/MWAQC/MWCOG Issues, if any

February 5, 2010 (*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, 2010

- Discuss Outcome of Relevant Transportation Legislation Considered by the General Assembly
- Adopt Presentation for CTB Public Hearing on Six Year Program
- Receive Briefing on I-66 Multimodal Study
- Receive Briefing on Progress on I-95/395 HOT Lanes Project
- Receive Briefing on Regional Air Quality Activities
- Discuss TPB/MWAQC/MWCOG Issues

July 8, 2010

- Approval of Consultant Contract for TransAction 2040
- Endorse Testimony for the CTB’s Fall Transportation (Pre-Allocation) Public Hearing ??
- Receive Briefing on a Major Regional Transportation Study or Project, if appropriate
- Discuss TPB/MWAQC/MWCOG Issues, if any

December 9, 2010

- Public Discussion – Open Forum on Transportation Issues, TransAction 2040 and Legislative Program
- Establish Nominating Committee for 2011 Officers
- Presentation: Status Report on TransAction 2030
- Accept FY 2010 Audit, if appropriate
- Adopt 2010 Legislative Program
- Adopt FY 2011 CMAQ/RSTP Project List
- Discuss Proposed CY 2011 Work Program and Meeting Schedule
- Receive Briefing on a Major Regional Transportation Study or Project, if appropriate
- Discuss TPB/MWAQC/MWCOG Issues, if any

CY 2009 Work Activities
Northern Virginia Transportation Authority
Approved: December 11, 2008
Updated: November 6, 2009

Continuation of Past Activities

- Adopt an FY 2010 NVTA Budget
 - *Due to the lack of funding, no new budget was adopted. Funding was allocated to pay for NVTA's Virtual Officer at the Fairfax Innovation Center.*
- Participate in Securing Federal Appropriation of Dedicated Funding for WMATA and appropriate WMATA Compact Amendments
 - *The General Assembly approved the WMATA compact amendments, as did the District of Columbia and Maryland. Although the President did not include the first installment of funding for WMATA in his FY 2010 budget, it appears that Congress will include it, because the final FY 2010 budget is approved.*
- Discuss and Participate in the Regional TIP/CLRP Update
 - *Received Regular Briefings on TIP and CLRP Process*
 - *Also established monthly conference calls to discuss TPB agendas*
- Discuss regional air quality issues, including strategies to reduce greenhouse gases
 - *Received Regular Briefings on air quality issues, including regional efforts to address greenhouse gases*
- Participate in next phase of I-66 Inside the Beltway Study and Transit/TDM Study
 - *Briefing on the I-66 Transit/TSM Study is scheduled for November 2009.*
- Adopt Presentation to CTB Fall Transportation Meeting (Pre-Allocation Public Hearing)
 - *Testimony will be considered at the November 2009 meeting.*
- Seek Public Input on Transportation Issues
 - *Public Comment period is scheduled for January 2010.*
- Follow Up on ATLAS Study Recommendations
 - *Activities placed on hold, NVRC has apparently done some work in this area.*
 - *It is proposed that TransAction 2040 test TPB's CLRP Aspirations Land Use Scenario*
- Endorse an FY 2011 CMAQ/RSTP Project List
 - *Consideration is schedule for November 2009.*
- Endorse a 2010 Legislative Agenda
 - *Consideration is schedule for November 2009.*
- Begin Process of Updating TransAction 2030
 - *Process underway. NVTA will discuss scope of work at November 2009 meeting.*
- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including
 - Projects to Address the Base Realignment and Closure Commission (BRAC) Recommendations
 - *No specific BRAC briefing scheduled during 2009*
 - I-95/395 HOT Lanes Project
 - *Update provided at each meeting.*
 - I-495 (Beltway) HOT Lanes Program
 - *No specific briefing scheduled during 2009*
 - Idea-66 Study & I-66 Multimodal Study
 - *Update provided at each meeting.*
 - I-66/Route 29 (Gainesville) Interchange Program
 - *No specific BRAC briefing scheduled during 2009*

- VRE Extension to Haymarket
 - *No specific BRAC briefing scheduled during 2009*
- 14th Street Bridget Project
 - *No specific BRAC briefing scheduled during 2009*
- VTrans 2035
 - *Briefing scheduled for November 2009 meeting.*
- Statewide Rail Plan
 - *To be incorporated into the Surface Transportation Plan and VTrans 2035*
- Discuss TPB/MWAQC/MWCOG Issues, as needed
 - *Received regular briefings on TPB/MWAQC/MWCOG Issues*
 - *Monthly conference call established*

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Information on Formation of Virginia Association of Metropolitan Planning Organization (VAMPO) (Agenda Item 9.A.)

DATE: November 9, 2009

During the 2009 Session, the General Assembly passed HJ 756 which requested that the Secretary of Transportation support and assist in the establishment of a Virginia Association of Metropolitan Planning Organizations (attached). The Metropolitan Planning Organizations (MPOs) are federally designated organizations that are responsible for long-range transportation planning in metropolitan areas, among other things. In this region, the Transportation Planning Board of the National Capital Area (TPB) is the designated MPO. However, the General Assembly has also given NVTa some specific long-range planning and advocacy responsibilities. There are 14 MPOs that cover the urban areas in Virginia, two of them (TPB and the MPO is the Bristol area) are multi-state MPOs.

Since the passage of HJ 756, the MPOs in Virginia have drafted a white paper discussing the formation of VAMPO. A copy of the white paper is also attached. Both the legislation and the white paper include some recognition that TPB and Northern Virginia are somewhat different than the rest of the state; however, neither specifically mentions NVTa.

The Jurisdiction and Agency Coordination Committee will work with TPB and the other MPOs to ensure NVTa's statutory responsibilities are acknowledged and addressed in the formation of VAMPO and that NVTa has a role within VAMPO.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

2009 SESSION

ENROLLED

HOUSE JOINT RESOLUTION NO. 756

Requesting the Secretary of Transportation to support and assist in the establishment of a Virginia Association of Metropolitan Planning Organizations.

Agreed to by the House of Delegates, February 26, 2009

Agreed to by the Senate, February 24, 2009

WHEREAS, there are 14 Metropolitan Planning Organizations (MPO) operating in the Commonwealth of Virginia, all duly established pursuant to federal transportation legislation, 23 C.F.R. 450.300 series; and

WHEREAS, these MPOs are especially important in that, pursuant to federal legislation, they are, as the lead agencies, responsible for conducting the cooperative metropolitan transportation planning and programming process in their respective regions; and

WHEREAS, the transportation planning and programming decisions made by these MPOs presage the future investment and expenditure of hundreds of millions of dollars of public moneys on an annual basis; and

WHEREAS, while these MPOs are necessarily independent, whether large or small, they have numerous common interests at both the policy and technical levels, and they seek to interpret and adhere to the requirements of the same federal legislation; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Secretary of Transportation be requested to support and assist in the establishment of a Virginia Association of Metropolitan Planning Organizations (VAMPO). The VAMPO will augment, not supplant, the duties of the individual MPOs in carrying out their respective metropolitan transportation planning and programming functions

The Secretary of Transportation is further requested to assist the Virginia Association of Planning District Commissions and the Transportation Planning Board for the National Capital Area with the determination of the scope of VAMPO activities and responsibilities best suited to the professional needs of the Commonwealth of Virginia or adopt other measures to enhance the effectiveness, professionalism and confidence of the state's MPO organizations.

In consultation with the Secretary of Transportation, Virginia's Metropolitan Planning Organizations are requested to organize the VAMPO, define its mission, and report on statutory changes, if any, that are needed to improve the statewide planning and programming of transportation programs and projects to improve and streamline the Virginia transportation development process.

The Secretary of Transportation shall submit to the Division of Legislative Automated Systems an executive summary and report of its progress in meeting the requests of this resolution no later than the first day of the 2010 Regular Session of the General Assembly. The executive summary and report shall be submitted for publication as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and reports and shall be posted on the General Assembly's website.

ENROLLED

HJ756ER

**Virginia Association of Metropolitan Planning Organizations
(VAMPO)
White Paper
September 2009**

Purpose: In accordance with HJR756, the purpose of this White Paper is to respond to the request by the General Assembly for the Metropolitan Planning Organizations (MPOs) of Virginia to form a Statewide Association, define a mission for that Association and recommend to the General Assembly what statutory changes, if any, are needed to improve transportation planning and programming in Virginia.

As shown below, the findings and recommendations in this White Paper have been the subject of discussions and consensus among MPO Administrators and Directors in meetings and correspondence dating back to the Spring of 2009. These findings and recommendations will require concurrence from the MPO Boards.

Current Virginia MPO Status: Virginia's fourteen MPOs are little recognized in the Virginia Code but play a major role in Federal transportation law. In Federal regulations, MPOs are created in each urbanized area (population of 50,000 or more, with a density factor defined by the Census) and charged with operating a comprehensive, continuing and cooperative ("3C") transportation planning process, governed by local elected officials and other transportation interests. As a result of this "3C" process, a Long Range Transportation Plan (LRTP) is required to show what transportation projects are needed and fundable for the next two plus decades. The LRTP is updated every four or five years depending on the population of the MPO's urbanized area. In addition an annual Transportation Improvement Program (TIP) is developed to show where identified State, Federal and local transportation funds will be spent in each of the next four years to implement the project priorities of the LRTP.

In simple terms Federal regulations require that MPOs chart out what the long term, fundable vision of transportation improvements is in the LRTP, and then move those projects from the LRTP to the TIP to apply Federal and other funds to the highest priorities. This is to be completed in close communication with the State (VDOT). VDOT is required in Federal regulations with collecting all MPO TIPs, plus its own plan for rural areas, and annually assembling them into a Statewide Transportation Improvement Program (STIP).

A Unified Planning Work Program (UPWP) is also developed annually to guide staff carrying out MPO activities. As a practical matter, MPOs are also involved in Bicycle Planning, Air Quality/Transportation Planning, Congestion Management Planning, Freight Transportation Planning and a host of other related planning projects.

MPOs are automatically granted annual formula Federal planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to complete the tasks described above.

The majority of MPOs in Virginia are housed within their corresponding Planning District Commissions (PDCs) for staff support and fiscal agent services. Exceptions include the Transportation Planning Board (TPB) Washington urbanized area, two primarily Tennessee based MPOs that extend into portions of Virginia near Bristol, and the Blacksburg-Christiansburg-Montgomery MPO housed in Montgomery County's Administration Offices. The choice of PDCs to deliver the staffing and administrative functions of the MPOs is generally based on the following benefits:

- **The desire not to create redundant or duplicative agencies or levels of government.**
- **The desire to coordinate PDC regional planning processes in Economic Development, Community Development, Hazard Mitigation, Water and Air Quality Analysis, Housing and other planning areas into the Urban Transportation Planning Process.** (Recent federal transportation legislation further reinforces the requirements of MPOs to consult and consider other planning processes within the MPO process.)
- **The desire to benefit from economies of scale in building costs, staffing costs, and other organizational costs.** (Small MPOs would have a difficult time solely providing office space and other indirect costs without sharing such costs with a PDC or local government.)
- **Coordination with the Rural Transportation Planning function delivered by PDCs.** (Some MPOs housed at PDCs have already produced combined Urban/Rural Long-Range Transportation Plans.)

Formation of the Virginia Association of Metropolitan Planning

Organizations (VAMPO): For the past several years, the Virginia Association of Planning District Commissions (VAPDC) has had a standing Transportation Committee which has hosted a variety of MPO discussions and functions. At two recent VAPDC Transportation Committee meetings, in July and August, HR 756 and the formation of a Statewide MPO Association (VAMPO) was discussed. The great majority of MPO Administrators and Directors present were in favor of forming a Statewide Association (VAMPO), although affirmative action by the MPO Boards will be required to make this a reality.

At these meetings there was a general consensus that VAMPO should be a stand-alone organization, but that VAMPO should meet in conjunction with the VAPDC, so as to combine travel and meeting costs and assure strong communications between the two organizations.

Structure: The final organizational structure of VAMPO, including By-laws, will be developed within the association's first year. Initially, the VAPDC named a "White Paper Committee" and an "Organizational Committee" at its August 25, 2009 meeting in Charlottesville. These committees are developing initial concepts to forward to the Secretary of Transportation's office, including the present White Paper. The initial administrative support during the formation of VAMPO will be provided by the staff of VAPDC. Long-term structure and staff support will be decided following the initial meeting(s) of VAMPO. At a minimum the "Organizational Committee" will:

- Investigate structures of other states which have associations of MPOs and the American Association of MPOs (AMPO);
- Develop a set of By-laws for consideration;
- Develop a voting system in which possible candidates include: weighted voting, formalized consensus voting or some other voting system;
- Develop a staffing plan either as an extension of VAPDC services, or a separate staffing plan;
- Hold a VAMPO annual conference

Mission: At these Transportation Committee meetings, the Mission for VAMPO was discussed. Participants were in agreement that the Mission Statement for VAMPO should be as follows:

It is the mission of the Virginia Association of Metropolitan Planning Organizations to bring together the Commonwealth's MPOs to enhance the State of urban transportation planning and programming by: 1) fostering a greater spirit of partnership with the Commonwealth's transportation agencies; 2) sharing "best practices" among the MPOs, and 3) continually informing the Commonwealth's executive and legislative branches about improvements needed in Virginia transportation planning and programming, both in law and in practice.

Subject to the approval of the various MPO Boards, VAMPO's mission will be executed as follows:

More Cooperation with Commonwealth Transportation Agencies: Over the course of the next year, VAMPO will work with VDOT and other Commonwealth Transportation Agencies to discuss and develop agreements in areas such as Memoranda of Understanding, oversight, procurement, information exchange, meeting schedules and other critical issues.

Best Practices Peer Exchange: VAMPO will serve as a forum to allow Virginia MPOs to easily learn from the most successful planning and business practices of other MPOs both in Virginia and the nation. VAMPO will organize an annual meeting or event designed for just this purpose. VAMPO will also investigate the feasibility of MPO peer exchanges or staff mentoring programs between MPOs. The details of this function will be further developed within the first year of VAMPO's establishment.

Legislative Recommendations: Two potential legislative recommendations are included below. These two recommendations are “likely candidates” for initial VAMPO discussions based on the aforementioned VAPDC Transportation Committee discussions.

MPO Long-Range Transportation Planning Processes and the State Short Term Transportation Programming Process: Currently, Federal regulations task MPOs with developing LRTPs constrained by verifiable State, Federal and local funds and programming those funds to specific project priorities in the short term TIP.

The current practice in Virginia is that the VDOT Six Year Improvement Program (SYIP) is developed by VDOT staff and the Commonwealth Transportation Board (CTB) largely independent of the MPO process. Only after the CTB adopts a SYIP are funds programmed in the TIPs. Projects selected for funding in the SYIP often differ from MPO priorities expressed in the Long Range Plans.

MPOs are then faced with either accepting the decisions in the SYIP, or challenging certain projects, with consequences such as funding on the challenged projects moving to another area in the State.

Consistent with Federal regulations, VAMPO is likely to recommend that MPOs have prior review and decision making authority in the SYIP development process for their regions. The details of this concept will be developed in discussions between the General Assembly, VDOT, and VAMPO during the 2010 Legislative Session.

Codification of MPO Roles in State Law: MPOs are well established in Federal Law, yet in the Virginia Code, MPOs are largely unrecognized and undefined. Some states, such as Florida, specifically codify MPOs at the state level. Benefits of this codification could include the recognition of the MPOs as “partners” with VDOT in planning for transportation improvements in the Commonwealth. After VAMPO is formed, it will investigate the various roles and responsibilities of MPOs to be defined within the Virginia Code, and work with VDOT and the General Assembly during the 2010 Legislative Session to recommend appropriate changes to the Virginia Code.

Final Recommendations: Virginia’s MPOs have listened to the General Assembly and are taking the task of forming VAMPO seriously. The MPOs will need the year 2010 to develop formalized procedures such as By-Laws and a staffing plan. Virginia’s MPOs respectfully request that the General Assembly take no additional action in 2010 concerning the structure of MPOs or VAMPO, thus allowing VAMPO to be formed and address the requirements of HJR756. VAMPO will report to the Secretary of Transportation and the General Assembly concerning progress achieved in the formation of VAMPO during the 2010 General Assembly Session.

APPENDIX A – Sample MPO Resolution Supporting VAMPO Concept:

WHEREAS, The Virginia General Assembly called for the formation of an association of Virginia's Metropolitan Planning Organizations (MPOs) in HJR 756; and,

WHEREAS, HJR 756 requested that the Secretary of Transportation assist the Virginia Association of Planning District Commissions and the Transportation Planning Board for the National Capital Area with the determination of the scope of Virginia Association of MPOs activities and responsibilities best suited to the professional needs of the Commonwealth of Virginia or adopt other measures to enhance the effectiveness, professionalism and confidence of the State's MPO organizations; and

WHEREAS, the Virginia Association of Planning District Commissions has empanelled an ad hoc committee to develop a recommended organization structure for a Virginia Association of Metropolitan Planning Organizations (VAMPO); and,

WHEREAS, the formation of VAMPO will allow Virginia's MPOs to: 1) More effectively cooperate with state transportation agencies, 2) More effectively exchange best practices and other useful information, and 3) Recommend legislation or other policies that will allow MPOs to be more effective and efficient with the resources they have;

NOW, THEREFORE BE IT RESOLVED, that the **(fill in the blank)** MPO endorses the concept of the formation of a Virginia Association of Metropolitan Planning Organizations (VAMPO); and,

NOW, THEREFORE BE IT FURTHER RESOLVED, that the **(fill in the blank)** MPO encourages the VAPDC to complete its organizational recommendations for VAMPO and report back to Virginia's MPOs once the recommendations are completed.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-95/395 HOT Lanes Project (Agenda Item 9.B.)

DATE: November 9, 2009

Just before the last NVTa meeting (May 14, 2009), Secretary of Transportation Pierce Homer sent the NVTa a letter indicating that he expected the I-95/395 HOT Lanes project to proceed to commercial close in late summer or early fall (2009). Since then VDOT's Chief Engineer sent another letter indicating that the commercial close for the project has been delayed. A copy of the letter is attached. It appears that due to the state of the financial markets, financing for the project may be more difficult than originally anticipated.

The Secretary also acknowledged challenging issues associated with the local street network at the exits from the HOT lanes project that need further review. He indicated that VDOT is considering modifications to the project to reduce the cost of the project. One such modification is the elimination of the Lorton in-line station that was included in an earlier proposal. In addition, it is possible that the project could be further segmented, and the segment north of the Beltway might be deferred.

Meanwhile, the Transit Operators Group associated with the project has continued to meet to evaluate the bus rapid transit operational components of the recommendations included in the Transit/TDM Study in more detail. The group's recommendations are due this fall.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Attachment: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

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

David S. Ekern, P.E.
COMMISSIONER

August 17, 2009

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

Mr. Henry Connors, Jr., Chairman
Fredericksburg Metropolitan Planning Organization
Post Office Box 863
Fredericksburg, Virginia 22404

Dear Chairman Nohe and Chairman Connors:

As you know, the Virginia Department of Transportation and Virginia Department of Rail and Public Transportation have undertaken a scope review of the entire I-95/395 HOV/Bus/HOT Lane project. The purpose of the project is to provide a free flowing travel facility that is part of a regional network of managed lanes; to expand HOV and transit usage in the corridor; to serve major employment sites in the corridor, including the 90,000 Department of Defense jobs in the corridor; and to manage congestion through variable pricing.

Our original schedule called for the project to reach commercial close this month. However, due to local government and community concerns, as well as challenging credit market conditions, we will not reach commercial close this month. It is our intention to continue the project development efforts along the following lines:

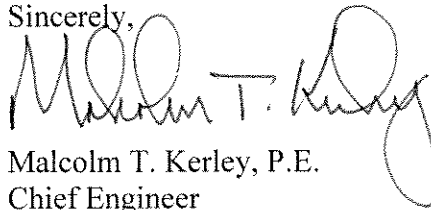
- The project team will continue to work collaboratively with Arlington, Alexandria, and Fairfax County staff to address the local traffic impact issues between Eads Street and Duke Street. There is very significant work underway to address the traffic impacts of BRAC and other new development at Seminary Road and to minimize or eliminate local traffic impacts at the Shirlington rotary. Better understanding of the local impacts and operational issues at Eads Street will require more time and analysis. And, enhanced bus service to the regional core can improve traffic circulation at the Pentagon and potentially reduce Metrorail crowding. Development of capacity and access improvements at Shirlington or Seminary Road will not proceed until this consultative process is completed. A re-evaluation or supplement to the approved environmental document may be needed as a result of these efforts.

Mr. Martin E. Nohe
Mr. Henry Connors, Jr.
August 17, 2009
Page Two

- The project team will continue to work collaboratively with Stafford, Prince William, and Fairfax Counties, and appropriate transit staff, to develop the HOT lanes project from Garrisonville Road to just inside the Beltway. This includes the identification of significant additional commuter parking spaces in the corridor and associated transit investments. It is possible that development of these improvements and investments may proceed more quickly than those improvements and investments north of Beltway.
- The project team will continue to work collaboratively with all affected stakeholders to assure that the significant transit capital and transit operating commitments are met.

Thank you for the many constructive comments received on this project. Should you have any questions, please contact Mr. Young Ho Chang, project manager, at (703) 430-7500.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm T. Kerley". The signature is fluid and cursive, with the first name "Malcolm" being the most prominent part.

Malcolm T. Kerley, P.E.
Chief Engineer

Copy: Chief Elected Officials in I-95 Corridor
Secretary Pierce R. Homer
Commissioner David S. Ekern
Mr. Charles M. Badger

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-66 Projects and Studies (Agenda Item 9.C.)

DATE: November 9, 2009

In addition to the I-66 Transit/TDM Study that will be presented at the beginning of the NVT A meeting, there are several other projects and studies going on in the I-66 corridor. This memo is intended to summarize them.

I-66 Westbound Spot Improvements

The design for the westbound spot improvements between Glebe Road and Sycamore Street is nearly complete, and the construction project is expected to be advertised in January 2010. The other two spot improvements (Route 29 to Glebe Road and Westmoreland Street to the Dulles Toll Road Connector) are not yet funded.

I-66 Multimodal Study

This study is underway. Two draft reports on “Attributes” and “Key Issues” are due to be released in Spring 2010. The draft National Environmental Policy Act (NEPA) documents are due in 2011.

I-66 High Occupancy Vehicle (HOV) Lane Operations Study

This study was prepared for VDOT by Televent and Parsons Brinkerhoff. The overall goal of the study is to identify potential low cost solutions for improving the operations and reducing congestion on the HOV lane outside the Beltway that can be implemented in the near term. The study primarily covers the HOV lanes from Route 234 to the Beltway. The consultant recommends a two foot buffer separation treatment with a combination of striping patterns eastbound from the Fairfax County Parkway to the Capital Beltway and westbound from the Capital Beltway to Route 50. They also recommend lane movement restrictions to prohibit lane

Chairman Martin E. Nohe

changes, weaving and queue jumping into or out of the HOV lane in specific areas. In the long term (after repaving), the consultant recommends additional buffer spacing between the HOV lanes and the general purpose lanes of up to four feet.

The study also discusses improved visibility of the HOV lane designations; higher fines for HOV violators; increased HOV enforcement; a public awareness campaign; improved signage designating the hours of operation and relocating some signs; and extending one general purpose lane to Route 7 on a trial basis. The consultant also identified a number of spot improvements that could “strengthen traffic operations and reduce improper habits.” The consultant does not recommend any changes to the HOV hours of operation or the removal of clean fuel vehicles, if violator issues can be addressed.

The recommendations of the study are currently being reviewed and refined by VDOT, DRPT, FHWA, the Virginia State Police and jurisdictional staff. VDOT will assess which recommendations to pursue and identify funding.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

9.D.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) Development (Agenda Item 9.D.)

DATE: November 9, 2009

The Transportation Planning Board (TPB) adopted the FY 2010-2015 TIP and 2009 CLRP on July 15, 2009. In addition, on October 21, 2009, the TPB adopted revisions to FY 2010-2015 TIP and 2009 CLRP that included the Purple Line in Montgomery and Prince George's Counties in Maryland and ramp configuration changes on I-395 in the District of Columbia that are needed to accommodate a significant air rights development proposed to be constructed above I-395.

TPB is now beginning the process of developing the FY 2011-2016 TIP and 2010 CLRP. The TPB will review a draft Call for Projects document at its November 18, 2009, meeting. It is expected to adopt the Call for Project document on December 16, 2009. Due to on-going fiscal difficulties transportation agencies have been experiencing, particularly in Virginia, the submission deadline for projects will likely be deferred from January 2010 to March 2010.

In addition, as part of this update to the CLRP, TPB is also required to update the financial analysis which supports the CLRP. This analysis is an estimate of the amount of transportation funds that are reasonable expected to be available to the region between 2010 and 2040. This analysis is conducted every four years, and ultimately determines the amount of transportation projects and services the region can include in its long-range plan. Staffs for TPB, the state, regional and local transportation and transit agencies have been working on this analysis for several months. Unfortunately, the changing transportation revenue picture, particularly in Virginia, has delayed the completion on the analysis. Additional information regarding Virginia's portion of this analysis will be presented at the January 2010 NVTA meeting.

JACC members and I will be available at the November 12, 2009, NVTA meeting to provide updated information and answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

9.E.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on TIP Amendments (Agenda Item 9.E.)

DATE: November 8, 2009

VDOT submitted a FY 2010-2015 Transportation Improvement Program (TIP) amendment package to the Transportation Planning Board (TPB) for approval in November (attached). The amendment package contains three projects. These projects are summarized below. This package was approved by the TPB Steering Committee on November 6, 2009.

- Route 29 and Linton Hall Road Interchange. The amendment adds \$0.952 million in SAFETEA-LU funds, \$1.603 million in federal advanced construction (other) funds and \$25.086 million in federal advanced construction (National Highway System) for construction to the project. This project involves construction of a grade separated interchange at Route 29 and Linton Hall Road to replace a signalized intersection.
- Extension of University Boulevard from Route 234 to Sudley Manor Drive. The amendment adds \$1.14 million federal RSTP funds in FY 2009 and \$9.35 million RSTP funds in FY 2011 to this project for preliminary engineering and right-of-way acquisition, respectively. These funds will replace \$10.68 million in county general obligation bonds that are currently assigned to the project. The project extends a section of University Boulevard for 1.3 miles from Sudley Manor Drive to Prince William Parkway.
- Route 123 Widening from Four to Six Lanes. The amendment releases \$0.099 million in National Highway System funds from the right-of-way phase and \$1.705 million in county bond funds from the construction phase. It also adds \$1.196 million in National Highway System funds to the construction phase. The project widened Route 123 over the Occoquan River and is now complete. This amendment is necessary to allow the project to be closed out.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 9, 2009
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Jurisdiction and Agency Coordinating Committee members and I will be available at the November 12, 2009, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

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

DAVID S. EKERN, P.E.
COMMISSIONER

October 27, 2009

National Capital Region
Transportation Improvement Program Amendment

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

Dear Chairman Jenkins:

On behalf of Prince William County and itself, VDOT's Northern Virginia District Office requests amending the FY 2010-2015 Transportation (TIP) to include funding for the following three highway projects. While two of the projects are in the adopted FY 2010 TIP, the third project was in a previous TIP and needs to be added to the TIP. None of the projects will impact the currently adopted air quality conformity findings of the FY 2010 TIP / 2009 CLRP as these have been included in the analyses. One of the three amendments adds \$27.64 M in funding to the construction phase of an interchange project (not regionally significant for air quality purposes); the second replaces \$10.68 M in county bond funds with \$10.49 M in RSTP funds for a road extension project; and the third releases \$1.80 M in prior year funding and adds about \$1.3 M in FY 2010 for a completed roadway widening project.

- Rte. 29 and Linton Hall Road Interchange (UPC# 52326). This project in Gainesville involves the construction of a grade separated interchange at Rte. 29 and Linton Hall Road to replace the signalized intersection. The limits for the construction activities are between the Rte. 29/Virginia Oaks Drive Intersection and a point 0.033 of a mile south of WB I-66, a total of 1.154 miles. The TIP Amendment adds \$0.952M in SAFETEA-LU funds, \$1.603M in AC-Other funds and \$25.086M in AC-NH funds, all for the Construction phase in FY 2011. The interchange is not regionally significant for air quality purposes.

- Extension of University Boulevard from Rte. 234 to Sudley Manor Drive (UPC# 94194).
This project in Prince William County near the City of Manassas extends a section of University Boulevard for a distance of 1.30 mile from Sudley Manor Dr. (Rte 1566) to the Prince William Parkway (Rte 3000). The proposed TIP Amendment adds \$1.14M in FY 2009 for PE and \$9.35 M in ROW in FY2011. The source of funding is federal RSTP. This proposed funding will replace the \$10.68 M in county bond funds currently listed in the FY 2010 TIP (under UPC PWC0006). This project is in the 2009 CLRP and included in its air quality conformity analyses.
- Rte. 123 Widening From Four to Six Lanes (UPC# 14691). Construction for this project is now complete and involved widening the road to six lanes between the south approach of the Rte. 123 Bridge over the Occoquan River and the northern end of the bridge (0.71 miles). This project is reflected in the regional air quality conformity analyses for the 2009 CLRP. The project was in an earlier TIP and is now being reinstated into the TIP to facilitate funding actions related to project close out. The amendment will release \$0.099M in NH funds from the RW phase and \$1.705M in Bond funds from the construction phase. The amendment will also add \$1.196M in Federal NH funds to the construction phase, all in FY2010.

The attached table outlines the revised funding for the three projects by phase, fiscal year and funding source. VDOT requests that this amendment be approved by the Steering Committee of the Transportation Planning Board at its November 6th, 2009, meeting. VDOT and Prince William County representatives will be at the meeting to help answer any question the Committee members may have about these projects. Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office).

Thank you for your consideration of and action on this request.

Sincerely,



for
Morteza Salehi
District Administrator
VDOT – Northern Virginia District

CHIEF, PLANNING SECTION

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

TIP AMENDMENT 11/6/09

FY 2010 - 2015 TIP

Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY10	FY11	FY12	FY13	FY14	FY15	Program Total FY 10-15	Funding Source	Funding Shares			
VDOT - Interstate															
52326	Title: Inter. @Rte. 29 &Linton Hall Rd -Gainesville Facility: I-66 (0066) From: Rte. 29/Virginia Oaks Dr. Intersection To: 0.033 Mi. South of WB I-66 Baseline 1.1530 Jurisdiction: Prince William County	P.E.	\$10,000			0	0	0	0	\$91,371	Fed - AC NH	80%	20%	0%	
		ROW	\$95,172			0		0		\$11,266	Fed-IM	90%	10%	0%	
		Const	0	0	\$129,316	0	0	0	0	0	\$26,465	SAFETEA-Lu	100%	0%	0%
			0	0		0	0	0	0	0	\$213	Fed-Demo	100%	0%	0%
Description: Build Interchange At Rte. 29 & Linton Hall Road in Gainesville to relieve congestion. Reason for Amendment: TIP Amend to add \$952,983 SAF-LU; \$1,602,622AC NH(AC-Other) & \$25,085,702 AC-NH Fds CN phase FFY 11. Air Quality: Project is part of Metropolitan Washington Region Air Conformity Plan.															
Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY10	FY11	FY12	FY13	FY14	FY15	Program Total FY 10-15	Funding Source	Funding Shares			
VDOT - Secondary															
94194	Title: Ext University Bould.fr Rte 234 to Sudley Manor Dr Facility: University Boulevard (0840) From: Sudley Manor Dr. ((1566)) To: Prince William County Parkway (Rte. 3000) Jurisdiction: Prince William County	P.E.	\$1,140	0	0	0	0	0	0	\$10,490	Fed- RSTP	80%	20%	0%	
		ROW	0	0	\$9,350	0	0	0	0						
		Const	0	0		0	0	0							
Description: Extend University Boulevard from Rte. 234 (Prince Wm Parkway Rte 3000) to Sudley Manor Drive (Rt. 1566). Reason for Amendment: Add PE & RW and to obligate \$912,000 in RSTP Funds PE phase FFY09; \$7,480,000 RSTP Funds RW phase FFY11. Air Quality: Project is part of Metropolitan Washington Region Air Conformity Plan.															
Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY10	FY11	FY12	FY13	FY14	FY15	Program Total FY 10-15	Funding Source	Funding Shares			
VDOT - Primary															
14691	Title: Rte. 123 - Widen fr. Four (4) to Six (6) Lanes Facility: Rte. 123 From: Fr. South Approach of Bridges over Occoquan Rv. To: North end of Occoquan River Bridge (0.7090) Jurisdiction: Prince William County	P.E.	\$1,677	0	0	0	0	0	0	\$1,494	Fed- NH	80%	20%	0%	
		ROW	\$1,450	0	0	0	0	0	0						
		Const	\$35,265	\$1,494	0	0	0	0	0	0					
Description: Widen Rte. 123 from Four to Six lanes from south approach of Bridges over Occoquan River to the north end of Occoquan River Bridge. Reason for Amendment: Restore project in TIP; release \$99,638 NH funds RW phase, add \$1,195,855 NH funds CN phase & rel. \$1,705,501Bd CN Ph.FF10. Air Quality: Project is included in Metropolitan Washington's Air Quality conformity review.															

Entries in **bold** signify inclusion of new funding.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Regional Air Quality (Agenda Item 9.F.)

DATE: November 9, 2009

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

- The 2009 Ozone Season ran from May 1, 2009, to September 30, 2009. The region experienced four actual code orange days during the ozone season. This compares with three actual code red days and 13 actual code orange days in 2008. There were 15 actual code orange days and no code red days in 2007.
- Metropolitan Washington Air Quality Committee (MWAQC) recently commented on the proposed primary National Ambient Air Quality Standard for Nitrogen Dioxide. In its letter, MWAQC supported the proposal to establish a new short-term hourly NO₂ standard and urged the EPA to establish such a standard based on sound science. MWAQC indicated that the proposed short term standard will limit peak concentrations and reduce the public health risk to respiratory systems. MWAQC also generally supported efforts to monitor roadside concentrations of NO₂, because these concentrations can be higher than average concentrations found at the community scale. It noted that there are uncertainties and challenges related to implementing a roadside monitoring program, and urged the EPA to undertake additional research to ensure the efficacy of this program. It also raised concerns about the cost to establish and operate a roadside monitoring network, particularly in urban areas, and urged the EPA to provide the resources necessary to state and local air monitoring agencies for establishing the NO₂ monitoring network. Finally, it stated that without assistance, the requirement for roadside monitoring network is unacceptable to MWAQC and its constituencies.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 9, 2009
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- As previously mentioned, the Metropolitan Washington Council of Governments established a Climate, Energy, and Environment Policy Committee (CEEPC) to advise it on climate related issues. In particular, this committee will be charged with implementing the recommendations of the COG's Climate Change Steering Committee to reduce the region's greenhouse gas emissions. The Committee has met twice and is in the process of developing a work program with specific tasks and schedules. A copy of the draft work program, based on the recommendations of the Climate Change Steering Committee is attached.
- MWAQC and Transportation Planning Board (TPB) staff are evaluating the Environmental Protection Agency's new mobile emission calculation model known as MOVES. This model is much more sophisticated than the current MOBILE 6 model. While it will still be some time before the EPA requires air quality conformity to be conducted using the MOVES model, some initial model runs have indicated that the test version of the MOVES model calculates significantly higher mobile emissions than MOBILE 6. MWAQC and TPB staff have submitted comments on the model to EPA for their consideration.

JACC members and I will be available at the Authority meeting on November 12, 2009, to answer questions.

Cc: Members, NVTJ Jurisdiction and Agency Coordinating Committee

2009-2012 Regional Climate Action Workplan			Target Date for Completion														
Recommendations	Performance Measures	Responsible Parties	2009	2010				2011				2012				Emission Impact	
			4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th		
I. Regional Greenhouse Gas Reduction Goals/Plans																	
	1. 2012: Reduce 10% below 2012 Business-as-Usual																
		a) Reduce emissions of greenhouse gases in the region by 10% below projected business-as-usual levels by 2012 (i.e., return to 2005 levels).	Local Governments, COG, Community (Business and Individuals)												X	Yes	
		b) COG prepares progress report with annual updates on meeting the 2012 goal.	COG			X				X			X				
		c) 100% of jurisdictions prepare government and community wide greenhouse gas inventories.	Local Governments								X						
		d) 100% of jurisdictions prepare plan to reduce greenhouse gas emissions from government operations, including adopting a reduction target.	Local Governments									X				Yes	
		e) 50% of jurisdictions prepare community-wide plans to reduce greenhouse gas emissions.	Local Governments									X				Yes	
	2. 2020: Reduce 20% below 2005																
	3. 2050: Reduce 80% below 2005																
II. Energy																	
Local/Regional Strategies for Government and Business																	
A. Improve Energy Efficiency in Buildings																	
	1. Implement COG Green Building Policy																
		a) 100% of jurisdictions adopt and implement COG Green Building Policy requiring all new public-sector buildings to achieve LEED Silver levels and all private-sector commercial buildings to meet a regional LEED-certified plus standard or equivalent.	Local Governments, IGBG, USGBC						X							Yes	
		b) Intergovernmental Green Building Group (IGBG) proposes COG Green Building Policy Recommendations for schools and residential buildings.	IGBG			X											
	2. Set energy performance goals for govt buildings, new and existing																
		a) 80% of jurisdictions benchmark energy performance in all government buildings.	Local Governments										X				
	3. Identify best practices to reduce local govt energy use by 15% by 2012																
		a) 100% of jurisdictions reduce energy use by 10% below business-as-usual by 2012.	Local Governments												X	Yes	
		b) 100% of jurisdictions submit data to COG regarding energy efficiency program implementation.	Local Governments, COG		X				X			X					
	4. Develop incentives for retrofitting existing buildings, commercial and residential																
		a) 60% of jurisdictions have programs in place to support home energy retrofits, such as financing incentives, grants, or technical assistance.	Local Governments, State Energy Offices, Weatherization Programs, Maryland Clean Energy Center, COG									X				Yes	

2009-2012 Regional Climate Action Workplan					Target Date for Completion													
					2009	2010				2011				2012				Emission Impact
					4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	
Recommendations	Performance Measures			Responsible Parties														
		b) All three states standardize training and certification of auditors and contractors, facilitating reciprocity across the region.			State Energy Offices, Weatherization Programs, Community Colleges. Building Performance Institute, RESNET			X										
		c) 35% of jurisdictions develop and implement Home Energy Loan Programs.			Local Governments, COG, Maryland Clean Energy Center, State Energy Offices, Private Sector								X				Yes	
		d) COG prepares a feasibility study on a regional financing option to support Home Energy Loan Program.			COG				X									
		e) 10,000 homes retrofitted annually to achieve a 5-10 percent energy saving.			Community					X				X			X	
		f) 500-1000 homes retrofitted annually to achieve a 10-30 percent energy saving.			Community					X				X			X	
		g) 50% of jurisdictions have commercial building energy usage benchmarking requirements.			Local Governments												X	
		h) 250 buildings retrofitted annually to achieve a 5-10 percent energy savings.			Community					X				X			X	
		i) 100 buildings retrofitted annually to achieve a 10-30 percent energy savings.			Community					X				X			X	
5. Develop affordable energy efficiency programs for homeowners and businesses																		
6. Promote use of energy efficient appliances																		
		a) 30% of jurisdictions implement incentive programs to encourage purchase of new energy efficient appliances.			State and Local Governments, Utilities							X					Yes	
7. Revise state and local building codes to promote energy efficiency																		
8. Develop green affordable housing policies/programs																		
9. Identify best practices for improving efficiency for public and private buildings																		
B. Reduce Demand for Energy																		
1. Partner with electric, gas and water utilities on regional energy conservation																		
2. Expand recycling programs																		
3. Reduce energy use at area water and wastewater treatment plants and landfills																		
4. Promote energy efficient streetlights across the region																		
		a) 60% of jurisdictions implement a program to replace older street lights with new more efficient technology.			Local Governments, COG, Clinton Climate Foundation, Utilities, Vendors									X			Yes	
5. Promote regional energy performance contracting and cooperative purchasing																		
6. Explore opportunities to remove the disincentive for utilities to invest in energy conservation																		

2009-2012 Regional Climate Action Workplan					Target Date for Completion												
Recommendations		Performance Measures	Responsible Parties	2009	2010				2011				2012				Emission Impact
				4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	
C. Promote Clean Energy Sources																	
	1. Adopt a goal of 20 percent renewable energy purchase by local governments by 2015																
		a) 100% of jurisdictions purchase or consume 10 percent renewable energy by 2012.	Local Governments, Power Purchase Groups, COG, Utilities, Green Power Providers										X			Yes	
		b) 50% of jurisdictions assist or incentivize consumer purchase of renewable energy, such as Clean Energy Rewards Program.	Local Governments										X				
		c) 25% of consumers purchase renewable energy.	Consumers, Utilities, Green Power Providers												X	Yes	
	2. Evaluate regional cooperative purchase to meet the 20% renewable purchase goal																
	3. Examine options for removing barriers to implementing renewable energy, e.g., solar panels																
		a) 75% of jurisdictions prepare plans, employ incentives, and implement government projects to increase deployment of renewable energy technology.	Local Governments										X			Yes	
		b) All state and local jurisdictions remove barriers to implementing renewable energy by the private sector, e.g., solar panels.	Federal, State, and Local Government												X		
	4. Explore the possibility of implementing a community energy planning process in the region																
		a) Northern Virginia Regional Commission completes pilot community energy planning process in Northern Virginia.	NVRC, Local Government					X									
	5. Develop a regional inventory of renewable energy capacity and production, including solar, geothermal, district heating/cooling, wind, and biofuels																
D. Reduce Non-CO2 Greenhouse Gas Emissions																	
	1. Best practices to reduce methane and biosolids from wastewater treatment facilities																
		a) 100% of wastewater facilities identify and implement best practices to reduce methane and biosolids from wastewater treatment facilities. Evaluate the potential for reducing greenhouse gas emissions through methane recapture.	Wastewater Utilities, Water Resources Technical Committee										X			Yes	
	2. Adopt industry standard protocols to quantify greenhouse gas emissions and reductions for water and wastewater utilities																
III. Transportation and Land Use																	
Local and Regional Strategies for Government and Business																	
A. Increase Fuel Efficiency and Use of Clean Fuel Vehicles																	
	1. Promote clean fuel vehicles (cars, trucks, buses)																
	2. Adopt regional green fleet policy																
		a) COG adopts green fleet policy that includes accelerated implementation of federal CAFE Standards/GHG emission standards for local government fleets.	COG					X									
		b) 30% of jurisdictions implement the COG green fleet policy.	Local Governments												X	Yes	

2009-2012 Regional Climate Action Workplan			Target Date for Completion														
Recommendations	Performance Measures	Responsible Parties	2009	2010				2011				2012				Emission Impact	
			4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th		
	3. Promote use of clean fuels																
	a) 50% of jurisdictions implement alternative fuel infrastructure projects needed to support alternative fuel vehicle technology implementation (e.g., natural gas, biofuel, hydrogen, electricity).	Local Governments, COG, Private Sector											X			Yes	
B. Reduce Vehicle Miles Traveled (VMT)																	
	1. Adopt VMT reduction goals																
	a) TPB identifies feasible regional VMT reduction goals and recommends cost-effective VMT reduction programs.	TPB															
	2. Invest more in transit																
	3. Expand transit use (incentives, exclusive transit lanes)																
	a) 100% of transit agencies examine options to promote the increased use of existing transit capacity.	Transit Agencies								X							
	4. Expand transit infrastructure																
	5. Expand commuter options (car sharing, financial incentives)																
	a) TPB adopts goal to expand commuter options (telework, car sharing, bicycle/pedestrian, financial incentives).	TPB, Communter Connections															
	6. Promote transit-oriented development																
	a) 80% of jurisdictions promote transit-oriented development/Concentrate future growth in Regional Activity Centers.	Local Governments, Planning Directors, Metropolitan Development Policy Committee								X						Yes	
	b) 50% of jurisdictions develop plans to meet the Greater Washington 2050 targets for growth (75% of commercial square feet and 50% of households) occurring in Regional Activity Centers.	Local Governments, Planning Directors, Metropolitan Development Policy Committee										X					
	7. Examine parking policies to reduce VMT																
	a) 50% of jurisdictions examine parking policies to reduce VMT.	Local Governments											X				
C. Travel Efficiency																	
	1. Adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion																
	a) 60% of jurisdictions adopt best practices for traffic engineering improvements and road management to reduce VMT and congestion.	Local Governments, DOTs, TPB								X						Yes	
	2. Implement the Metropolitan Area Transportation Operations Coordination Program																
	3. Enforce existing idling regulations																

2009-2012 Regional Climate Action Workplan			Target Date for Completion														
			2009	2010				2011				2012				Emission Impact	
			4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th		
Recommendations	Performance Measures	Responsible Parties															
	4. Explore opportunities to reduce emissions from the aviation sector																
	a) Explore opportunities to reduce emissions from the aviation sector.	MWAA, COG, Federal, State, and Local Government					X										
	5. Explore opportunities to reduce emissions from the freight sector																
	a) TPB adopts goals to reduce emissions from the freight sector, including considerations of shifting freight from trucks to rail.	TPB															
D. Land Use																	
	1. Develop plan to meet goal of increased tree canopy																
	a) COG and local governments prepare regional plan to meet goal of increased tree canopy.	COG, Local Governments										X					
	2. Evaluate Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) standards for new development																
	3. Carefully plan the location and design of new, infill, and redevelopment projects																
	4. Integrate GHG analyses into comprehensive planning, new projects																
	a) 50% of jurisdictions integrate greenhouse gas analyses into comprehensive planning for major new transportation and other new capital projects.	Local Governments							X								
E. Regional Metropolitan Planning Process																	
	1. Develop regional metropolitan planning process for greenhouse gases																
	a) TPB develops a regional metropolitan planning process for greenhouse gases modeled after the current process for transportation and air quality planning.	TPB															
	2. Make greenhouse gas reduction a stated goal of regional transportation planning activities																
	3. Consult with other regions around the country to broadly evaluate options for regional approaches to greenhouse gas reductions																
IV. Adaptation																	
Local/Regional Strategies for Government and Business																	
	1. Research best practices to prepare for effect of climate change																
	a) Evaluate impact of climate change on one or more sectors, including water, air, energy, and public safety.	COG, Universities, Private Sector, State and Federal Government									X						
	2. Partner with universities and private sector to research climate change and adaptation strategies																
	3. Analyze impacts and risks to region's transportation infrastructure, buildings and populations in low-lying areas																
	4. Develop regional adaptation policies																
	5. Conduct Adaptation Workshops																
	a) COG holds general and sector-specific adaptation workshops.	COG	X		X												
V. Economic Development																	
	1. Promote green business & green jobs																
	a) 100% of jurisdictions promote green business & green jobs.	Local Governments										X					
	2. Promote eco-business zones																
	3. Promote cooperative green purchasing																

2009-2012 Regional Climate Action Workplan			Target Date for Completion														
			2009	2010				2011				2012				Emission Impact	
			4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th		
Recommendations	Performance Measures	Responsible Parties															
	4. Promote local food production options																
	5. Promote local vendors and suppliers																
	6. Regional green jobs analysis																
	a) COG expands DC Green Jobs Analysis to the Region.	COG							X								
VI. Financing Mechanisms																	
	1. Evaluate financing mechanisms for energy efficiency projects (energy fee, tax, other)																
	2. Establish a clean energy fund																
	3. Participate in cap and trade program revenues																
	4. Develop a regional carbon offset fund for preserving tree canopy																
	5. Secure addtl financing for public transit																
	6. Establish funding for building retrofits																
VII. Regional Outreach & Education																	
	1. Implement a regional public education campaign																
	2. Develop partnerships with private sector and other organizations																
	a) Develop partnerships and coordinate with others to develop and implement a regional public education campaign.	COG, Utilities, State Energy Offices	X					X								Yes	
	3. Support COG member outreach efforts																
	a) 35% of jurisdictions develop energy challenge/pledge programs (community, green business, employee) and/or encourage energy leaders programs.	Local Governments						X								Yes	
	b) 35% of jurisdictions develop green business challenges.	Local Governments						X								Yes	
VIII. COG Climate Change Program																	
	1. Establish COG Climate and Energy Policy Committee																
	2. Develop work program priorities, schedule, staffing plan, budget																
	3. Prepare Plan to reach 2012 and 2020 goals																
	4. Evaluate cost effectiveness of measures																
	5. Design outreach and education program																
	6. Track initiatives and develop advocacy positions																
	a) Establish advocacy subcommittee.	CEEPC, COG	X														
	7. Develop system for tracking progress toward GHG goals and periodically review targets																
	8. Develop a regional standardized analytical methodology for use by individual local governments in developing their greenhouse gas emission inventories																
	9. Prepare annual progress report to COG Board of Directors on implementation progress for COG's Climate Change Initiative																

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Federal Surface Transportation Program Authorization (Agenda Item 9.G.)

DATE: November 9, 2009

This memorandum is intending to provide the NVTa with a brief update on the authorization of a new Federal surface transportation program.

- The most recent Federal Surface Transportation Program was authorized in July 2005 by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This legislation authorized both highway and transit funding over a six-year period (FY 2004 to FY 2009) and established the policies and grant programs for distributing these funds. This authorization expired on September 30, 2009. Congress passed two one-month extensions to the end of November 2009, and is now working on a further extension. Efforts are underway to develop a new surface transportation program for the period from Federal FY 2010 to FY 2015.
- The Obama Administration and the Senate prefer extending SAFETEA-LU by 18 months while a major overhaul of the policies and program contained in the legislation are developed. The House would prefer to address the new authorization immediately. The House Committee on Transportation and Infrastructure has developed a version of a new authorization.
- In addition, SAFETEA-LU built in an \$8.7 billion rescission at the end of the authorization. It was anticipated that Congress would undo this rescission as part of an extension. An effort was made to apply Trouble Assets Relief Program (TARP) funds to address the rescission, but it failed. As a result, the rescission went into effect.
- Virginia anticipated the rescission and had not programmed its entire allocation; therefore, the rescission did not result in an additional cuts to the Six Year Program.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 9, 2009
Page Two

- If the rescission is reversed additional funds would be added to the Six Year Program; however, this might well be offset by additional reductions in state transportation revenues.
- A key aspect of any new authorization will be the resolution of the size of a new program and whether or not new revenue sources are adopted to support the program.

JACC members and I will be available at the Authority meeting on November 12, 2009, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee