Northern Virginia Transportation Authority

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AGENDA

Thursday, March 8, 2012
7:30 p.m.

Fairfax City Hall
10455 Armstrong Street – Rooms 111A & B
Fairfax, Virginia 22030

1. **Call to Order**……..Chairman Nohe

2. **Roll Call**

3. **Approval of the Minutes of the February 9, 2012, Meeting**

4. **Discussion Items**
   A. Discussion/Update of the 2012 General Assembly Session
   B. Update on the TransAction 2040 Plan/Presentation

5. **Information Items**
   A. Update on the TIP Amendments
   B. Update on I-95 HOT Lanes Project
   C. Update on I-66 Projects and Studies
   D. Update on the SUPERNOVA Study
   E. Update on Air Quality

7. **Other Business**

8. **Adjournment**

NEXT MEETING:
May 10, 2012 – 7:30 p.m.
Fairfax City Hall
10455 Armstrong Street – Rooms 111A & B
Fairfax, Virginia 22030

SUMMARY MINUTES
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
JOINT MEETING WITH THE
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

February 9, 2012
General Assembly Building
Richmond, Virginia

Voting Members:

Chairman Martin Nohe	Prince William County
Vice Chairman Bill Euille	City of Alexandria
Board Member Christopher Zimmerman	Arlington County
Chairman Sharon Bulova	Fairfax County
Council Member Lawrence Webb	Falls Church (alternate)
Council Member Jonathan Way	City of Manassas (alternate)
Kerry Donley	Governor's Appointee

Non-Voting Members:

Garrett Moore	VDOT
Kevin Page	DRPT
Mayor Robert Lazaro	Town of Purcellville

Staff:

Monica Backmon
Steve Maclsaac
Various jurisdictional staffs

Item I: Call to Order

The joint meeting of the Northern Virginia Transportation Authority and the Northern Virginia Transportation Commission was called to order by NVTA Chairman Nohe and NVTC Chairman Fisette at 5:30 P.M.

Item II: Roll Call

The roll call was taken and members present were as noted above.

Item III: Approval of the Minutes

Council Member Donley moved and Chairman Bulova seconded the approval of the minutes of the January 12, 2012 NVTA meeting. The motion carried unanimously.

Item IV: Review of Legislation Introduced During the 2012 General Assembly Session.

Noelle Dominguez provided an update on legislative actions underway in the General Assembly Session. She reported that both the House and the Senate have introduced substitute language to the Omnibus Transportation Bill (HB 1248/SB 639). The original bill included that in years with General Fund growth over five percent, at least one percent of the revenue growth would go to the Transportation Trust Fund for construction improvements. Substitute language in HB1248 changed it to when it goes over eight percent, then one percent would be provided. The Senate version contains no similar language. The House bill has retained language that would increase the share of sales tax revenues dedicated to transportation from .5 percent to .75 percent, but the Senate version does not include this language. Neither version includes language that would create Transportation Improvement Districts, study a Northern Virginia MPO, or initiate devolution of secondary roads. The House version retains language that would give the Commonwealth Transportation Board (CTB) greater authority in allocating funding for projects. While the House version includes some land use provisions, the Senate version removed these provisions. The Senate version includes the current meals tax to be indexed annually and eliminates local option income tax.

Ms. Dominguez also reported that HB 864 (Rust) would change the composition of the CTB to one member to be appointed from each Virginia congressional district, with an additional four at-large members: one representing seaports, one representing aviation, one representing railroads and one representing mass transit. There are also several bills regarding the Dulles Rail Project, including a budget amendment that would increase the state share for the project from $150 million to $500 million. This amendment is still in committee. The NVTA/NVTC consolidation proposal is being heard in committee tonight.

ITEM V. Discussion and Action Items

(A) Update on I-66 Projects and Studies.

Board Members were urged to read the report provided in their agenda package. There were no comments.

ITEM VI: Other Business

Chairman Nohe observed that the NVTA officer nominations were carried over from the last meeting and he asked if the Nomination Committee is ready to make a recommendation. Chairman Bulova moved, with a second by Mr. Zimmerman, to approve the same slate of officers for 2012 that served last year: Chairman Nohe and Vice Chairman Euille. The vote in favor was unanimous.

ITEM VII: Adjournment

The meeting adjourned at 5:39 P.M.

Next Meeting:
March 8, 2012
Fairfax City Hall
10455 Armstrong Street – Rooms 111A & B
Fairfax, Virginia 22030

4.A.

Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Review of Legislation Introduced during the 2012 General Assembly Session (Agenda Item 4.A.)

DATE: March 2, 2012

Background:

The General Assembly's 2012 session began on January 20, 2011. Progress has been made on several of NVTA's legislative initiatives. An annotated version of NVTA's 2012 Legislative Program showing the activities on each legislative initiative is included as Attachment A. Also attached is a matrix of transportation funding, allocation and constitutional amendment related bills and their status (Attachment B). This matrix has been updated since the February 9, 2012 NVTA meeting.

Governor's Transportation Plan—Bill has been substantially changed and continues to change through the legislative process. An update will be provided via blue sheet.

Attachment A

Northern Virginia Transportation Authority
2012 Legislative Program
Consensus: December 2011
Updated March 2, 2012

STATE

TRANSPORTATION FUNDING

Once a crisis in Northern Virginia, transportation needs are now catastrophic throughout the Commonwealth. The Virginia Department of Transportation estimates that almost $1.9 billion is needed annually just for the maintenance and operations of the roads and bridges it maintains. Over $230 million of additional funding is required for the limited transit projects and eligible operating costs included in the Six Year Program. Secondary and urban system construction funds have been eliminated, despite the fact that the secondary roads are a Commonwealth responsibility. The Commonwealth risks serious disinvestment, which only becomes more difficult and expensive to correct as time elapses. It is evident that current revenue sources are not generating sufficient funding to meet Virginia's critical highway needs or its statutory 95 percent share of eligible transit costs. Moreover, because funding for transit operations and maintenance is not treated the same as funding for highway operations and maintenance, budgets of local jurisdictions bear a large portion of these costs.

In Northern Virginia alone, the TransAction 2030 Long-Range Transportation Plan estimates that the region needs $700 million per year in additional transportation funding to address its transportation problems. Since the plan's completion in 2006, these needs have only increased, while major HB 3202 revenue sources have been eliminated. While the region may occasionally receive more transportation funding than it generates through statewide revenue sources in a given year, the funds Northern Virginia is receiving still fall far short of addressing the area's needs.

Northern Virginia jurisdictions have increased funding locally, but continue to need additional state and regional transportation funding for highway, transit, bicycle and pedestrian improvements. NVTA seeks reinstatement of exclusive Northern Virginia revenues of at least $300 million annually, as well as 100 percent of its contribution of additional statewide revenues, to address transportation needs.

Existing Commonwealth General Fund revenue streams are required and used for other core services, such as education and public safety. These locally provided core services have already experienced significant cuts and using the General Fund to assume the state's transportation funding responsibility only increases local budget pressures without providing a true transportation solution.

Last session, the General Assembly approved legislation to provide short-term funding for transportation projects. These efforts are appreciated, but the General Assembly must now work to adopt a long-term solution to fully address the needs of our transportation

operations, maintenance, and construction programs; one that must include new dedicated, sustainable, reliable, and permanent multimodal revenues. Further, it must work with the Federal Government to ensure that it, too, provides sufficient resources to address transportation needs. A case in point is the need for continuing the $50-million Virginia contribution to the $300-million annual program over 10 years for Metro. This represents a significant commitment to maintaining Metro's assets and ensuring that Metro can continue to safely and efficiently meet the region's transportation needs. So long as both Maryland and DC provide their $50 million each, Virginia needs to provide $50 million.
The federal government's $150-million share is very important, but should that not be provided, the $150-million, non-federal share would be even more critical to Metro. *(Revises and updates previous transportation funding position)*

See attached bill matrix and Governor's Transportation Bill Side-by-Side

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

NVTA opposes any legislation that would require the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there are insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them. Further, NVTA also opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

Additionally, NVTA is opposed to changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Urban Construction Funds are already far below what is needed and localities must already find other ways to fund new construction initiatives and changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities.
(Revises and reaffirms previous position)

Both the House and the Senate have removed the devolution study language from their versions of the Governor's 2012 Transportation Plan (H.B. 1248/S.B. 639). However, House version of the 2013-2014 budget (H.B. 1301) includes language requiring the Secretary of Transportation, in consultation with VDOT, VACO, VML, local government officials, and other stakeholders deemed necessary, to develop a proposal for the devolution of secondary roads in counties with populations greater than 200,000: Fairfax, Prince William, Chesterfield, and Loudoun Counties. The language states that findings will be presented to the General Assembly in October 2012.

EQUAL TAXING AUTHORITY FOR COUNTIES, CITIES AND TOWNS

NVTA supports granting counties the authority cities and towns currently have to enact

local excise taxes, including the cigarette tax, admissions tax, transient occupancy tax and meals tax. Doing so would allow counties to raise additional revenues for transportation projects. *(Reaffirms previous position)*

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

NVTA supports the inclusion of sufficient funding in the 2012-2013 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 began to occur in 2011, and Northern Virginia localities are facing significant shortfalls in the capacity of current infrastructure to support the additional military and civilian jobs. *(Revises and reaffirms previous position)*

PEDESTRIAN SAFETY

NVTA support revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools. This issue is of special importance for pedestrians with physical or sensory disabilities, who are at particular risk of injury when crossing streets. *(Reaffirms previous position)*

H.B. 706 (Filler-Corn) and S.B. 199 (Marsden) require vehicle drivers to stop for pedestrians crossing at marked crosswalks or at intersections not controlled by traffic signals. S.B was Continued to 2013 by the Senate Transportation Committee and H.B. 706 was left in the House Transportation Committee.

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)*

HB 625 (LeMunyon) provides that when a locality in Northern Virginia submits a proposed comprehensive plan or amendment to VDOT for review, VDOT will determine the extent to which the proposal will increase traffic congestion or reduce the mobility of citizens in the event of a homeland security emergency and shall include such information as part of its comments on the proposed plan as amendment. HB 625 has been passed by the House 91-6 and the

Senate 39-0.

URBAN DEVELOPMENT AREAS

NVTA recommends changes to several aspects of the Code related to Urban Development Areas. These changes are summarized below:

Density – recommend changes to the density requirements to allow Northern Virginia Jurisdictions to comply with more appropriate density requirements, since current density requirements for jurisdictions with a population over 130,000 are too restrictive.
Date of Compliance – Change the date of compliance from July 1, 2012, to July 1, 2013, to give jurisdictions adequate time to consider appropriate amendments to its plans and regulations. *(Reaffirms previous position)*

Several bills that would make Urban Development Areas optional have been introduced, including H.B. 92 (Marshall); H.B. 729 (Dudenhefer); H.B. 794 (Rush); and H.B. 869 (Rust). H.B. 92, H.B. 729, and H.B 794 were Passed By Indefinitely by the House Committee on Counties, Cities, and Towns Subcommittee #2, H.B. 869 was passed by the House 74-24 and the Senate 24-15.

TRANSPORTATION CORRIDOR STUDIES

NVTA recommends that the Code of Virginia be amended to specify that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments. *(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 has extended SAFETEA-LU until March 31, 2012. Efforts are underway to develop a new surface transportation program.

While neither the House nor Senate have released bill language on their long term reauthorization bills, both have released proposal summaries that exclude earmarks and consolidate many existing programs. The Senate Environment and Public Works Committee has drafted its version, titled Moving Ahead for Progress in the 21st Century, but must wait on the Senate Finance Committee to develop a plan to pay for the bill. The House version is still being drafted and has not been formally titled.

As discussions on this legislation continue, NVTA believes that 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.

(Revises and reaffirms previous position)

DEDICATED FUNDING FOR WMATA

WMATA is the only major transit provider in the country without a permanent dedicated revenue source for a significant part of their revenue base. Congress passed legislation that authorizes $1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional $1.5 billion to match the federal funds. All three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-Federal matches are in place. This authorization must continue to be accompanied by annual appropriations. *(Revises and reaffirms 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: core system-wide requirements, including the acquisition of rolling stock, mid-day storage of rail equipment, parking expansion and platform extensions. *(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. (*Reaffirms previous position)*

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. *(Reaffirms 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. The IRS is considering adjusting the benefit to $125 per month. In addition, NVTA supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Reaffirms previous 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)*

2012 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Notes
Bills Restricting Future Funding					
HOUSE					
HB 1068	**Hugo**	**Real estate tax; commercial and industrial property in localities in Northern Virginia.**	**S Floor**	**Passed House, 98-0; Passed Senate, 39-0**	Extends the sunset date from June 30, 2013, to June 30, 2018, for the law that decreased the maximum tax rate for the special real property tax on commercial and industrial property in the localities encompassed by NVTA from $0.25 cents per $100 of assessed value to $0.125 per $100 of assessed value.
Transportation Funding Bills					
HOUSE					
HB 806	**May**	**Overweight and oversize vehicle permits and fees; provides a method of assigning cost-based fees.**	**S Floor**	**Passed House, 100-0; Passed Senate 40-0**	Provides a uniform method of assigning cost-based fees based on the amount that a vehicle is overweight. The bill also allocates payment of fees into specific funds. The bill has a delayed effective date of January 1, 2013.
HB 959	**Bell**	**Retail Sales and Use Tax; applicable to public transportation companies operated by locality.**	**S Floor**	**Passed House, 98-0; Passed Senate, 40-0**	Clarifies that the sales and use tax is not applicable to any company that is owned, operated, or controlled by any county, city, or town and provides public transportation services.
HB 1248	**Lingamfelter**	**Transportation construction, operation and maintenance, and funding.**	**S Floor**	**Passed House, 63-35; Senate conformed to SB 639 and passed, 36-14. House Conferees: Lingamfelter, Jones, Dance. Senate Conferees: Wagner, Watkins, Puckett**	Provides for the construction, maintenance, and funding of transportation by (i) increasing the dedicated transportation allocation of the sales and use tax from 0.5 percent to 0.75 percent, phased in over seven years, with the additional revenue dedicated for highway maintenance and operation, (ii) increasing transportation's share of year-end surpluses to 75 percent, and (iii) allowing the Governor to provide appropriations each year to transportation from a portion of revenue growth. The bill also authorizes the CTB to name highways, bridges, interchanges, and other transportation facilities for private entities if an annual naming rights fee is paid, with the revenue dedicated to highway maintenance and operation. The bill also charges the CTB with greater responsibilities involving integration of land use and transportation planning and authorizes the CTB to withhold federal and state funds for certain local or regional capital improvement projects if those projects are inconsistent with the Statewide Transportation Plan or the SYIP. Provision is made for use of "revenue-sharing" funds for secondary highway system maintenance projects carried out by local governments. The bill also provides for special allocations by the CTB for bridge reconstruction, high priority highway projects, and reconstruction of highways with particularly deteriorated pavements. It also provides for the performance of maintenance projects directly by VDOT when it can be demonstrated to the Commissioner or the CTB that VDOT can do it at lesser cost than an outside contractor.
SENATE					
SB 639	**Wagner**	**Transportation funding and transportation.**	**S Floor**	**Passed Senate, 26-14; House conformed to HB 1248 and passed 67-32. House Conferees: Lingamfelter, Jones, Dance. Senate Conferees: Wagner, Watkins, Puckett**	Provides revenues for the construction, maintenance, and funding of transportation by (i) allowing localities to contribute to toll road construction, maintenance, and operation, (ii) allowing for the use of "revenue-sharing" funds for secondary highway system maintenance projects carried out by local governments, (iii) annually indexing the motor fuels tax based on changes in the U.S. Department of Labor's Producer Price Index for Other Nonresidential Construction in the immediately preceding year, and (iv) imposing an annual $50 license tax on electric motor vehicles. The license tax would also be indexed at the same rate as the motor fuels tax. Additionally, the bill repeals the five-year sunset on any local income tax adopted by referendum for transportation.
Transportation Allocation Formula Bills					
HOUSE					
SENATE					
Transportation Trust Fund					
House					
Senate					

2012 General Assembly Session Transportation Funding/Allocation Bills

Other Transportation Bills					
House					
HB 876	**Rust**	**Motor vehicle fuel sales tax; transfer administration and collection to DMV.**	**S Floor**	**Passed House, 100-0. Passed Senate, 40-0**	Transfers the administration and collection of the motor vehicle fuels sales tax imposed in certain transportation districts from the Department of Taxation to the Department of Motor Vehicles, effective July 1, 2013.
HB 945	**Villanueva**	**Virginia Public Procurement Act; performance and payment bonds on transportation-related projects.**	**S Floor**	**Passed House, 100-0; Passed Senate, 39-0**	Raises from $250,000 to $350,000 the contract amount for which performance and payment bonds are required on transportation-related projects partially or wholly funded by the Commonwealth. The bill further provides that for such projects valued in excess of $250,000 but less than $350,000, the payment and performance bond can only be waived by a public body if the bid is accompanied by evidence that a surety company has declined an application from the contractor for a bid bond. The bill requires the Commissioner of Highways and the Department of the Treasury to establish a prequalification program that is agreeable to both agencies. The bill further provides that prospective bidders for transportation-related construction projects that are valued in excess of $250,000 but less than $350,000 who have submitted evidence of denial of a bid bond shall participate in the that prequalification program. The bill requires VDOT to report by December 1 of each year to the Chairmen of the House Committee on General Laws and the Senate Committee on Transportation (i) the number of companies that were unable to procure a bid bond, (ii) the number of waivers granted by the Department and (iii) the number of companies that were enrolled in any Department of the Treasury, Division of Risk Management self-bonding program for Department projects.
Senate					
SB 40	**Reeves**	**Retail Sales and Use Tax; applicable to public transportation companies operated by locality.**	**S Floor**	**Passed Senate, 40-0; Passed House, 96-0**	Clarifies that the sales and use tax is not applicable to any company that is owned, operated, or controlled by any county, city, or town and provides public transportation services.
SB 503	**Saslaw**	**Motor vehicle fuels sales tax; transfers administration and collection to DMV.**	**S Floor**	**Passed Senate, 40-0; Passed House, 96-0**	Transfers the administration and collection of the motor vehicle fuels sales tax imposed in certain transportation districts from the Department of Taxation to the Department of Motor Vehicles, effective July 1, 2013.
Legislation No Longer Under Consideration					
Transportation Funding Bills					
HOUSE					
HB 11	**Cole**	**Transportation; bonds for specific project on northbound and southbound lanes of I-95.**	**H Approps, Sub. Trans**	**Subcommittee recommended laying on table by voice vote.**	Authorizes the CTB to issue bonds in the principal amount of $550 million to finance the cost of adding an additional lane on both the northbound and southbound lanes of Interstate 95 from Dumfries to Massaponax in Spotsylvania County to expand the regular travel lanes (not the HOV lanes).
HB 23	**Cole**	**Transportation Trust Fund; increases amount of sales and use tax revenue dedicated to Fund.**	**H Approps, Sub. Transportation**	**Subcommittee recommended laying on the table by voice vote.**	Increases the amount of sales and use tax revenue dedicated to the Transportation Trust Fund from an amount generated by a 0.5 percent tax rate under current law to an amount generated by a one percent tax rate, phased in by a 0.1 percent increase each year for five years, or over a longer period of time if there is a lack of growth in general fund revenues.
HB 393	**Howell, A.**	**Motor fuels tax; dedicates additional revenue to operation, etc., of transportation system.**	**H Finance, Sub #2**	**Subcommittee recommended laying on the table by voice vote.**	Increases the motor fuels tax rate by $0.10 per gallon and dedicates the additional revenue to the operation, maintenance, improvement, and expansion of the Commonwealth's transportation system.
HB 422	**Watts**	**Transportation; additional funding by imposing and increasing certain taxes.**	**H Finance, Sub #2**	**Subcommittee recommended laying on the table by voice vote.**	Provides additional funding for transportation by (i) imposing a motor fuels sales tax rate of 4%, phased in over 4 years, for highway maintenance; (ii) increasing the state sales tax in Northern Virginia by 0.5 percent for transportation projects in Northern Virginia; and (iii) adding an additional recordation tax in Northern Virginia at a rate of $0.40 per $100 valuation. The motor fuels tax is not effective until the unemployment rate in the Commonwealth decreases for 4 consecutive quarters after July 1, 2011. The bill also reduces the sales tax rate on food for human consumption from 1.5% to 1%, and repeals the authority for certain localities to impose a local income tax. In addition, the bill removes the sunset date for the reduced special real property tax rate on commercial property in the NVTA localities of $0.125 per $100 of assessed value. Finally, the bill increases the special real property tax rate on commercial property in localities in Hampton Roads from $0.10 per $100 of assessed value to $0.125 per $100 of assessed value.
HB 501	**Dance**	**General fund; assignment of year-end balance.**	**H Approps, Sub. Technology and Oversight**	**No Action Taken**	Provides that 15% of the year-end general fund balance would be assigned for kindergarten through grade 12 public education programs other than Standards of Quality programs. Slightly increases funds going to the Transportation Trust Fund from 2/3 to 67%.
HB 660	**Surovell**	**Solar photovoltaic power production projects; VDOT to lease space within highway rights-of-way.**	**H Transportation**	**Continued to 2013 by voice vote**	Allows VDOT to lease space within highway rights-of-way for solar photovoltaic power production projects. Any payments required to be made to VDOT under the terms of any such lease, including any fees or charges for display of advertising by the lessee, shall be deposited into the Transportation Trust Fund.

2012 General Assembly Session Transportation Funding/Allocation Bills

HB 723	**Yancey**	**Transportation; funding and administration in various construction districts.**	**H Approps, Sub. Trans**	**Subcommittee recommended laying on table by voice vote.**	Provides for transportation funding and administration in Hampton Roads, Northern Virginia, the Richmond Highway Construction District, and the Staunton Highway Construction District. For Northern Virginia, the bill removes the requirement that 40% of funds received by NVTA go to member localities for local projects. It also says that the funds may be used for projects "in consultation with members of the General Assembly." When determining what projects to fund, it requires the Authority to choose the project that most efficiently reduces congestion and gives preference to projects that leverage other public or private funding sources, like PPTA projects. It funds these projects through a portion of the growth in state taxes attributable to economic activity generated or facilitated by Dulles and National Airports.
HB 802	**May**	**Virginia Pump Toll; established.**	**H Finance, Sub #2**	**Subcommittee recommended laying on the table by voice vote.**	Imposes the Virginia Pump Toll ("FareShare"), in the amount of (i) $0.50 on each use of a retail motor fuels pump and an additional $0.50 when purchasing 35 or more gallons; (ii) $1.00 on each 12-gallon sale of gasoline (other than for resale) from a transport truck or tank wagon and on each 60-gallon sale of diesel fuel (other than for resale) from a transport truck or tank wagon; (iii) an amount to be determined by the DMV Commissioner on the bulk purchase of clean fuel other than electricity at a rate equivalent to $1.00 times the volume of clean fuel required to fill the average size fuel tank to three quarters full; and (iv) $0.50 on each sale of clean fuel at an electric vehicle charging service facility. Revenue from the FareShare shall be used for highway maintenance and operation in the highway construction district in which the motor fuel is sold. The amount of the FareShare increases by 10 percent every five years. The bill has a delayed effective date of January 1, 2013.
HB 827	**Marshall**	**Transportation districts; repeals allocation of funds.**	**H Transportation**	**Tabled in H Transportation by voice vote**	Repeals the allocation of funds to transportation districts.
HB 862	**Rust**	**Income tax, state; deduction for tolls.**	**H Finance**	**Continued to 2013 by voice vote**	Establishes an individual income tax deduction beginning with the 2013 taxable year for tolls paid for the use of a publicly owned and publicly operated highway located in the Commonwealth.
HB 892	**Alexander**	**Highway Construction Projects Trust Fund; established.**	**H Finance, Sub #1**	**Subcommittee recommended laying on the table, 9-2**	Makes the retail sale of gasoline, diesel fuel, and other fuels subject to the general 5% retail sales tax and reduces the fuels tax on such fuels by $0.05 per gallon from $0.175 per gallon to $0.125 per gallon. Under current law, the sale of fuels is exempt from the general retail sales and use tax, but fuels are subject to a fuels tax imposed at the rate of $0.175 per gallon. Of the net additional revenues generated each year under the bill, $250 million would be deposited into the Highway Maintenance and Operating Fund and the remainder would be deposited into the Highway Construction Projects Trust Fund created under the bill. Moneys deposited into the Highway Construction Projects Trust Fund would be used to fund the construction, acquisition, reconstruction, or replacement of or improvements or additions to highway projects determined necessary by the CTB. The bill also authorizes the issuance of up to $5 billion in bonds for such highway projects with the bonds and the interest thereon to be repaid from the net additional revenues generated by the bill and deposited into the Fund. The CTB is charged with ensuring that of the net additional revenues over the long term approximately 38% would be used for projects in the Northern Virginia, 31% for projects in the Hampton Roads construction district, and 31% for projects in all other construction districts.
HB 898	**Albo**	**Highway Maintenance and Operating Fund; for transportation funding.**	**H Approps, Sub Transportation**	**No Action Taken**	Dedicates to the Highway Maintenance and Operating Fund (i) one-third of the total revenue from the insurance license tax and (ii) the amount of current state sales and use tax revenue attributable to a 0.25 percent sales and use tax rate.
HB 899	**Albo**	**Retail Sales and Use Tax and motor fuels tax; funds for transportation.**	**H Finance, Sub #1**	**Subcommittee recommended laying on the table, 6-3**	Provides funds for statewide transportation by indexing the motor fuels tax rate to the National Highway Construction Cost Index. The bill also allocates a portion of current sales and use tax revenue by (i) dedicating the revenue equal to 1/4 percent sales tax in Northern Virginia for transportation projects in Northern Virginia, and (ii) dedicating the revenue equal to 1/4 percent sales and use tax in Hampton Roads for transportation projects in Hampton Roads.
HB 983	**Scott, J.**	**Motor fuels tax rate; converts rate from cents per gallon to a percentage rate.**	**H Finance, Sub #2**	**Subcommittee recommended laying on the table by voice vote.**	Converts the rate of taxation on motor fuels from cents per gallon to a percentage rate. Provides that the DMV Commissioner calculate the percentage rate in an amount that will most closely yield the amount of cents per gallon being charged on the applicable motor fuel prior to the effective date of the bill. Thereafter, the percentage rates would not change, but would be applied against the average price per gallon of the fuel, less federal and state taxes, as determined by the DMV Commissioner over rolling six-month periods, to determine the cents to be charged.
HB 1027	**Englin**	**Motor fuels tax; permits two or more localities to impose.**	**H Finance, Sub #2**	**Passed By Indefinitely by voice vote**	Permits two or more localities that are constructing or operating high capacity transit systems to impose a local motor fuels tax at the rate of 2.1 percent of the wholesale price of fuels sold to retailers. The revenue generated from the tax shall be used to construct or operate high capacity transit systems.
HB 1038	**Keam**	**Overweight and oversize vehicle permits and fees; provides a method of assigning cost-based fees.**	**H Transportation, Sub #4**	**Subcommittee recommended laying on the table by voice vote.**	Allows temporary registration of overweight and oversize vehicles and assigns fees based on the amount that a vehicle is overweight or oversize. The bill also designates fees into specific funds. The bill has a delayed effective date of January 1, 2013.

2012 General Assembly Session Transportation Funding/Allocation Bills

HB 1239	**Putney**	**Retail Sales and Use Tax; increased from four percent to five percent, and distribution of revenues.**	**H Finance Sub #2**	**Subcommittee recommended laying on the table by voice vote.**	Increases the state retail sales and use tax from four percent to five percent beginning January 1, 2013, subject to a statewide referendum on the same. The increase in the state retail sales and use tax would result in a combined state and local retail sales and use tax of six percent. One-half of the revenues generated would be deposited into a new special fund, the Supplemental Highway Construction and Maintenance Fund, and one-half of the revenues generated would be used in accordance with the general appropriation act for the provision of mental health services, public K through 12 education, and public higher education. Of the sales and use tax revenues deposited into the Supplemental Highway Construction and Maintenance Fund, $200 million each fiscal year would be used for the construction of secondary system roads. The remaining sales and use tax revenues deposited into the Fund would be distributed to the Highway Maintenance and Operating Fund to be used (i) to repair bridges that are structurally deficient or functionally obsolete and (ii) for maintenance of the Commonwealth's highways.
HB 1241	**Purkey**	**Motor fuels tax; required to be indexed starting on January 1, 2014.**	**H Finance, Sub #2**	**Subcommittee recommended laying on the table by voice vote.**	Requires that the motor fuels tax rate be indexed on January 1, 2014, and each year thereafter, to the average percentage change in the USDOT's Transportation Services Index for the 3 years ending October 31 of the year immediately preceding the affected year.
SENATE					
SB 162	**Peterson**	**Fuels taxes; indexing of tax rates.**	**S Finance**	**Incorporated in SB631 by Finance, 15-0**	Increases or decreases each year the rates of Virginia's fuels taxes using a fuel efficiency index. The bill would define the fuel efficiency index as the quotient that is obtained when using as the numerator the total annual vehicle miles traveled in the Commonwealth for the relevant year. The bill would establish 2007 as the base year for the fuel efficiency index. Thus, the percentage change in the fuel efficiency index between the current year and 2007, the base year, would determine the annual percentage increase or decrease in the rates of Virginia's fuels taxes. Each December the DMV Commissioner would compute the adjusted rates of fuels taxes.
SB 268	**Norment**	**Virginia Racing Commission; authorizes wagering on historical horse racing & allocation of proceeds.**	**S General Laws**	**Continued to 2013, 15-0**	Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with 50 percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining 50 percent distributed to other entities. In addition, the bill (i) requires an existing racetrack to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations.
SB 631	**Watkins**	**Motor fuels tax; required to be indexed starting on January 1, 2014.**	**S Floor**	**Stricken from Senate Calendar, 38-0**	Requires that the motor fuels tax rate be indexed each year to the percentage change in the USDOL's Producer Price Index for Other Nonresidential Construction from January 1 through December 31 of the year immediately preceding the affected year.
Transportation Allocation Formula Bills					
HOUSE					
HB 155	**Ware**	**Revenue sharing funds for highways; funds provided to localities are a grant, etc.**	**H Transportation, Sub #4**	**Subcommittee Recommended Laying on Table by voice vote**	Provides that funds provided to localities are a grant and that VDOT shall not have administrative oversight on local projects. Requires localities to certify in writing to VDOT that the funds were used as intended.
HB 427	**Bulova**	**Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.**	**H Approps, Sub Trans**	**Subcommittee Recommended Laying on Table by voice vote**	Provides that when allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by the Commonwealth, the Commonwealth Transportation Board shall consider achieving a minimal level of disparity among highway construction districts in meeting asset management standards. Prior to such allocation, the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district with an allocation of funds based entirely on specific asset management standards by highway construction district.
HB 477	**Albo**	**Interstate Highway System; allocation of funds for maintenance.**	**S Floor**	**Passed House, 73-27; Defeated by Senate, 17-23**	Provides that when allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways that the Commonwealth Transportation Board shall consider achieving a minimal level of disparity among highway construction districts. The bill also provides that the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district.
HB 542	**Poindexter**	**Highway maintenance projects; allows localities to use revenue-sharing funds.**	**H Transportation, Sub #3**	**No Action Taken**	Allows counties, cities, and towns to use "revenue-sharing funds" for highway maintenance projects.
HB 699	**Filler-Corn**	**Highway maintenance funds; allocation of funds.**	**H Transportation, Sub #3**	**Subcommittee Recommended Laying on Table by voice vote**	Provides that when allocating funds for the interstate system of highways, the primary system of state highways, and the secondary system of state highways maintained by the Commonwealth, the CTB shall consider achieving a minimal level of disparity among highway construction districts in meeting asset performance standards. Prior to such allocation, the Board shall release for public review a comparison of the proposed allocation of funds by highway construction district with an allocation of funds based entirely on specific asset performance standards by highway construction district.
HB 909	**Minchew**	**Highway maintenance and construction; allocation of funds.**	**H Transportation, Sub #4**	**Subcommittee Recommended Laying on Table by voice vote**	Prohibits allocation by the CTB of any funds in the Transportation Trust Fund for highway maintenance purposes.

2012 General Assembly Session Transportation Funding/Allocation Bills

HB 1039	**Keam**	**Highway maintenance payments; increased by Commissioner where traffic volumes exceed certain average.**	**H Transportation, Sub #1**	**No Action Taken**	Provides for increased highway maintenance payments by the Commissioner of Highways to municipalities where traffic volumes exceed the statewide average by more than 20%.
SENATE					
SB 213	**Barker**	**Highway maintenance; allocation of funds by CTB for maintenance of assets within Interstate System.**	**S Transportation**	**Continued to 2013, 15-0**	Provides that allocation of funds by the CTB for maintenance of assets within the Interstate System of Highways and the primary and secondary systems of state highways shall be based on achieving a minimal level of disparity among highway construction districts in meeting asset management standards.
Transportation Trust Fund Bills					
House					
HJ 71	**Watts**	**Constitutional amendment; Transportation Funds.**	**H Privileges and Elections**	**Left in Privileges and Elections**	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and Priority Transportation Fund. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for transportation systems and projects. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 plus 1 of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within 3 years. The amendment also limits the use of general and other non-transportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
HJ 90	**Comstock**	**Constitutional amendment; Transportation Funds.**	**H Privileges and Elections**	**Left in Privileges and Elections**	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 plus 1 of the members voting in each house, and the loan must be repaid with reasonable interest within 4 years.
Senate					
SJ 2	**Obenshain**	**Constitutional amendment; Transportation Funds (first reference).**	**S Privileges and Elections**	**Continued to 2013, 15-0**	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 plus 1 of the members voting in each house, and the loan must be repaid with reasonable interest within 4 years.
SJ 6	**Black**	**Constitutional amendment; Transportation Funds (first reference).**	**S Privileges and Elections**	**Continued to 2013, 15-0**	Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of 2/3 plus 1 of the members voting in each house, and the loan must be repaid with reasonable interest within 4 years.
Other Transportation Bills					
House					
HB 322	**Massie**	**Motor vehicle rental tax; exclusions from tax.**	**H Finance, Sub # 2**	**Subcommittee recommended laying on the table by voice vote**	Provides exclusions from the gross rental proceeds upon which the motor vehicle rental tax is imposed. The exclusions include cash discounts taken on a rental contract; finance, carrying, and other service charges; charges for motor fuels; charges for optional accidental death insurance; and other specified exclusions.

2012 General Assembly Session Transportation Funding/Allocation Bills

HB 542	**Poindexter**	**Highway maintenance projects; allows localities to use revenue-sharing funds.**	**H Trans, Sub. #3**	**Left in Transportation**	Allows counties, cities, and towns to use revenue-sharing funds for highway maintenance projects.
HB 778	**Tyler**	**Tolls; prohibits on Interstate 95 without approval of General Assembly.**	**H Trans, Sub. #4**	**Subcommittee recommended laying on the table by voice vote**	Prohibits tolling on I-95 without the approval of the General Assembly.
Senate					
SB 619	**Lucas**	**Commonwealth Tolling Assistance Program; established.**	**H Transportation**	**Passed Senate, 30-10; Tabled in H Transportation by voice vote**	Establishes a program that would allow certain low-income students to receive an electronic tolling transponder without paying a deposit. To be eligible, the student must attend a public institution of higher education in Virginia located within a planning district that is traversed by the Elizabeth River or the James River and that is adjacent to the Chesapeake Bay. Eligible students who receive the electronic tolling transponder may also submit toll receipts, on a quarterly basis, and receive reimbursement in their E-ZPass accounts. The bill is contingent upon an appropriation of General Funds.

4.B.

Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on TransAction 2040 (Agenda Item 4.B.)

DATE: March 8, 2012

The Authority will be briefed on the model run summary results from the approved project list prior to the public "open house" event scheduled for Wednesday, April 18, 2012, at the Mary Ellen Henderson Middle School in Falls Church at 6:30pm. Comments received during the open house event, along with input from the Subcommittee, will be incorporated in the revised project list, to the extent possible.

In May 2012, project stakeholders will review the second model-run output from Cambridge Systematics based upon the revised project list. Subsequently, other project deliverables, such as list of prioritized projects, will be reviewed by the Subcommittee, PCAC and the TAC.

The Authority is expected to adopt the TransAction 2040 update at the November 2012 meeting.

Below is the status of some of the major tasks:

- Identify Initial Project List (Completed)
- Establish Evaluation Framework (Completed)
- **Analyze Projects Using TPB Version 2.3 (Release 37) Model (Current)**
- Assign Ratings and Perform Preliminary Project Prioritization (Pending)
- Prepare LOS Maps (Pending)
- Issue Newsletter #1 and Conduct Public Open House (March-April)
- Determine Revised Project List (May)
- Perform Model Analysis of Revised Build Scenario (May-June)
- Finalize Project Prioritization (June-July)
- Issue Newsletter #2 and Prepare Final Reporting (July-September)

The Technical Advisory Committee has met and commented on the preliminary model run results as well as the draft newsletter. The Planning Coordination Advisory Committee is scheduled to meet at the end of March to provide input prior to the project Open House.

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the March 8, 2012 NVTA meeting to answer questions.

Attachments: a/s

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

TransAction 2040 Schedule

Date	Major Topic(s)
Sept. 2011	30th - Use most current available Version 2.3 for model run at this date (Release 28)
Oct. 2011	20th - Subcommittee conference call: revised project schedule / briefing to respective boards / revised project ratings / update on modeling / PCAC meeting date recommendations *28th – Note: Last date for transitioning model activity to focus on output processing (i.e., last start date for calculating quantitative project ratings and benefits; drafting LOS maps)*
Nov. 2011	4th - Submit a draft summary of the model results (tables and graphs) for all-project run compared with our CLRP run. Project ratings and benefits calculations and LOS maps will not be part of this package. 7th – Management conference call – discussion of draft summary model run results; scope for LOS maps; details on plans for generating project ratings *7th – Consultant Notified of Issue with Version 2.3 Release 28; suspended work that would require repeating* Obtain Conformity Release of model and initiate re-do of Existing 2007, CLRP 2040, and Build 2040 runs and associated post-processing (requires additional resources or in-kind contribution) *28th – Note: Last date for starting re-do of model application*
Dec. 2011	5th – TPB staff confirm 12/30 delivery plan for model results *30th – Note: Last date for transitioning model activity to focus on output processing (i.e., last start date for calculating quantitative project ratings and benefits; drafting LOS maps)*
Jan. 2012	6th - Submit a draft summary of the model results (tables and graphs) for all-project run compared with our CLRP run. Project ratings and benefits calculations and LOS maps will not be part of this package. 9th - Management conference call – discussion of draft summary model run results; scope for LOS maps; details on plans for generating project ratings 16th – Submit updated summary results (revised for technical corrections or adjusted presentation) 19th - Subcommittee meeting (Agenda: summary model results) *31st – Note: Last finish date for "Analysis of Model Output" subtask*

Date	Major Topic(s)
Feb. 2012	4th – Submit draft model output materials resulting from Jan. 31 completion and draft Newsletter #1 6th – Management conference call to discuss 8th - Subcommittee meeting (Agenda: quantitative and qualitative project ratings; Newsletter #1) 3rd week in February – TAC meeting (14, 15, 16) (project prioritization and quantitative and qualitative project ratings should be available; cost/benefit ratings will still be pending) 25th – Submit draft LOS maps 28th (Tuesday) – Management conference call to discuss draft LOS maps *29th – Note: Last finish date for "Development of LOS maps" and "Cost/Benefit Analysis for Prioritization" subtasks*
Mar. 2012	2nd – Deadline for any materials for distribution at NVTA meeting 3rd – Submit final draft LOS maps resulting from December completion; submit cost/benefit analysis 5th – Management conference call to discuss LOS Maps *Make Newsletter #1 Available in March* 8th – NVTA Meeting (brief on model run summary results) 12th – Management conference call to discuss upcoming meeting 15th – Subcommittee meeting date: LOS maps; cost/benefit analysis; preliminary prioritization; open house preparations; 24th – Submit draft Open House content and boards 26th – Conference call to discuss Open House plans
Apr. 2012	2nd to 6th – Spring Break 3rd or 5th - TAC/PCAC Meeting – discuss Open House content (exact date TBD) Mid-Month Open House (10th, 11th, or 12th) 19th – Subcommittee meeting: preliminary second model run project list
May. 2012	*9th – Note: Brief Marty Nohe by this date* 10th – NVTA Meeting (brief on open house comments; final 2nd model run project list) 17th – Subcommittee meeting: open house debrief; progress update

Date	Major Topic(s)
	26th – Submit draft Newsletter #2
Jun. 2012	8th - Second model run complete; begin analysis of second model run output; commence project rating and prioritization update 18th – Management conference call to discuss subcommittee meeting 21st – Subcommittee meeting: progress report; summary model run information; finalize Newsletter #2
July 2012	14th – Analysis of model output complete 16th – Management conference call to discuss model output and meeting *Make Newsletter #2 Available in July* 19th - Subcommittee meeting: second model run results; project rating updates; preliminary draft deliverables PCAC / TAC meetings – possible dates July 24, 25, 26th
Aug. 2012	11th - Preliminary deliverables submitted 13th – Management conference call to discuss deliverables and meeting 16th – Subcommittee meeting: draft plan; draft final deliverables
Sep. 2012	8th – Final deliverables submitted 10th – Management conference call to discuss deliverables 17th – Management conference call to discuss subcommittee meeting 20th – Subcommittee meeting: final plan
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Dec. 2012	31st – Contract End

Attachment II – Recommended TransAction 2040 Scoring and Weighting Process (Weight Varies by the Number of PECs Under Each Goal)

Weighting		
Performance Evaluation Criteria (PEC)	**TransAction 2040 Performance Measure**	**Weighting (100 Points)**
GOAL: Provide an integrated, multi-modal transportation system		**20**
Freight Movement	Project improves the capacity, reliability of freight while also improving other impacted systems such as highways or passenger rail	7
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable environment	7
Multi-modal Choices	Project creates multimodal choice for travelers as indicated by increases in non-SOV mode share	3
	Project creates multimodal choice for travelers as indicated by increases in transit capacity	3
GOAL: Provide responsive transportation service to customers		**47**
Urgency	Project addresses existing significant Level of Service (LOS) deficiencies for all modes of transportation	3
	Project addresses existing structural and maintenance deficiencies for all modes of transportation	3
Project Readiness	Project is able to be readily implemented as indicated by percent environmental clearance complete; percent preliminary engineering complete; or other factors (e.g., right-of-way acquired)	7
Reduce VMT	Project effects on vehicle miles traveled	7
Safety	Project improves the safety of the transportation system	7
Person Throughput	Project provides for increased person-capacity within a corridor as indicated by increases in person miles traveled by non-SOV modes	3
	Project provides for increased person-capacity within a corridor as indicated by increases in person miles traveled by SOV mode	3
Reduce Roadway Congestion	Project reduces roadway congestion	7
Reduce Time Spent Traveling	Project reduces person hours traveled	7
GOAL: Respect historical and environmental factors		**7**
Environmental Sensitivity	Project right-of-way impacts on sensitive areas	7
GOAL: Maximize community connectivity by addressing transportation and land use togethe		**13**
Activity Center Connections	Project improves connections between multiple Activity Centers	7
Land Use Supports Transportation Investment	Project is supported by land use plan	7
GOAL: Incorporate the benefits of technology		**7**
Management and Operations	Project improves the management and operation of existing facilities through technology applications	7
GOAL: Identify funding and legislative initiatives needed to implement the Plan		**7**
Cost Sharing	Project improves private or other outside funding	7
Project Score		*100*

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TransAction 2040 - Project List

Draft as of 6/23/2011

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	City of Alexandria	Highway	King/Quaker/Braddock intersection improvements	reconstruct	King/Quaker/Braddock intersection	
Dulles/VA 7	Fairfax County DOT and City of Falls Church	Transit	Light rail (VA 7 corridor)	construct	Tysons Corner	Baileys Crossroads / Skyline
Dulles/VA 7	Fairfax County DOT	Highway	Soapstone Drive, Sunrise Valley Dr to VA 675 (Sunset Hills Rd) VA 267 (DTR) Crossing (Tysons)	construct, reconstruct bridge	Sunrise Valley Drive	VA 675
Dulles/VA 7	Fairfax County DOT	Highway	Tysons Corner Grid of Streets (Tysons)	construct	Tysons	Corner
Dulles/VA 7	Fairfax County DOT	Transit	Tysons Corner Transit Circulator System (Tysons)	implement	Tysons	Corner
Dulles/VA 7	Fairfax County DOT	Highway	VA 267 (Dulles Toll Road) (Tysons)	construct interchanges	@Greensboro, @Boone,	and/or @Jones Branch
Dulles/VA 7	Fairfax County DOT	Highway	VA 267 (Dulles Toll Road) (Tysons)	construct	Hunter Mill Road	Greensboro Drive Ext
Dulles/VA 7	Fairfax County DOT	Bicycle/Pedestrian	VA 7	construct	Leesburg	Alexandria
Dulles/VA 7	Fairfax County DOT	Highway	VA 7 (Leesburg Pike) Widening (Tysons)	widen	I-495	City of Falls Church
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Dulles Greenway	widen	Leesburg Bypass	Route 28
Dulles/VA 7	Loudoun County	Transit	Gateway (west of Round Hill, west of Hillsboro and north Lucketts) Park & Ride Lots on three sites.	construct	Three separate lots. One west of Round Hill (Route 7), the second west of Hillsboro (Route 9) and the third north of Lucketts (Route 15)	
Dulles/VA 7	Loudoun County	Transit	Phase III Bus Service Integrated with Metro Rail which includes local, express, inter-county, commuter and demand-response bus services	implement		
Dulles/VA 7	Loudoun County	Transit	Phase III Park & Ride Lots on three sites. (Area of Route 50 east of Route 606, Route 659 north of Route 7 and in the vicinity of Russell Branch Parkway and Loudoun County Parkway.)	construct	Three separate lots. One in the vicinity of Route 50 east of Route 606, the second in the vicinity of Route 659 north of Route 7 and the third in the vicinity of Russell Branch Parkway and Loudoun County Parkway.	
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Route 7	widen	West Market Street interchange	Route 9
Dulles/VA 7	Town of Herndon	Highway: Urban	East Elden Street	reconstruct	Fairfax County Parkway	Monroe Street
Dulles/VA 7	Town of Herndon	Highway: Urban	Elden Street (downtown Elden Street)	reconstruct	Monroe Street	Center Street
Dulles/VA 7	Town of Herndon	Highway	Herndon Parkway / Dulles Metrorail Multimodal Access Improvements (from Van Buren Street to Spring Street)	construct	Van Buren Street	Spring Street
Dulles/VA 7	Town of Herndon	Highway: Urban	South Elden Street	reconstruct	Herndon Parkway	Sterling Road
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	Sugarland Run Trail to Metrorail	construct	Section of Spring Street (south) from the Fairfax Co. Parkway	Sunset Hills Rd interchange to the Herndon Parkway/Spring St. intersection.

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	Town of Herndon	Highway	Van Buren Street (south) Improvements (from Van Buren Street / Herndon Parkway intersection to Monroe Street Bridge)	construct	Van Buren Street (south) from the Monroe Street Bridge	Van Buren St./Herndon Parkway intersection
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	Van Buren Street Trail to Metrorail (extension from Folly Lick Trail)	construct	Van Buren Street/Worldgate Drive intersection	Pedestrian access pavilion of the future Dulles Metrorail Station
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	W&OD Trail Crossing at Crestview Drive - Bridge Overpass	construct	Bridge overpass at the W&OD	Crestview Drive Trail crossing (north of Herndon Parkway)
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 15 Bypass	construct interchange	Battlefield Parkway	Battlefield Parkway
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 7	construct interchange	Battlefield Parkway	Battlefield Parkway
Dulles/VA 7	VDOT	Highway	Route 7	widen	Patrick Henry Dr.	Columbia Pike / Baileys Cross Roads
Dulles/VA 7	VDOT	Highway	Route 7	widen	Fairfax Co. Pkwy.	Dulles Toll Road
Dulles/VA 7	VDOT	Highway	Route 7 (Harry Byrd Highway)	widen	ECL Purcelville	Route 15
Dulles/VA 7	VDOT	Highway	Route 7 (Market Street East)	widen	Battlefield Pkwy	ECL Leesburg
Fairfax County Pkwy	Fairfax County DOT	Highway	US 1 (Richmond Highway) / VA 7100 (Fairfax County Parkway) Interchange (BRAC)	construct interchange	US 1	VA 7100
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 638 (Rolling Road) Widening (Fullerton Rd to DeLong Dr)	widen	Fullerton Road	DeLong Drive
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 638 (Rolling Road) Widening (VA 7100 to VA 644) (BRAC)	widen	VA 7100	VA 644
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 7100 (Fairfax County Parkway) / Kingman Road Interchange (BRAC)	construct interchange	VA 7100	Kingman Road
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 7100 (Fairfax County Parkway) Widening (VA 123 to Sydenstricker)	widen	VA 123	Sydenstricker Road
Fairfax County Pkwy	Fairfax County DOT	Transit	VA 7100 Priority Bus	implement	Herndon-Monroe Park-and-Ride	U.S. Route 1 - Fort Belvoir
Fairfax County Pkwy	VDOT	Highway	Route 7100 (Fairfax County Parkway HOV)	widen	Franconia Springfield Parkway	Route 7
Fairfax County Pkwy	VDOT	Highway	Route 7900 (Franconia Springfield Parkway)	widen	Route 638 (Rolling Rd)	I-95
I-495	City of Alexandria	Bicycle/Pedestrian	Alexandria - Local	construct	Holland Ave	Holland Ave
I-495	City of Alexandria	Highway	Duke Street Complete Street	reconstruct		
I-495	City of Alexandria	Highway	South Van Dorn Street Improvements at the City Limits	construct	S Van Dorn St / Van Dorn Metrorail Station	I-495
I-495	City of Alexandria	Transit	Transit Corridor B / Duke Street	construct	Old Town	Western City limit with Fairfax County
I-495	City of Alexandria	Transit	Transit Corridor B / Duke/Eisenhower E-W corridor	implement	Old Town	Western City limit with Fairfax County
I-495	Fairfax County DOT	Bicycle/Pedestrian	Backlick Run Trail	construct	Backlick Road	Clermont Avenue
I-495	Fairfax County DOT	Bicycle/Pedestrian	Beltway Trail (Fairfax Co.)	construct	Dolley Madison Boulevard	Live Oak Drive
I-495	Fairfax County DOT	Transit	I-495	implement	Tysons Corner	Franconia-Springfield Metro; Ft.Belvoir (EPG) & Lorton; Burke Centre; Huntington Metro (4 routes)
I-495	Fairfax County DOT	Highway	I-495 Auxilliary Lane	reconstruct	VA 7	I-66
I-495	Fairfax County DOT	Bicycle/Pedestrian	Potomac Heritage Trail	construct	Northern End of Beltway Trail	American Legion Bridge
I-495	Fairfax County DOT	Highway	Scotts Crossing Connector (Tysons)	construct	Jones Branch Drive	Scotts Crossing Road
I-495	Fairfax County DOT	Highway	VA 613 (Van Dorn Street) / VA 644 (Franconia Road) Interchange (BRAC)	construct interchange	VA 613	VA 644

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-495	Fairfax County DOT	Bicycle/Pedestrian	VA 617 (Backlick Road)	construct	Lee Highway	Capital Beltway
I-495	WMATA	Transit	Fixed Guideway Connection from Eisenhower Avenue Metrorail to Branch Avenue Metrorail	construct	Eisenhower Avenue Metrorail	Branch Avenue Metrorail
I-495	WMATA	Transit	Metrorail Circumferential	construct	Dunn Loring	Bethesda
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - I-66/US 29/US 50 Corridor	construct	Countywide (potentially region-wide)	
I-66/US 29/US 50	Arlington County	Transit	Ballston-MU Station West Entrance Study	construct	Fairfax Drive @ Glebe	Fairfax Drive @ Vermont
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: I-66/US 29/US 50	implement	Countywide (potentially region-wide)	
I-66/US 29/US 50	Arlington County	Highway	Clarendon Circle intersection improvements	construct	Intersection of Clarendon, Wilson, Washington Boulevards	
I-66/US 29/US 50	Arlington County	Transit	Courthouse Metrorail Station Access Improvement	construct	Courthouse Metrorail Station	
I-66/US 29/US 50	Arlington County	Transit	East Falls Church Multimodal Station	construct	Fairfax Drive @ Lee Highway	Fairfax Drive @ Washington Blvd
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Rosslyn Circle	construct	Fort Myer Drive, Lynn Street and Lee Highway between the Key Bridge and the eastbound lanes of Lee Highway.	
I-66/US 29/US 50	Arlington County DOT	Highway: Primary Arterial	US 29/Lee Highway	reconstruct	North Quincy Street	North Kenmore Street
I-66/US 29/US 50	Arlington County DOT	Highway: Primary Arterial	US 50 - Median Barrier	reconstruct	North Jackson Street	Fillmore Street
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Chain Bridge Road Bridge Replacement	reconstruct	Route 123 bridge over the Accotink Creek	
I-66/US 29/US 50	City of Fairfax	Highway	Fairfax Boulevard Repaving from Rebel Run to Eaton Place	reconstruct	Intersection of Route 50/Rebel Run	Intersection of Route 50/Eaton Place
I-66/US 29/US 50	City of Fairfax	Highway	Fairfax Boulevard/Jermantown Road Intersection Improvements	construct	Intersection of Route 50/Jermantown Road	Intersection of Route 50/Bevan Drive
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Jermantown Road/Route 50 Widening and Intersections Improvements	widen	Bevan Drive	Jermantown Road
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Northfax Storm Drainage and Intersection Improvements	construct	Intersection of Routes 29, 50, and Route 123	Intersection of Route 29,50 to Eaton Place
I-66/US 29/US 50	City of Fairfax	Highway: Urban	US 29 Spot Improvements (City of Fairfax)	widen	Intersection of Routes 29, 50, and 236	
I-66/US 29/US 50	City of Falls Church	Transit	City of Falls Church Intermodal Transit Plaza	construct	S. Washington Street	Hillwood Avenue
I-66/US 29/US 50	City of Falls Church	Bicycle/Pedestrian	City of Falls Church Pedestrian, Bicycle and Traffic Calming Improvements	construct	Citywide	Citywide
I-66/US 29/US 50	Fairfax County DOT	Highway: Urban	US 29	widen	I-495	City of Falls Church city limits
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	I-66	construct	Sully Road	Paddington Lane
I-66/US 29/US 50	Fairfax County DOT	Highway: Interstate	I-66 Interchange	reconstruct	I-66	Route 29
I-66/US 29/US 50	Fairfax County DOT	Highway: Interstate	I-66 Interchange	reconstruct	Multiple Interchanges	Multiple Interchanges
I-66/US 29/US 50	Fairfax County DOT	Transit	Priority Bus (US 50)	implement	Chantilly	Fairfax City (GMU)
I-66/US 29/US 50	Fairfax County DOT	Transit	Priority Bus (US 50)	implement	Fair Oaks Mall	Ballston Metro then Washington (DRPT I-66 Study)
I-66/US 29/US 50	Fairfax County DOT	Transit	U.S. Route 29	implement	Fair Oaks Mall	District of Columbia

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-66/US 29/US 50	Fairfax County DOT	Highway: Primary Arterial	US 29	widen	I-495	VA 7
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	US 29 (Lee Highway)	fill in two segments	Dixie Hill Road	Vietch Street
I-66/US 29/US 50	Fairfax County DOT	Highway	US 29 (Lee Highway) Widening	widen	VA 609	VA 665
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	US 50 (Arlington Blvd.)	construct	Nutley Street	Arlington Road
I-66/US 29/US 50	Fairfax County DOT	Highway	US 50 / VA 665 (Waples Mill Road)	construct interchange	US 50	VA 665
I-66/US 29/US 50	Prince William County	Highway	Haymarket Bypass/Somerset Crossing Dr	construct	Djames Madison Hwy (Rt 15)	Lee Hwy (Rt 29)
I-66/US 29/US 50	Prince William County	Highway	John Marshall Highway	widen	Thoroughfare Rd	Lee Highway
I-66/US 29/US 50	Prince William County	Highway	Lee Highway (Route 29)	widen, reconstruct	Fairfax County Line	Fauquier County Line excluding the segment between Joplin Road to Featherstone Rd
I-66/US 29/US 50	Prince William County	Highway	Route 29-Alternate Route	construct	Fairfax County Line	Fauquier County Line excluding the segment between Joplin Road to Featherstone Rd
I-66/US 29/US 50	Prince William County	Highway: Primary Arterial	US 29	widen	Fauquier/PW Line	Virginia Oaks Dr
I-66/US 29/US 50	Prince William County	Highway: Primary Arterial	US 29 Interchange	construct	US 29	US 15
I-66/US 29/US 50	PRTC	Transit	Express Bus Service	implement	Gainesville/Manassas	Washington
I-66/US 29/US 50	VDOT	Highway	Route 29 (Lee Highway)	widen	ECL City of Fairfax	WCL City of Falls Church
I-66/US 29/US 50	VDOT	Highway	Route 29 corridor (Lee Highway)	Reconstruct or widen	Route 309 South	Kenmore St.
I-66/US 29/US 50	VDOT	Highway	Route 50 (John S. Mosby - Lee Jackson Highway)	widen	Rt 616 (Fleetwood Rd)	Rt 661 (Lee Rd)
I-66/US 29/US 50	VDOT	Highway	Route 50 (Lee Jackson Highway)	widen	I-66	Route 7
I-66/US 29/US 50	VRE	Transit	VRE Parking Improvements (Manassas Line)	Add 2,900 parking spaces	Manassas Line	
I-66/US 29/US 50	VRE	Transit	VRE Gainesville/Haymarket Service Extension	construct	On NS B Line – project to extent VRE service to Gainesville and Haymarket	
I-66/US 29/US 50	WMATA	Transit	Metrorail (I-66 Corridor)	construct	Vienna-Fairfax/GMU Metrorail	Centreville
I-66/US 29/US 50	WMATA	Transit	Metrorail Orange Line extension to Gainesville	construct	I-66 @ VA 28	I-66 @ US 29
I-66/US 29/US 50	VDOT	Highway	I-66 Active Traffic Management Initiative	implement	I 66 @ US 29 in Centreville	I-66 @ I-495 in Falls Church
I-66/US 29/US 50	VRE	Transit	VRE Manassas Line Station Platform Expansion	reconstruct	VRE Broad Run, Manassas, Manassas Park, Burke Centre, Rolling Rd. and Backlick Rd. stations on the Manassas Line	
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - I-95/I-395/US 1 Corridor	construct	Countywide (potentially region-wide)	
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: I-95/I-395/US 1	implement	Countywide (potentially region-wide)	
I-95/I-395/US 1	Arlington County	Highway	Clark / Bell realignment	reconstruct	12th St	24th St
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Crystal City bike/ped improvements	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Bus Station	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Circulator	implement	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Metrorail Station Second Entrance	construct	Crystal City Metrorail Station	
I-95/I-395/US 1	Arlington County	Highway	Crystal City street grid improvements	construct	Crystal City activity center	

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Arlington County	Highway	Crystal Drive / Rt 1 intersection	construct	Crystal Dr	Rt 1
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Alexandria - Local	construct	Alexandria	Alexandria
I-95/I-395/US 1	City of Alexandria	Transit	CC-PY Transitway	construct	Braddock Road Metro Station	Arlington County Line at Potomac Yard
I-95/I-395/US 1	City of Alexandria	Transit	DASH Bus Service Enhancements System-Wide	implement	Mark Center, Potomac Yard, Eisenhower Ave, Beauregard Street	
I-95/I-395/US 1	City of Alexandria	Transit	Expanded Trolley / Circulator / Transit Service	implement	Del Ray, Old Town, North Old Town	
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Holmes Run Bike Trail Construction	reconstruct	Holmes Run Greenway	North Ripley Street
I-95/I-395/US 1	City of Alexandria	Transit	King Street Metro Parking Lot and Bus Lane Configuration and Multi-Modal Access	construct	King Street Metro Station	
I-95/I-395/US 1	City of Alexandria	Transit	Multi-Modal bridge from Van Dorn Metro to Pickett Street	construct	North Potomac Yard	South of Four Mile Run
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Trail along Metrorail	construct	Cameron St	Crystal City
I-95/I-395/US 1	City of Alexandria	Transit	Transit Corridor 'A' Conversion to Streetcar	reconstruct	Alexandria/Arlington Border	Braddock Road Metrorail Station
I-95/I-395/US 1	City of Alexandria	Transit	Transit Corridor C / Beauregard / Van Dorn Street	construct, widen	Van Dorn / Beauregard Corridor b/t Metro Station & Arlington County	
I-95/I-395/US 1	City of Alexandria	Intelligent Transportation Systems	Transportation Technologies/ITS	implement		
I-95/I-395/US 1	Fairfax County DOT	Highway	Frontier Drive Extension	construct, widen	VA 7900	Loisdale Road
I-95/I-395/US 1	Fairfax County DOT	Highway: Interstate	I-95 (SOV)	construct	I-95	Franconia-Springfield Parkway (Route 7900)
I-95/I-395/US 1	Fairfax County DOT	Highway	I-95 / VA 7100 (Fairfax County Parkway) Interchange Improvements (BRAC)	reconstruct, widen interchange	I-95	VA 7100
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	South County East-West Trail	construct	Manassas/Clifton	I-395
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	US 1	construct	Stafford County Line	I-95/495
I-95/I-395/US 1	Fairfax County DOT	Highway	US 1 (Richmond Highway) / VA 611 (Telegraph Road) Interchange (BRAC)	construct interchange	US 1	VA 611
I-95/I-395/US 1	Fairfax County DOT	Highway: Primary Arterial	US 1 Interchange	construct	@ Huntington Ave/Fort Hunt Rd	
I-95/I-395/US 1	Fairfax County DOT	Highway: Primary Arterial	US 1 Interchange	construct	U.S. Route 1	Fairfax County Parkway (Route 7100)
I-95/I-395/US 1	Fairfax County DOT	Transit	US 1 Transit Study and Alternatives Analysis	study	Quantico	Huntington
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	VA 611 (Telegraph Road)	construct	Richmond Highway	Kings Highway
I-95/I-395/US 1	Fairfax County DOT	Highway	VA 611 (Telegraph Road) Widening (BRAC)	widen	VA 636	VA 633
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Central PWC to Alexandria	implement	Central County (PW Pkwy & McCoart)	Alexandria
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Lake Ridge to Seminary Road	implement	Lake Ridge (Old Bridge / Minnieville Roads	Mark Center in Alexandria
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Woodbridge to Merrifield	implement	Eastern Prince William County (Woodbridge/Dale City)	Merrifield
I-95/I-395/US 1	Prince William County	Highway	Bonita Fitzgerald Drive	widen	Dale Blvd	Cardinal Drive
I-95/I-395/US 1	Prince William County	Highway	Cardinal Drive	widen	Minnieville Road	Jefferson Davis (Route 1)
I-95/I-395/US 1	Prince William County	Highway	Caton Hill Road	widen	Minnieville Rd	Prince William Parkway

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Prince William County	Highway	Dale Boulevard	widen	Hoadly Road	Route 1
I-95/I-395/US 1	Prince William County	Highway	Giedeon Drive	widen	Dale Blvd	Smoketown Road
I-95/I-395/US 1	Prince William County	Highway	Gordon Boulevard	widen	Fairfax County	Express Drive/Belmont Bay Drive
I-95/I-395/US 1	Prince William County	Highway	Jefferson Davis Highway (Route 1)	widen	Fairfax County Line	Stafford County Line excluding the segment between Joplin Road to Featherstone Rd
I-95/I-395/US 1	Prince William County	Highway	Neabsco Mills Road	widen	Opitz Blvd	Route 1
I-95/I-395/US 1	Prince William County	Highway	Opitz Boulevard	widen	Gideon Blvd	Route 1
I-95/I-395/US 1	Prince William County	Highway	River Heritage Boulevard	widen	Route 1	Harbor Station Parkway
I-95/I-395/US 1	Prince William County	Highway	Summit School Road	widen	Minnieville Road	Telegraph Road
I-95/I-395/US 1	Prince William County	Highway	Telegraph Road	widen	Caton Hill Road	Opitz Boulevard
I-95/I-395/US 1	VDOT	Highway	Route 1 (Richmond Highway)	widen	Route 1 @ Route 235 North (Mount Vernon Highway)	Route 1 @ Alexandria City Limits
I-95/I-395/US 1	VRE	Transit	VRE Fredericksburg Line Station Platform Expansion	reconstruct	VRE Rippon, Woodbridge, and Lorton on the Fredericksburg Line	
I-95/I-395/US 1	VRE	Transit	VRE Alexandria Station Pedestrian Tunnel	construct	VRE Alexandria Station	
I-95/I-395/US 1	VRE	Transit	VRE Crystal City Station Reconstruction	construct	VRE Crystal CitySstation	
I-95/I-395/US 1	VRE	Transit	VRE Parking Improvements (Fredericksburg Line)	Add 1,100 parking spaces		
I-95/I-395/US 1	WMATA	Transit	Metrorail	extension	Franconia-Springfield Metrorail	Potomac Mills
I-95/I-395/US 1	WMATA	Transit	Relocated Yellow Line	construct	Pentagon Metrorail	10th & M Streets, NW
I-95/I-395/US 1	Prince William County	Highway	Harbor Station Parkway	construct	Jefferson Davis Highway/Route 1	Cherry Hill Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway: Primary Arterial	Godwin Drive	widen	Sudley Road	VA 28
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway	Prince William Parkway Flyover Bridge	reconstruct interchange	Prince William Parkway	Liberial Ave
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway	Prince William Parkway Interchange	reconstruct interchange	VA Route 28	Godwin Drive
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	Claiborne Parkway	construct	Loudoun County Parkway	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Transit	Leesburg North Park & Ride Lot	construct	North Leesburg with direct or indirect access to Route 15 anticipated.	
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	Tri-County Parkway - Loudoun Facility	construct	Braddock Road	Fairfax County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	VA 659 (Belmont Ridge Road)	construct	Route 7 (Harry Byrd Highway)	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	VA 772 (Ryan Road)	construct	Belmont Ridge Road	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Bicycle/Pedestrian	Godwin Drive	construct	Nokesville Rd	Sudley Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	James Madison Highway	widen	Loudoun County CL	Lee Highway (Route 29)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Manassas Battlefield Bypass	construct	Rte 234 Bypass-North	Fairfax County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Prince William Parkway	construct	Nokesville Rd	Dumfries Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Route 234 Bypass North	construct	Loudoun County Line	I-66

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Tri-County Parkway - Prince William Facility	construct	Braddock Rd	Sudley Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway: Primary Arterial	VA 234 Interchange	construct	VA 234 Bypass	Liberia Ave/VA 3000
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	VDOT	Highway	Loudoun County Parkway (extension)	construct	Route 621 (Evergreen Mills Rd	Route 772 (Ryan Rd)
Other	Arlington County	Intelligent Transportation Systems	Traffic System and Technology Enhancement - Smart Traffic Signal System	implement		
Other	Arlington County	Transportation Demand Management	Arlington County Commuter Services - Base Program Growth	implement		
Other	Arlington County	Transportation Demand Management	Arlington County Commuter Services - Major Enhancements	implement		
Other	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - Other Corridor	construct	Countywide (potentially region-wide)	
Other	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: Other Corridor	implement	Countywide (potentially region-wide)	
Other	Arlington County	Intelligent Transportation Systems	Transportation System Management (TSM) & Communication Upgrade	implement	Countywide	
Other	Fairfax County DOT	Bicycle/Pedestrian	Fairfax County	construct	Miscellaneous	
Other	Fairfax County DOT	Transit	Priority Bus (VA 236)	implement	Alexandria City Limits	Fairfax City (GMU)/Pentagon Metro (Two Branches)
Other	Fairfax County DOT	Highway	US 50 / VA 645 (Stringfellow Road) Interchange	construct interchange	US 50	VA 645
Other	Fairfax County DOT	Highway: Primary Arterial	VA 123 Interchange	construct	@ Braddock Rd	
Other	Fairfax County DOT	Highway	VA 123 Widening (Tysons)	widen	VA 7	Old Courthouse Road
Other	Fairfax County DOT	Bicycle/Pedestrian	VA 638 (Rolling Road)	construct	South County East-West Trail	I-95
Other	Prince William County	Bicycle/Pedestrian	Gordon Blvd	construct	US 1	Commerce St
Other	Prince William County	Bicycle/Pedestrian	John Marshall Highway	construct	I-66	Lee Highway
Other	Prince William County	Bicycle/Pedestrian	Old Bridge Road	construct	Prince William Parkway	Poplar Lane
Other	Prince William County	Bicycle/Pedestrian	VA 784 (Dale Blvd.)	construct	Delany Rd	US 1
Other	WMATA	Transit	100% 8-Car Trains	expand	n/a	n/a
Other	WMATA	Transit	Farragut North/Farragut West Pedestrian Connection	construct	Farragut West Metrorail	Farragut North Metrorail
Other	WMATA	Transit	Gallery Place/Metro Center Pedestrian Connection	construct	Gallery Place - Chinatown Metrorail	Metro Center Metrorail
Other	WMATA	Transit	Interline connection between Courthouse Metrorail & Arlington Cemetery Metrorail	construct	Courthouse Metrorail	Arlington Cemetery Metrorail
Other	WMATA	Transit	Metrobus Fleet Expansion	expand	n/a	n/a
Other	WMATA	Transit	Relocated Blue Line	construct	Arlington Cemetery Metrorail	Anacostia bridge crossing
Other: Project is located in Woodbridge VA near Route 1	Prince William County	Highway	Belmont Bay Drive	construct	Gordon Blvd.	Palisades St.
Other: Route 123	VDOT	Highway	Route 123 (Chain Bridge Road)	widen	NCL Fairfax City	SCL Town of Vienna
Other: Route 123	VDOT	Highway	Route 123 (Gordon Blvd)	widen	Route 123 @ Route 1	Route 123 @ I-95 Overpass
Other: Route 123	VDOT	Highway	Route 123 (Ox Road)	widen	Davis Drive	SCL Fairfax City
Other: Rt 15	VDOT	Highway	Widen Route 15	widen	VA 234	Loudoun County line
Other: Western Transportation Corridor	2040 Subcommittee	Highway	Construct a Western Transportation Corridor	construct	I-95	I-270 in Maryland

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Other: Eastern Potomac River Crossing	2040 Subcommittee	Highway / Bridge	Construct Eastern Potomac River Crossing	construct	I-95 (Prince William/ Stafford County)	US 301 in Maryland
Prince William Pkwy	City of Manassas	Highway	Dumfries Road	widen	Hastings Drive	Manassas City Line
Prince William Pkwy	Prince William County	Highway	Dumfries Road	widen	Brentsville Road	Route 1
Prince William Pkwy	Prince William County	Highway	Prince William Parkway	widen	Liberia Avenue	Hoadly Road
Prince William Pkwy	Prince William County	Highway	Prince William Parkway/Route 3000	widen	Minnieville Road	Jefferson Davis (Route 1)
Prince William Pkwy	Prince William County	Highway	Smoketown Road	widen	Minnieville Road	Gideon Drive
Prince William Pkwy	VDOT	Highway	Route 234 (Dumfries Rd)	widen	Rt. 1450 (Country Club Dr.)	Rt. 234 Business
Tri-County Parkway/Loudoun County Parkway/VA 234/Route 659	Loudoun County	Highway: Secondary Major Collector	Loudoun County Parkway	widen	Arcola Boulevard	Route 50
VA 28	City of Manassas	Highway: Urban	Liberia Avenue	widen	VA Route 28	Norfolk Southern Railroad
VA 28	City of Manassas	Highway	Wellington Road Overpass (Phase III of Railroad Realignment)	construct	Dean Drive	Prince William Street
VA 28	Fairfax County DOT	Transit	Light Rail (Route 28)	construct	Manassas	Dulles Airport
VA 28	Fairfax County DOT	Bicycle/Pedestrian	VA 28 (Sully Road)	construct	Walney Road	Dulles Toll Road
VA 28	Fairfax County DOT	Highway	VA 28 (Sully Road) Widening	widen	I-66	Loudoun County
VA 28	Fairfax County DOT	Highway: Primary Arterial	VA 28 Interchange	construct	@ New Braddock Rd	
VA 28	Fairfax County DOT	Highway	VA 608 (Frying Pan Road) Widening	widen	VA 28	VA 657
VA 28	Fairfax County DOT	Highway	VA 657 (Centreville Road) Widening	widen	VA 608	US 50
VA 28	Loudoun County	Bicycle/Pedestrian	Atlantic Boulevard	construct	Harry Byrd Highway (Rt. 7)	Church Road (Rt. 625)
VA 28	Loudoun County	Highway: Primary Arterial	Route 28	widen	Route 606	Loudoun Cty./Fairfax Cty. line
VA 28	Loudoun County	Bicycle/Pedestrian	VA 636 (Shaw Road)	construct	WE & OD Trail	Dulles Toll road
VA 28	Prince William County	Highway	Balls Ford Road	widen	Wellington Road	Sudley Road
VA 28	Prince William County	Highway	Bristow Road	widen	Nokesville Road	Dumfries Road
VA 28	Prince William County	Highway	Devlin Road	widen	Linton Hall Road	Wellington Road
VA 28	Prince William County	Highway	Fleetwood Drive	widen	Fauquier County Line	Aden Road
VA 28	Prince William County	Highway	Nokesville Road Widening	widen	Vint Hill Road	Fauquier County Line
VA 28	Prince William County	Highway	Prince William Parkway/Route 234	widen	I-66	Brenstville Road
VA 28	Prince William County	Highway	Sudley Road (Rte 234 Business)	widen	I-66	Manassas City Line
VA 28	Prince William County	Highway	Vint Hill Road	widen	Fauquier County Line	Nokesville Road
VA 28	Town of Herndon	Highway	Sterling Road Improvements (from Sterling Road/Herndon Parkway intersection to Sterling Road/Rock Hill Road intersection)	reconstruct	Sterling Road/Herndon Parkway intersection	Sterling Road/Rock Hill Road intersection
VA 28	VDOT	Highway	Route 28 (Centreville Road)	widen	NCL Liberia Avenue	Route 29
VA 28	VDOT	Highway: Primary Arterial	VA 28	widen	Dulles Toll Road	Route 606
VA 28	VDOT	Highway: Primary Arterial	VA 28	widen	I-66	Fairfax County Line
VA 28	VRE	Transit	VRE Service Extension to Fauquier County	construct	On MS mainline – project to extend VRE service south in PWC to Fauquier County line	

COMMENTS ON MODEL RESULTS
Bob Dunphy
Member, NVTA TAC, Feb 30, 2012

The vast amount of information here presents a dual challenge - telling the story of the model results; and explaining what it means. The four page summary tells the story efficiently, and as much as it would be nice to elaborate, this level of detail is appropriate. It would still be useful to have a summary paragraph that goes something like this.

> "The population of Northern Virginia is expected to grow by X, with even faster job gains of Y, resulting in an increase of Z in daily trip origins and Q in traffic growth. Transit ridership is projected to be R. Existing Regional plans, limited to available funding, show an expansion of S in road capacity and T in transit service. While these plans show significant expansion of HOV and transit, it will not be enough to overcome the growth in traffic, resulting in a future with much greater traffic congestion today, and lower levels of accessibility to jobs. Peak hour traffic congestion would grow for all of the major corridors except I-66 and the Beltway. One bright spot however, is that transit improvements and a greater emphasis on transit oriented development mean access by transit to regional jobs, even with growing levels of road congestion, will be maintained. A much more ambitious plan called Transportation 2040, will expand the road system by U, and transit by V. These additional projects would in most cases, reduce congestion levels below those experienced under the smaller plan, but road congestion would still be worse than today. Highway access to jobs would improve compared to the constrained scenario, but be 40% lower than today for Northern Virginia. Closer in suburbs would experience the greatest loss in accessibility, but would still enjoy better access than outer suburbs; i.e. Arlington would be 6X Prince William. Access by transit would improve marginally, reaching and (except for Alexandria) exceeding today's levels."

What does it mean?

It would be nice to have all of the metrics embedded above to get an overview of the interaction between growth, traffic, plans, and outcomes. Transit is a bright spot, and perhaps that should be the central message at a time when we are emphasizing transit improvements, and transit as focus of growth. For those left on the roads, the message is a difficult one. The Build scenario will improve things compared to the plan, but either way traffic is going to be worse. Try to make the case for 2040 to the tea party, or the Virginia legislature.

The results suggest that a better balance between job growth and population growth would produce better transportation performance, especially in Loudoun and Prince William counties. I would guess a similar case could be make in the surrounding tier of counties, and that would be a useful recommendation for consideration by local planning officials.

The relationship between travel time, speeds and distances is complicated. I understand we are assuming people at each income level will maintain their travel times, so growing congestion will result

in less travel, while more roads and improvements will cause more driving. That seems counter to an environmental policy which should seek to reduce driving, not increase it. Even if we are assuming constant travel times, they should be reported along with the distances.

☐ Model results summary

The travel time budget theory may be familiar to transportation practitioners, but not to the general public. Suggest explaining it without using the term.

☐ Regional Travel Demand

☐ **All Trips by Jurisdiction:** Might be worth mentioning that Activity centers are expected to account for ½ of all destinations – See Table on p2.

☐ **Work Trips by Jurisdiction:** Loudoun and Prince William Counties retain more workers than jobs in 2040, so commutes will tend to be longer for residents of those counties. ***(An issue worth further discussion – see above)***. Note that about 2/3 of work trips are destined to AC's.

☐ Regional Vehicle Miles Traveled

☐ **Daily VMT per Capita by Jurisdiction:** Improvements in Prince William County (freeway facilities in particular) result in reduced congestion levels but also added VMT and more travel in the County.***(did we discuss that p5 chart referenced VMT within county borders, rather than by county residents, in which case it is confusing and should be dropped?)***

☐ **Daily Regional VMT by Facility Type:** The year 2040 Build scenario improves freeway conditions, resulting in more freeway travel but less travel on arterials and collectors. ***Between 2007 and 2040, travel grows on all facilities. Between 2040 no build and build, all of growth is on freeways. ???***

☐ **Average Work Trip Length:** ***Chart on p 7 shows ~ 7% increase in VMT for Northern VA build scenario, and 10% gains for Loudoun and PW compared to current conditions. We should be trying to achieve the opposite.***

☐ Regional Mode Share

☐**Work Trip Origins HOV and Transit Mode Share:** p 9 chart is origins, right? And destinations on p 10. Lable should be clearer.

☐**Mode Share of HOV and Transit Commuting Trips to/from Activity Centers** ***Note that most of the gains are in the base, with Build adding only marginally, if at all.***

☐ **Number of Jobs per Household Accessible within 45 Minutes – Auto**: (***Terminology – should this be Jobs accessible by households?*** Also, why show 45 minutes and 60 minutes? If it adds nothing, suggest you pick one.

☐ **Number of Jobs per Household Accessible within 45 Minutes – Transit:** ***As indicated above, the real story seems that transit access in maintained, even in base scenario. Suggest you pick 45 minute transit access, and do same for auto.***

☐ Corridor Travel Characteristics

☐ **Daily VMT per Lane-Mile by Corridor:** ***Should report both plan and build results.***

☐ **Daily Person-Miles Traveled:** The year 2040 Build scenario shows increased person miles of travel in VA 7 corridor and the I-66/U.S. 29/U.S. 50 corridor. There was an increase in person miles of travel while there was a decrease in vehicle miles of travel. This shows greater efficiency of travel in these corridors. ***Are you saying that transit share increased in these corridors vs elsewhere?***

☐ **Distribution of Peak Period VMT by Level of Service by Corridor:**

~ Please use the same format for each. How is congestion compared to today for (constrained) plan and for build. Ditto for ☐ **Screenlines**

Project Listings

It would be helpful to triage this list, pulling, for example, the top 3 and worst 3 for each corridor, with perhaps an overall top 10 best and worst , along with corresponding costs.

Model Results Summary

The adopted National Capital Region Transportation Planning Board (TPB) Version 2.3 (Release 37) model was used to look at travel conditions with the adopted Round 8.0 land use for Year 2040 and two alternative transportation networks: the TransAction 2040 network (Build) and the adopted Financially Constrained Long Range Plan (CLRP) network (Base). The adopted land use provides for growth in residential and employment opportunities throughout the region, but with proportionally more jobs than residences (i.e., workers) added in areas outside the core. Specifically, Arlington County is forecast to have more jobs than workers; Fairfax County to have more jobs than workers; and Loudoun and Prince William Counties to still have more workers than jobs in Year 2040, leading to the general travel patterns.

The transportation network influences travel patterns; the model generally reflects the notion of having a travel time budget. Thus, if there is faster access available, people are able to travel farther to reach activity opportunities. Indeed, the Build network shows longer trip lengths in terms of distance.

With faster or more direct transit network connections, more people may use transit to reach more destinations. The Build network includes several significant transit projects beyond what is included in the Base network, resulting in generally higher mode share for transit and HOV and greater accessibility to jobs by transit.

Overall roadway congestion effects reduce the number of jobs available to each household by car, comparing the 2040 networks against accessibility in 2007, but the Build roadway network supports greater accessibility to jobs as compared with the Base roadway network. The Build network results in reduced VMT levels in the inner jurisdictions but higher VMT levels in the outer jurisdictions. In the corridor-specific charts, reduction of congested VMT is shown to be particularly pronounced in outer jurisdictions. Within virtually all corridors, the share of VMT in congested conditions during peak periods decreases under the Build network as compared with the Base network.

The screenline analysis provides a further depiction of the impact of the Build network as compared with the Base network. The screenline analysis is depicted with reference to the 2007 network (i.e., a value greater than 1.0 means the volume to capacity ratio of the depicted network scenario is greater than the volume to capacity ratio of the 2007 network for the same screenline). At many of the screenlines, there is additional capacity present under the Base network as compared with the 2007 network, potentially explaining values less than one. Under the Build network, additional capacity is present beyond the Base network at many of the screenlines. Additional volume may also be present, making use of the added capacity. In general, the analysis shows improved flow across screenlines (i.e., a lower relative volume to capacity ratio) with the Build network.

The following pages provide a summary of metrics depicted in the graphics that follow.

Regional Travel Demand

- **All Trips by Jurisdiction:** Fairfax County generates about half of all the trips in Northern Virginia.

- **Work Trips by Jurisdiction:** In the year 2040 Round 8.0 land use forecast, Arlington County still has more jobs than workers. By year 2040, Fairfax County starts to have more jobs than workers. Loudoun and Prince William Counties retain more workers than jobs in 2040, so commutes will tend to be longer for residents of those counties.

Regional Vehicle Miles Traveled

- **Daily VMT per Capita by Jurisdiction:** Improvements in Prince William County (freeway facilities in particular) result in reduced congestion levels but also added VMT and more travel in the County.

- **Daily Regional VMT by Facility Type:** The year 2040 Build scenario improves freeway conditions, resulting in more freeway travel but less travel on arterials and collectors.

- **Average Work Trip Length:** Changes in average commuter work trip length reflect improved mobility under the year 2040 Build scenario versus the 2040 Base scenario. For the Northern Virginia Region overall, the increase in average work trip length reflects improved mobility over existing conditions.

Regional Mode Share

- **Work Trip Origins HOV and Transit Mode Share:** Use of modes other than single occupancy cars for commuting trips increases into the future, and the projects in year 2040 Build scenario further increase the use of alternative modes (two graphs).

- **Mode Share of HOV and Transit Commuting Trips to/from Activity Centers** in the Washington, D.C. region show the existence of strong transit markets in Northern Virginia. HOV and transit mode shares in other major U.S. cities range from 70% in New York, 57% in San Francisco, 50% in Boston, 28% in Baltimore, to 19% in Dallas. HOV and transit mode shares to major Central Business Districts are higher, including 73% in San Francisco, 64% in Boston, and 28% in Dallas.

- **Number of Jobs per Household Accessible within 45 Minutes – Auto**: Arlington County residents have the greatest access to jobs. In 2040 added roadway congestion will increase travel time to jobs, but the year 2040 Build Scenario will help improve accessibility.

- **Number of Jobs per Household Accessible within 60 Minutes – Auto:** Within 60 minutes the number of jobs accessible by auto increases compared to 45 minutes. Added congestion by 2040 causes the number of accessible jobs to decrease, but the transportation improvements in the build scenario will help improve accessibility in the region, although accessibility will not return to 2007 levels for auto travelers.

- **Number of Jobs per Household Accessible within 45 Minutes – Transit:** Arlington County residents have the greatest access to jobs via transit. In the year 2040 Build scenario, additional transit projects in the region will help improve access to jobs by transit across all jurisdictions.

- **Number of Jobs per Household Accessible within 60 Minutes – Transit:** The number of jobs accessible by transit within 60 minutes is greater than within 45 minutes. The Build Scenario includes many transit projects that increase the accessibility of jobs via transit over the existing conditions.

■ Corridor Travel Characteristics

- **Lane-Miles by Corridor:** The year 2040 Build scenario shows an increase in lane miles for all corridors, with the greatest increase in roadway capacity in the "Other" areas of the region, followed by the I-66/U.S. 29/U.S. 50 Corridor.

- **Daily VMT per Lane-Mile by Corridor:** The year 2040 Build scenario shows reduced VMT per lane versus the year 2040 Base scenario across all of the study corridors, except in the "Other" areas of the region which includes the Western Transportation Corridor and Eastern Bypass.

- **Daily Person-Miles Traveled:** The year 2040 Build scenario shows increased person miles of travel in VA 7 corridor and the I-66/U.S. 29/U.S. 50 corridor. There was an increase in person miles of travel while there was a decrease in vehicle miles of travel. This shows greater efficiency of travel in these corridors.

- **Distribution of Peak Period VMT by Level of Service by Corridor:**

  - VA 7/Dulles Toll Road Corridor – The year 2040 Build scenario slightly improves the level of congestion in the peak periods, but is still higher than existing conditions.
  - Fairfax County Parkway Corridor – The year 2040 Build scenario improves the level of congestion in the peak periods bringing it closer to the existing congested level.
  - I-495 Corridor – The uncongested VMT remains close to constant, while over capacity VMT increases in the future. Yet, the year 2040 Build scenario reduces evening peak congestion and improves traffic flow as compared to the year 2040 Base scenario in the evening peak.

- I-66/U.S. 29/U.S. 50 Corridor – Congestion grows between 2007 and 2040, but the Build scenario improves the level of congestion over the Base scenario.
- I-95/I-395/U.S. 1 Corridor – The year 2040 Build scenario shows improved conditions over the year 2040 Base scenario, but congestion levels are still worse than the existing conditions.
- Tri-County Parkway Corridor – The year 2040 Build scenario improves the level of congestion in the peak periods as compared to the year 2040 Base. However, the amount of over capacity VMT stays relatively constant in this corridor.
- Prince William Parkway Corridor – The year 2040 Build scenario improvements to the Prince William County Parkway corridor bring congestion almost back to 2007 levels.
- VA 28 Corridor – The year 2040 Build scenario improvements show a reduced level of congestion in this corridor for the morning and evening over the Base scenario.

Screenlines

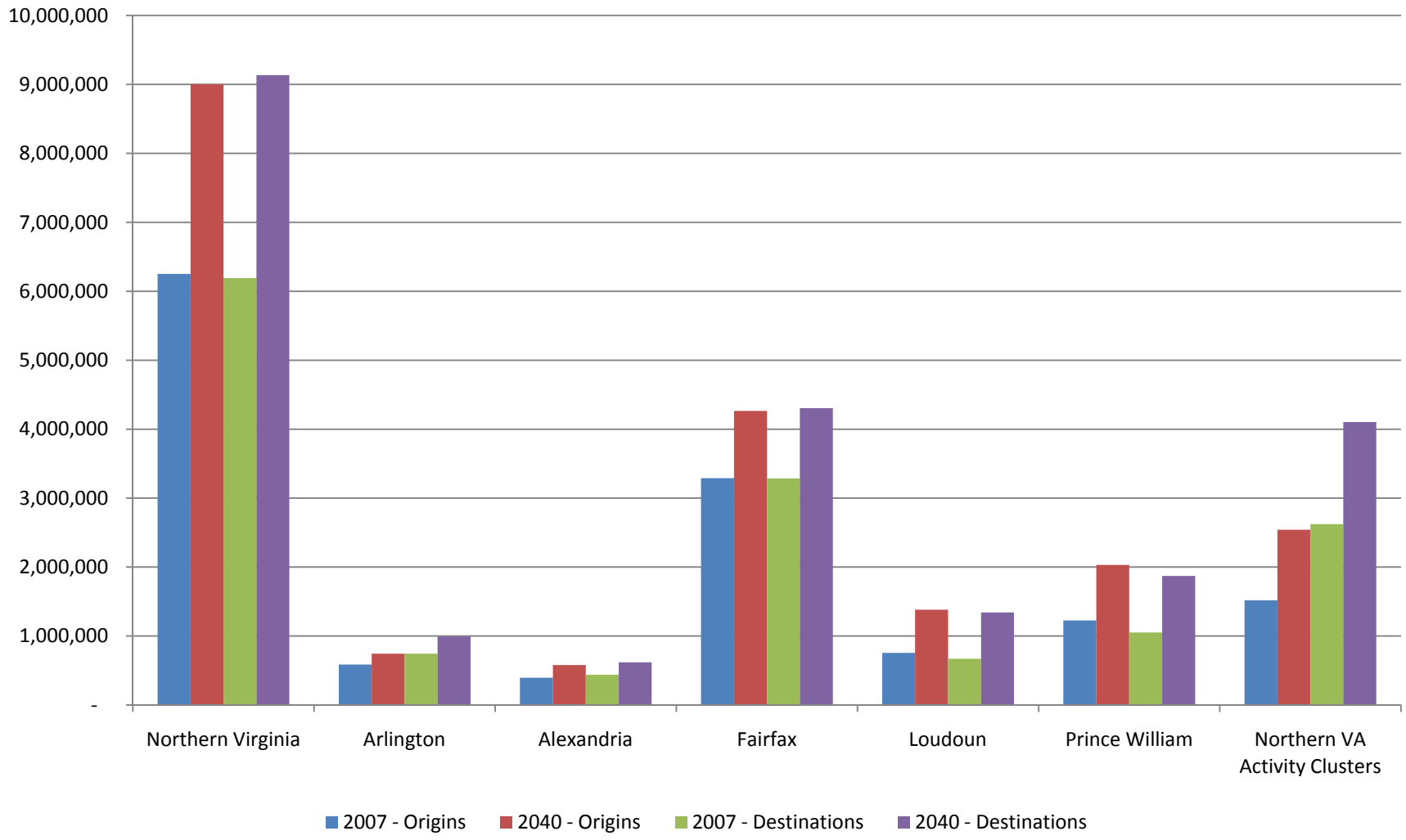
- **Morning Peak Volume to Capacity Ratio Compared to 2007:** This graph highlights the change in volume to capacity ratio from the 2007 scenario. Values over one indicate a higher volume to capacity ratio than in 2007. Overall the year 2040 Build scenario shows improved traffic flow across the screenlines and, at some screenlines, over 2007 conditions.

- **Evening Peak Volume to Capacity Ratio Compared to 2007:** This graph highlights the change in volume to capacity ratio from the 2007 scenario. Values over one indicate a higher volume to capacity ratio than in 2007. Overall the year 2040 Build scenario shows improved traffic flow across the screenlines and, at some screenlines, over 2007 conditions.

Regional Travel Demand

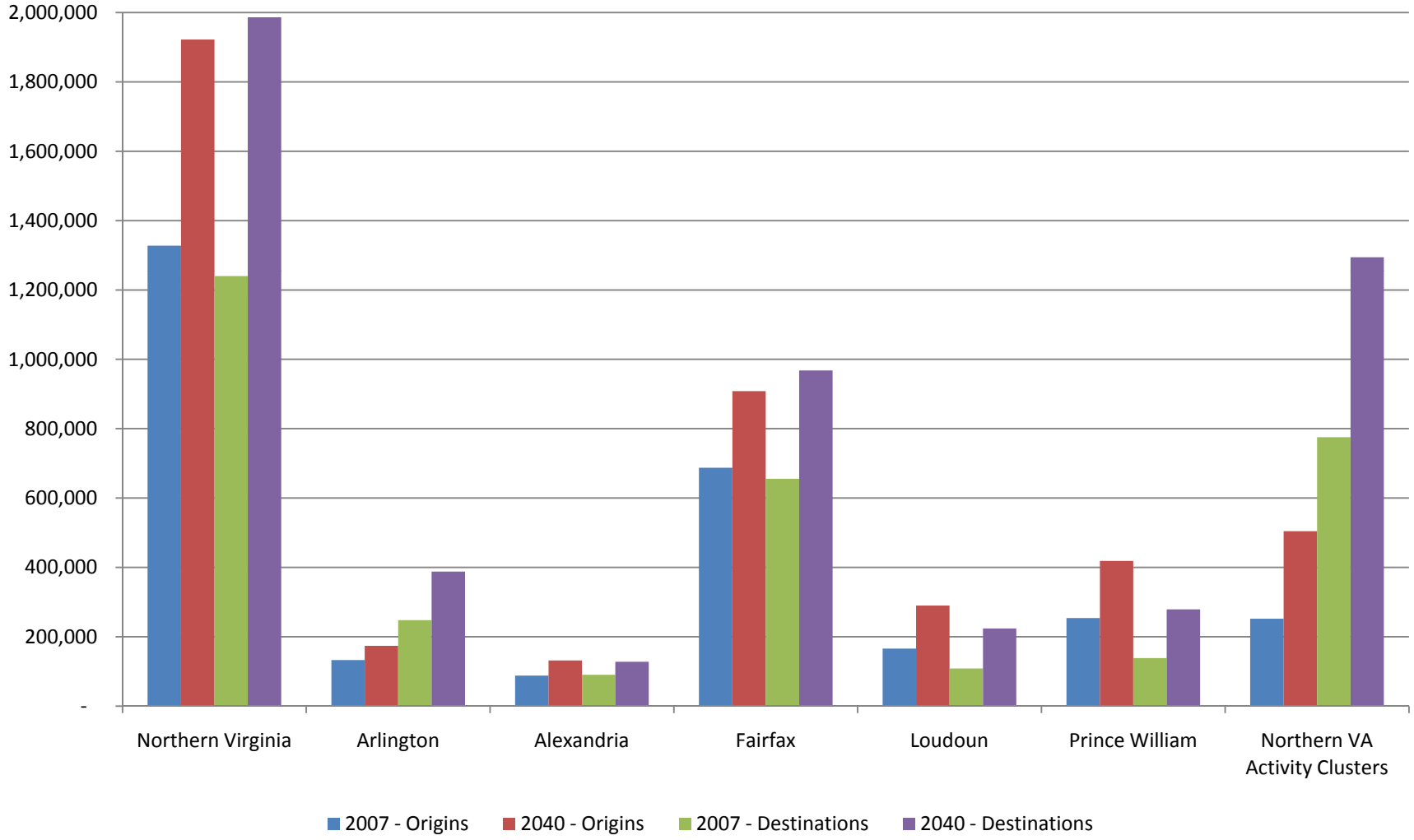
All Trips by Jurisdiction

- ***Fairfax County generates about half of all the trips in Northern Virginia.***



Work Trips by Jurisdiction

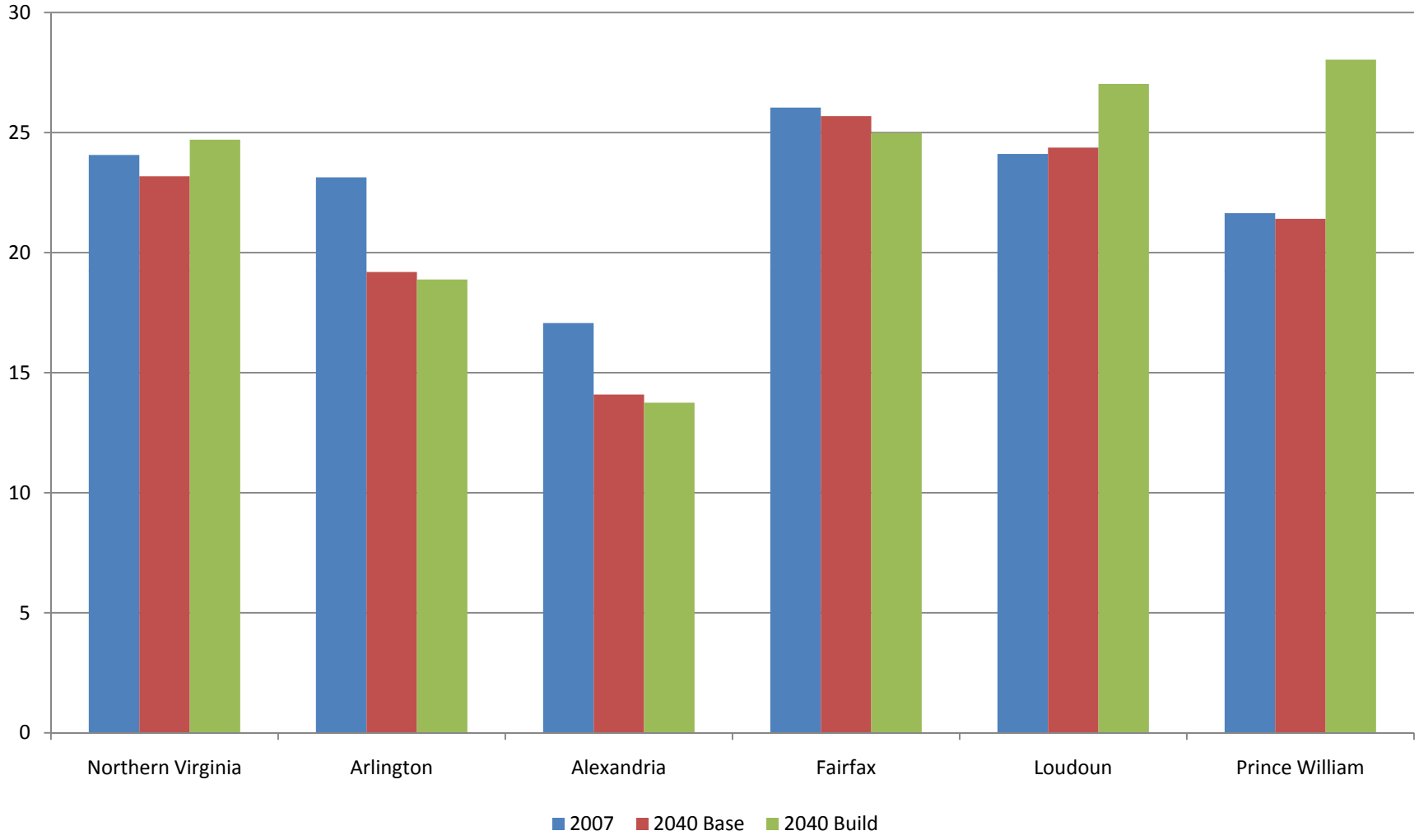
- ***In the year 2040 Round 8.0 land use forecast, Arlington County still has more jobs than workers. By year 2040, Fairfax County starts to have more jobs than workers. Loudoun and Prince William Counties retain more workers than jobs in 2040, so commutes will tend to be longer for residents of those counties.***



Regional VMT and Trip Length

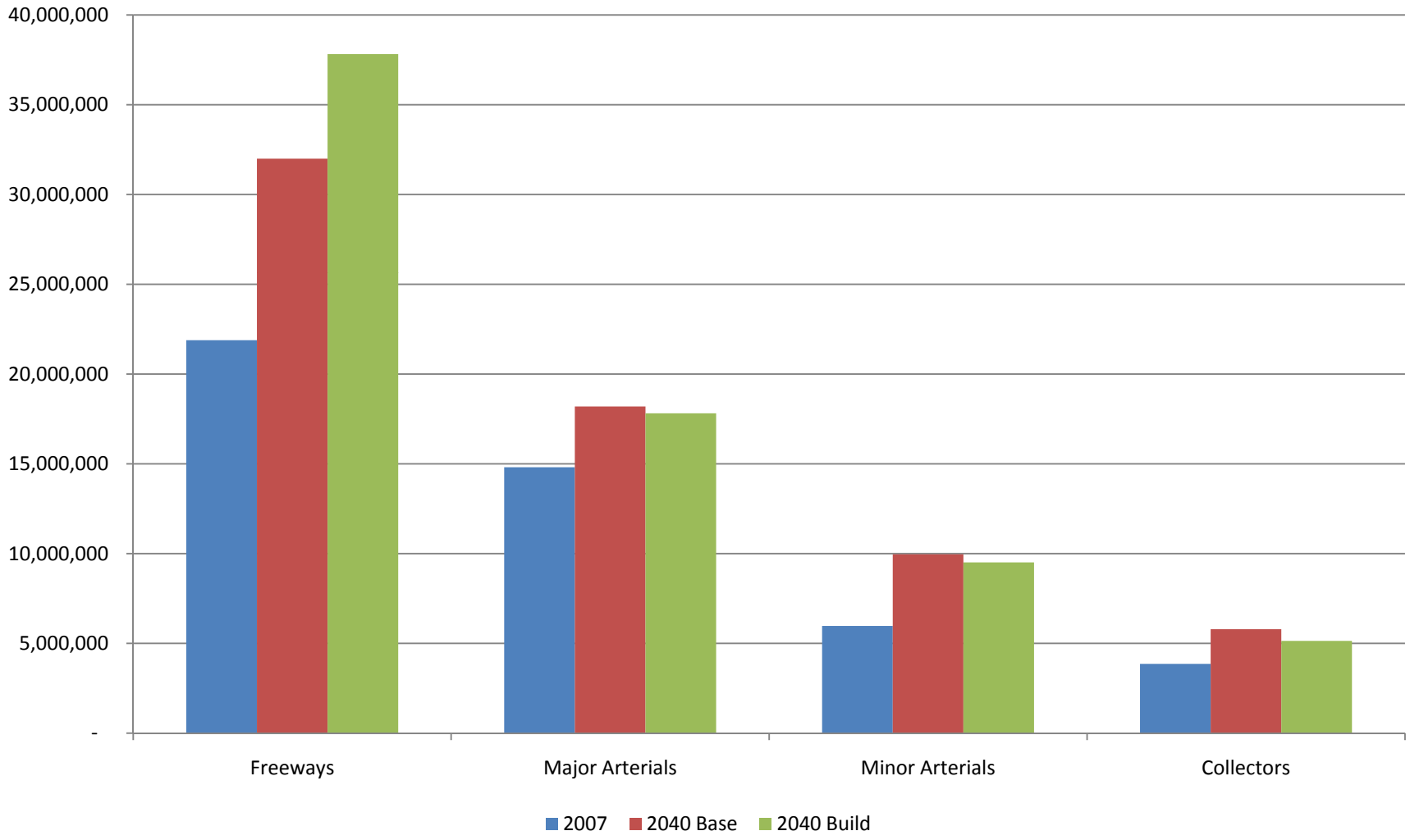
Daily VMT per Capita by Jurisdiction

- ***Improvements in Prince William County (freeway facilities in particular) result in reduced congestion levels but also added VMT and more travel in the County.***



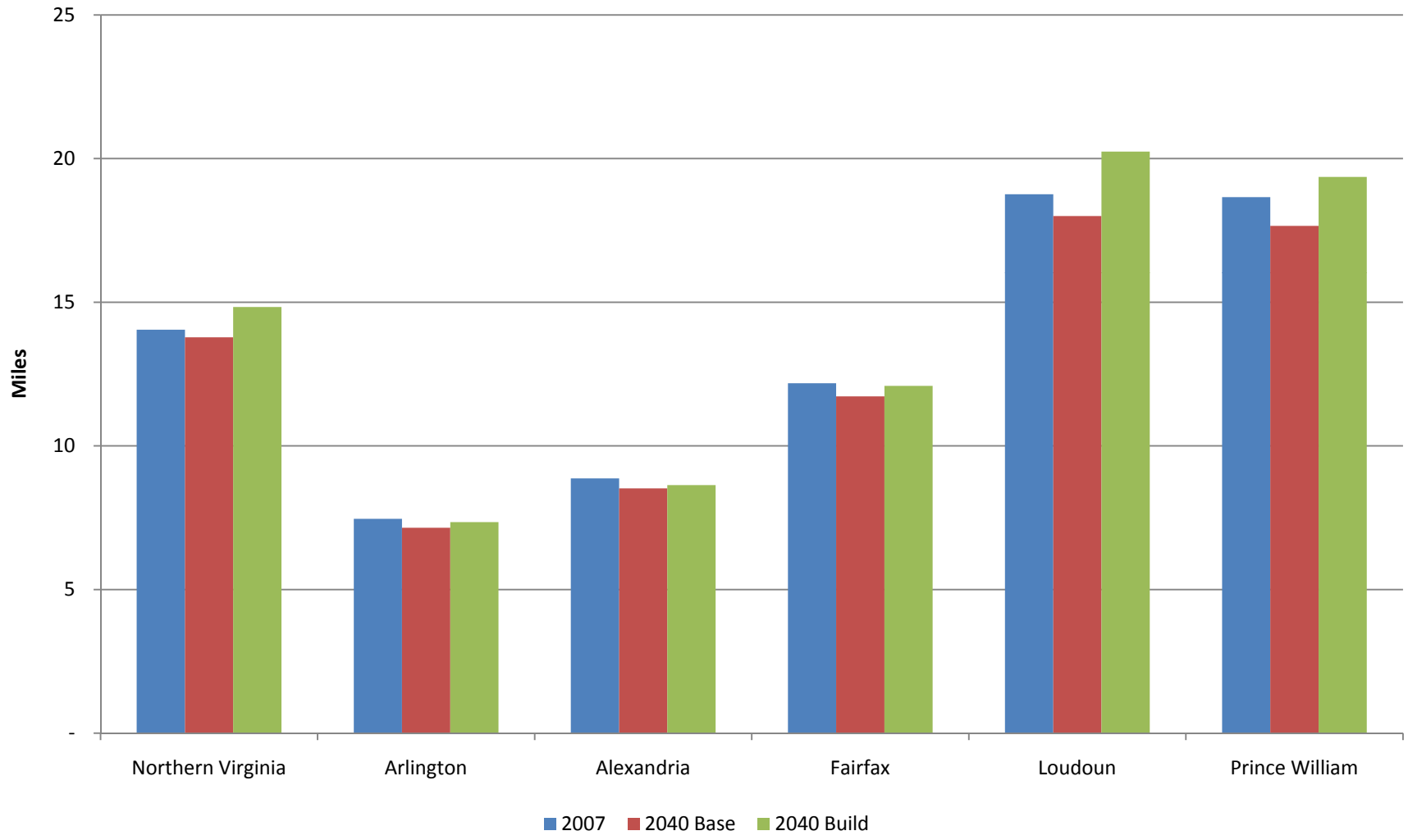
Daily Regional VMT by Facility Type

- ***The year 2040 Build scenario improves freeway conditions, resulting in more freeway travel but less travel on arterials and collectors.***



Average Work Trip Length

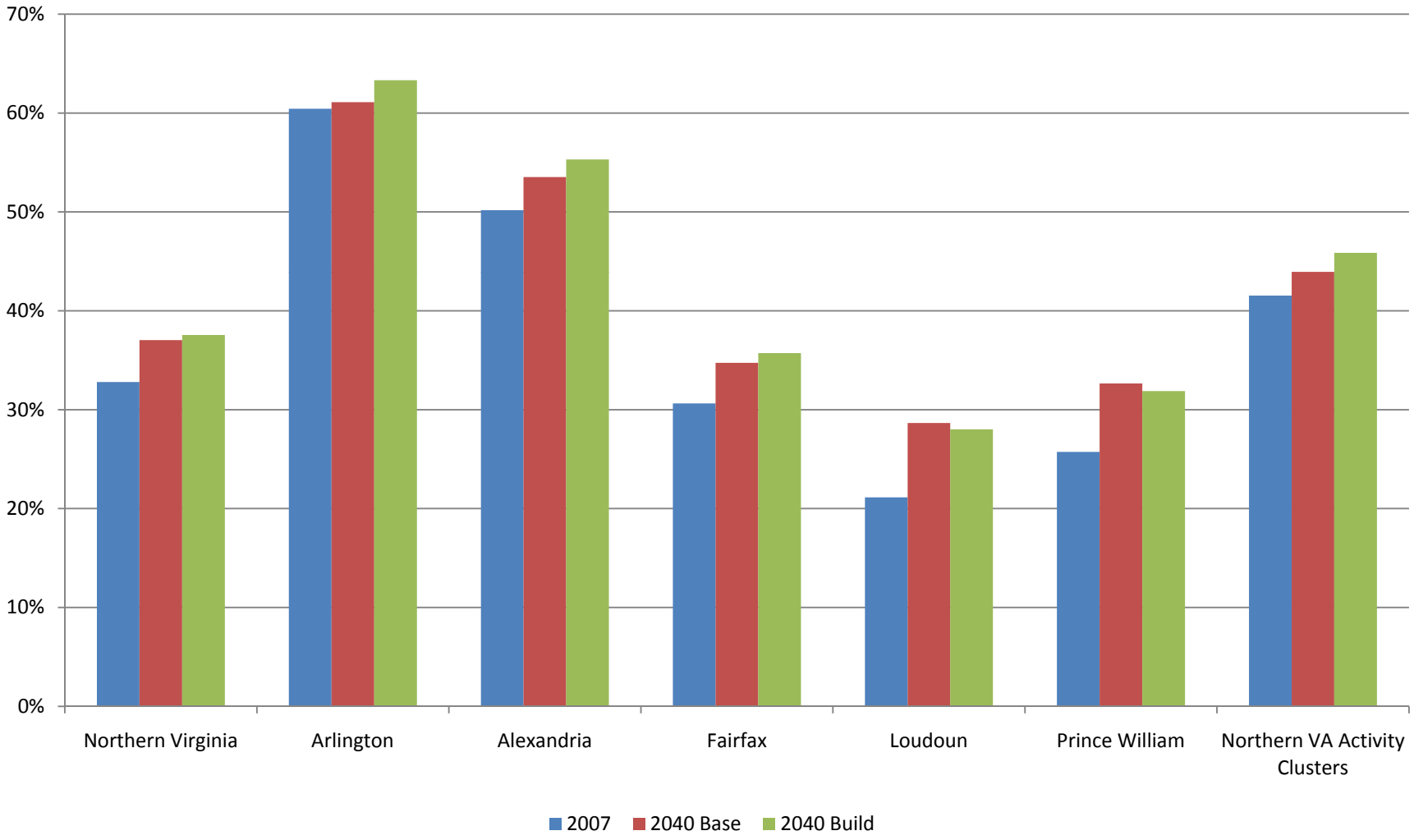
- ***Changes in average commuter work trip length reflect improved mobility under the year 2040 Build scenario versus the 2040 Base scenario. For the Northern Virginia Region overall, the increase in average work trip length reflects improved mobility over existing conditions.***



Regional Mode Share and Transit Accessibility

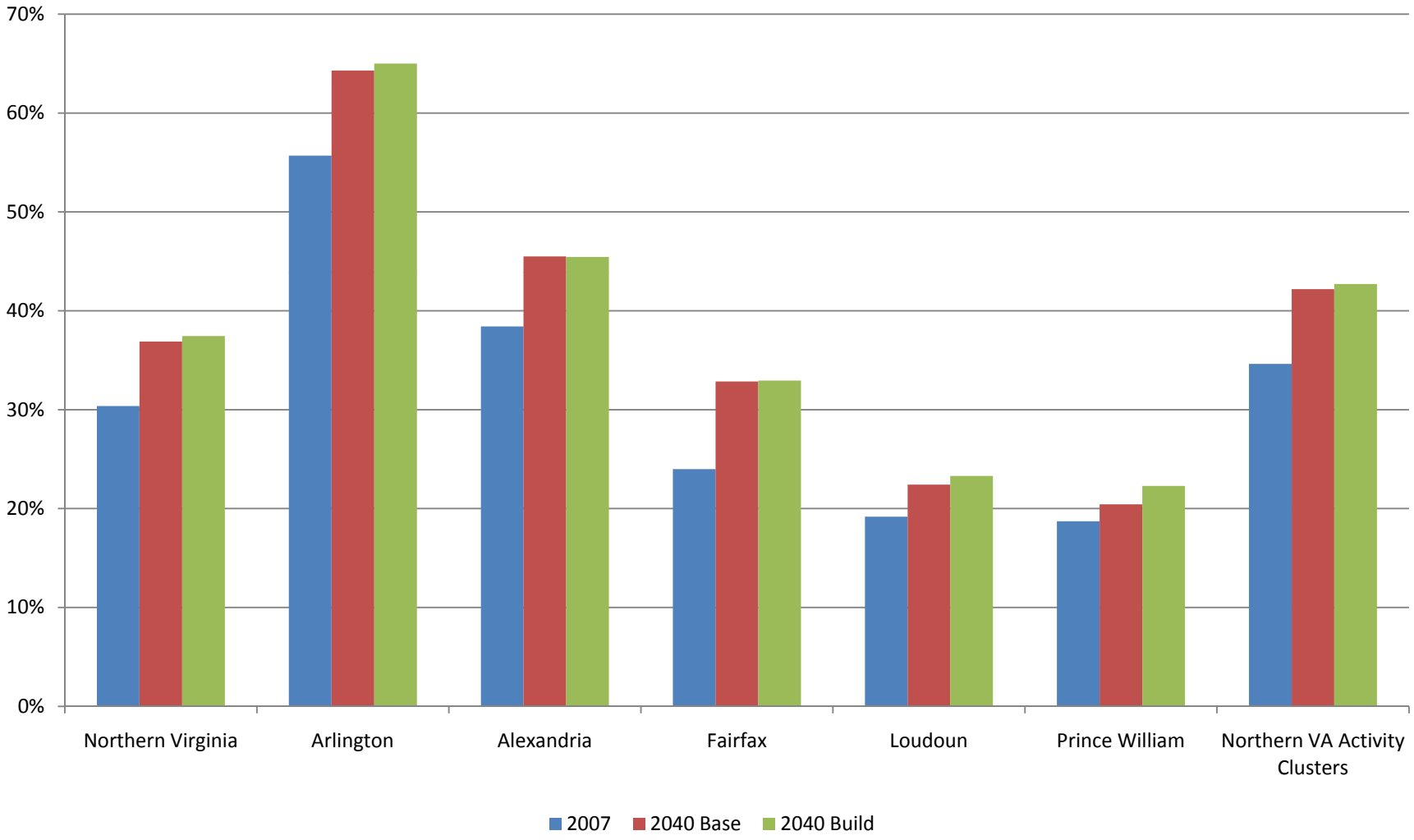
Work Trip Origins HOV and Transit Mode Share

- ***Use of modes other than single occupancy cars for commuting trips increases into the future, and the projects in year 2040 Build scenario further increase the use of alternative modes.***



Work Trip Origins HOV and Transit Mode Share

- ***Use of modes other than single occupancy cars for commuting trips increases into the future, and the projects in year 2040 Build scenario further increase the use of alternative modes for those working throughout the region.***



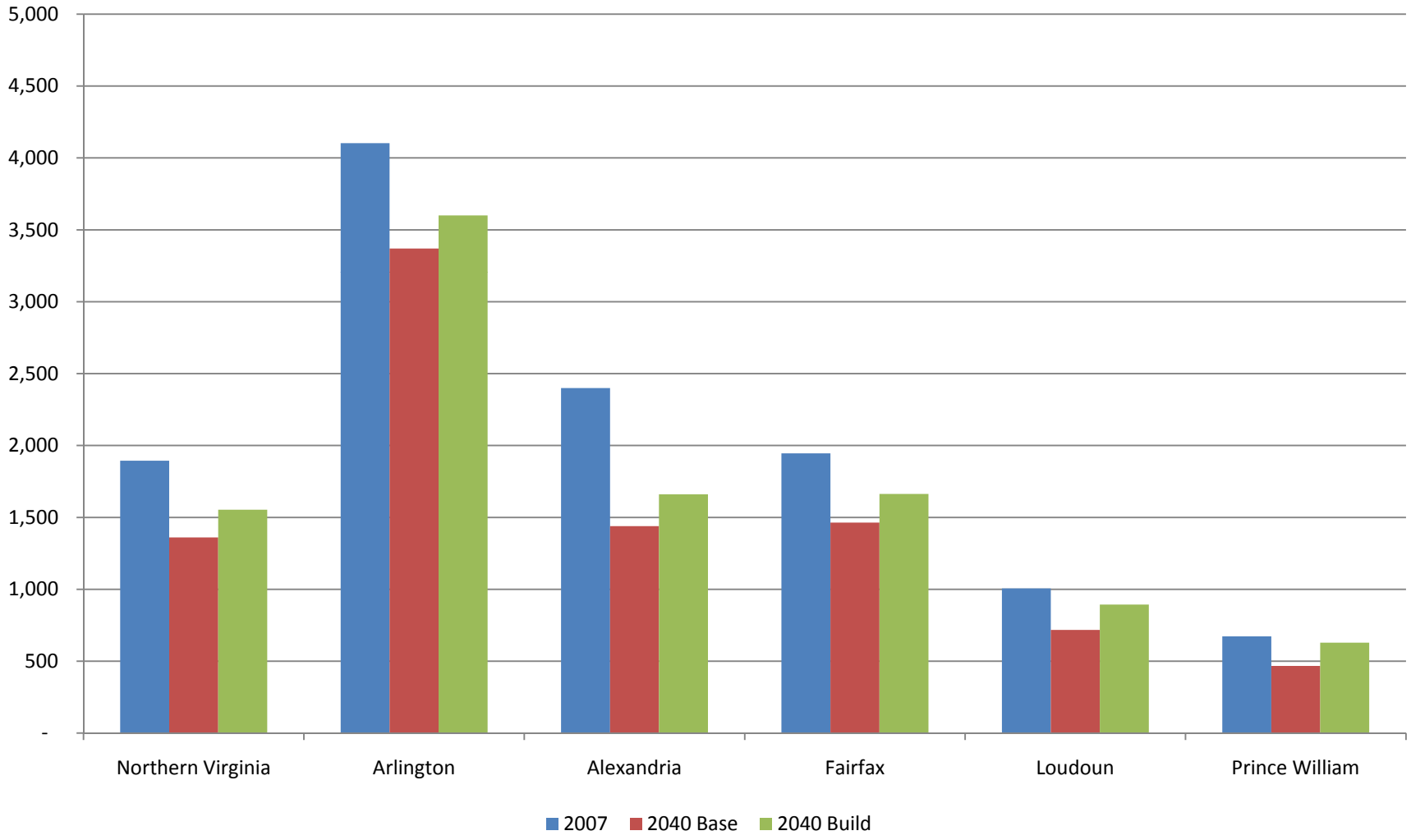
HOV and Transit Mode Share for Commuter Trips from and to Activity Clusters

	Trip Origins (From)			Trip Destinations (To)		
Activity Cluster	**2007**	**2040 Base**	**2040 Build**	**2007**	**2040 Base**	**2040 Build**
Downtown Washington	86%	86%	88%	68%	73%	75%
Pentagon/Airport/Alexandria	64%	65%	67%	54%	63%	63%
Dulles Corridor	28%	37%	39%	24%	33%	33%
Tysons Corner	32%	45%	47%	28%	45%	44%
Rosslyn/Ballston Corridor	71%	73%	75%	59%	67%	68%
Fairfax Center/City of Fairfax	28%	32%	37%	22%	27%	29%
South Dulles	23%	27%	29%	21%	25%	26%
North Dulles	21%	26%	28%	20%	24%	25%
I-95/Springfield	36%	40%	41%	24%	31%	32%
Bailey's Crossroads	45%	46%	48%	28%	35%	34%
Merrifield/Dunn Loring	37%	41%	43%	27%	33%	34%
Manassas	22%	28%	32%	18%	20%	22%
Potomac Mills/Woodbridge	29%	37%	36%	21%	24%	25%
Leesburg	23%	31%	30%	19%	22%	23%
Gainesville	21%	28%	33%	17%	18%	21%

Note: HOV and Transit mode shares in other major U.S. cities range from 70% in New York, 57% in San Francisco, 50% in Boston, 28% in Baltimore, to 19% in Dallas. HOV and Transit mode shares to major Central Business Districts are higher, including 73% in San Francisco, 64% in Boston, and 28% in Dallas.

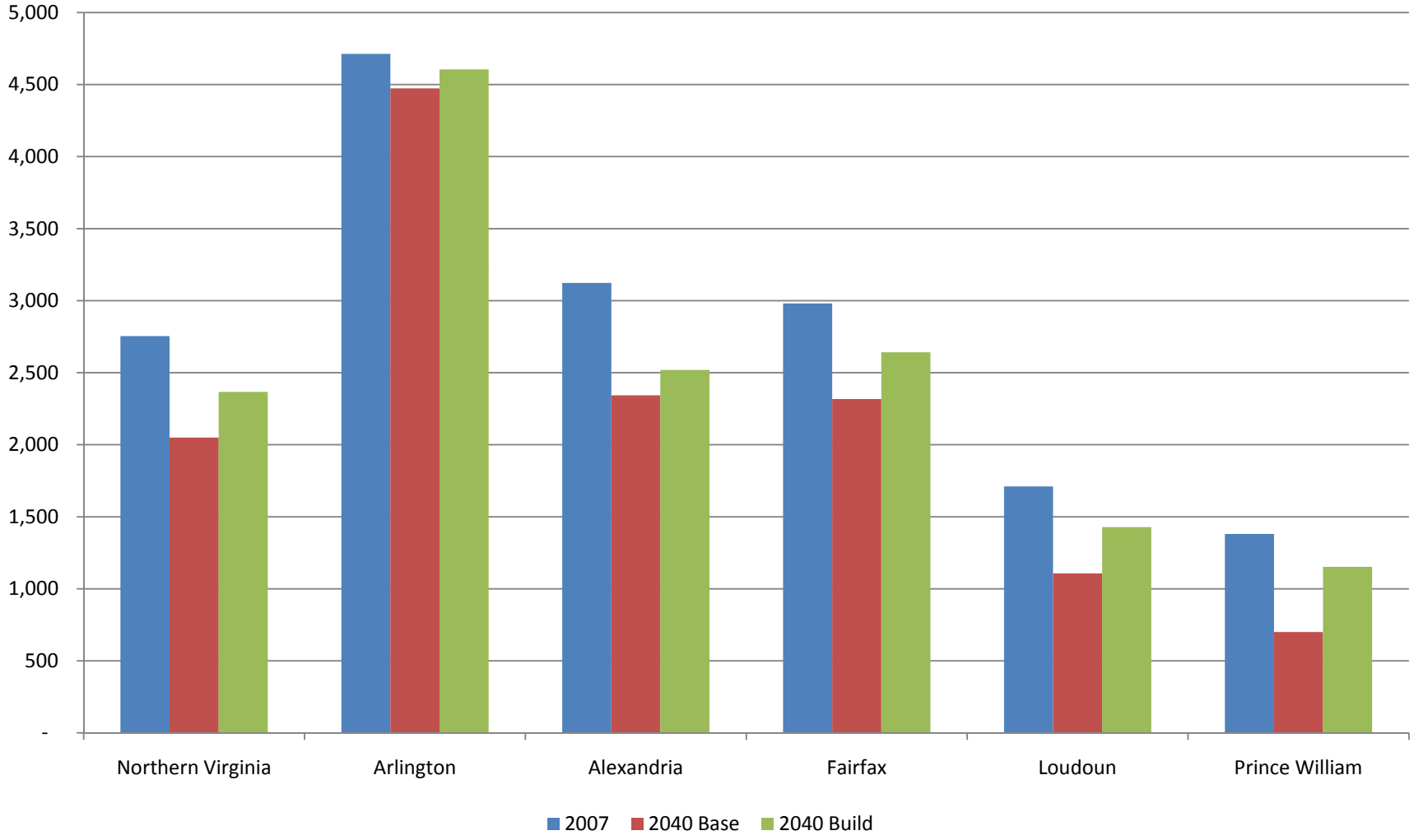
Number of Jobs per Household Accessible within 45 Minutes - Auto

- ***Arlington County residents have the greatest access to jobs. In 2040 added roadway congestion will increase travel time to jobs, but the year 2040 Build Scenario will help improve accessibility.***



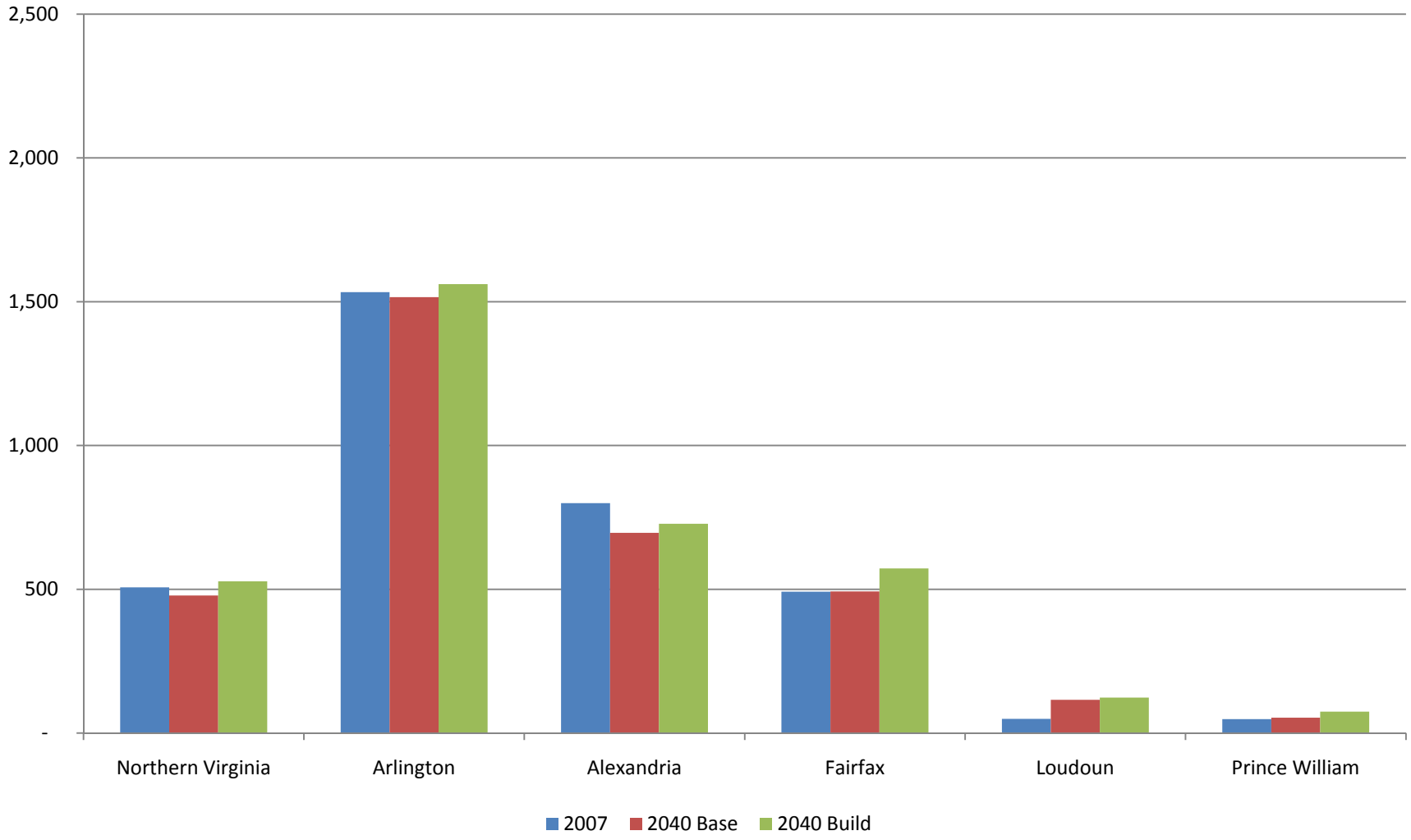
Number of Jobs per Household Accessible within 60 Minutes - Auto

- ***Within 60 minutes the number of jobs accessible by auto increases compared to 45 minutes. Added congestion by 2040 causes the number of accessible jobs to decrease, but the transportation improvements in the Build scenario will help improve accessibility in the region, although accessibility will not return to 2007 levels for auto travelers.***



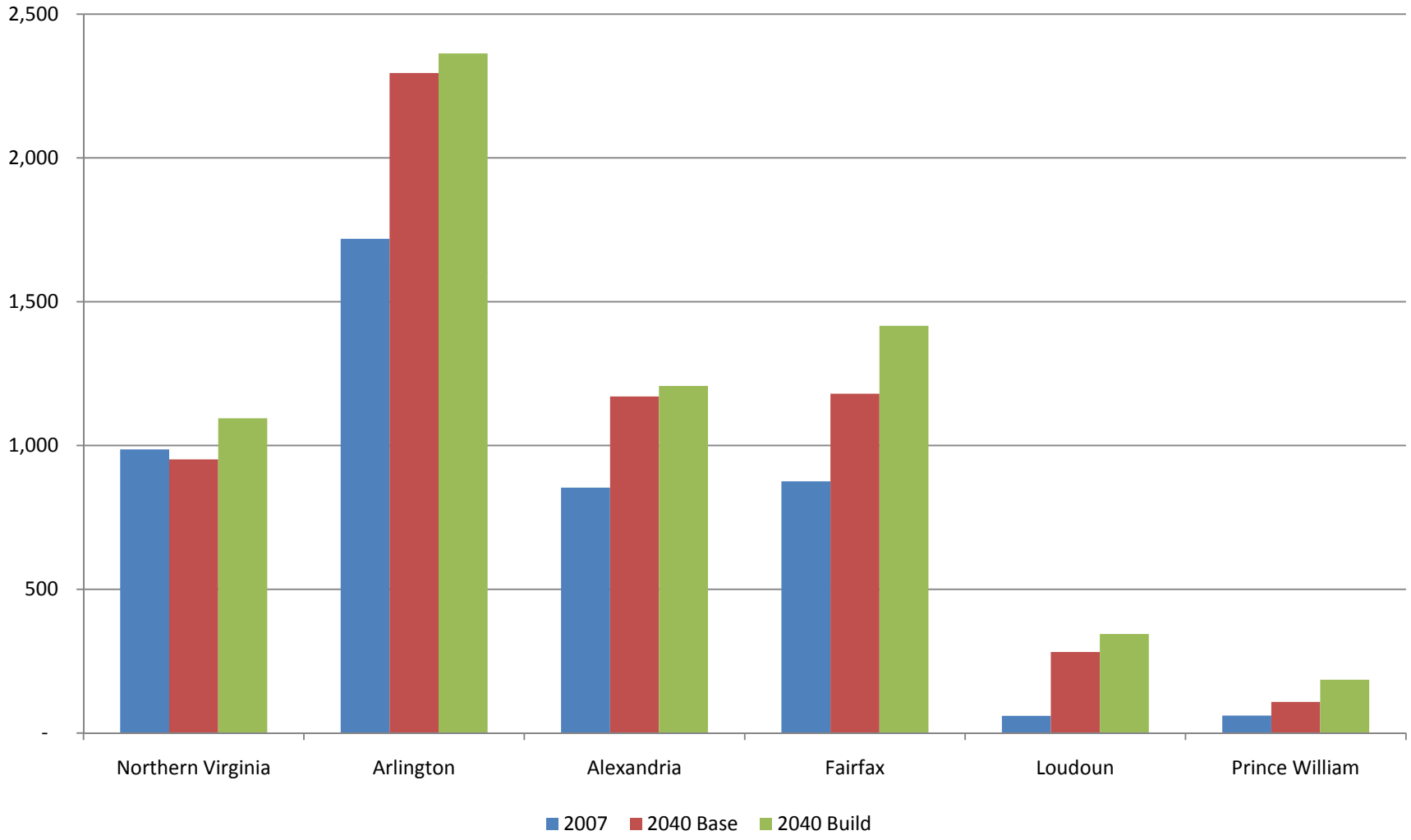
Number of Jobs per Household Accessible within 45 Minutes - Transit

- ***Arlington County residents have the greatest access to jobs via transit. In the year 2040 Build scenario, additional transit projects in the region will help improve access to jobs by transit across all jurisdictions.***



Number of Jobs per Household Accessible within 60 Minutes - Transit

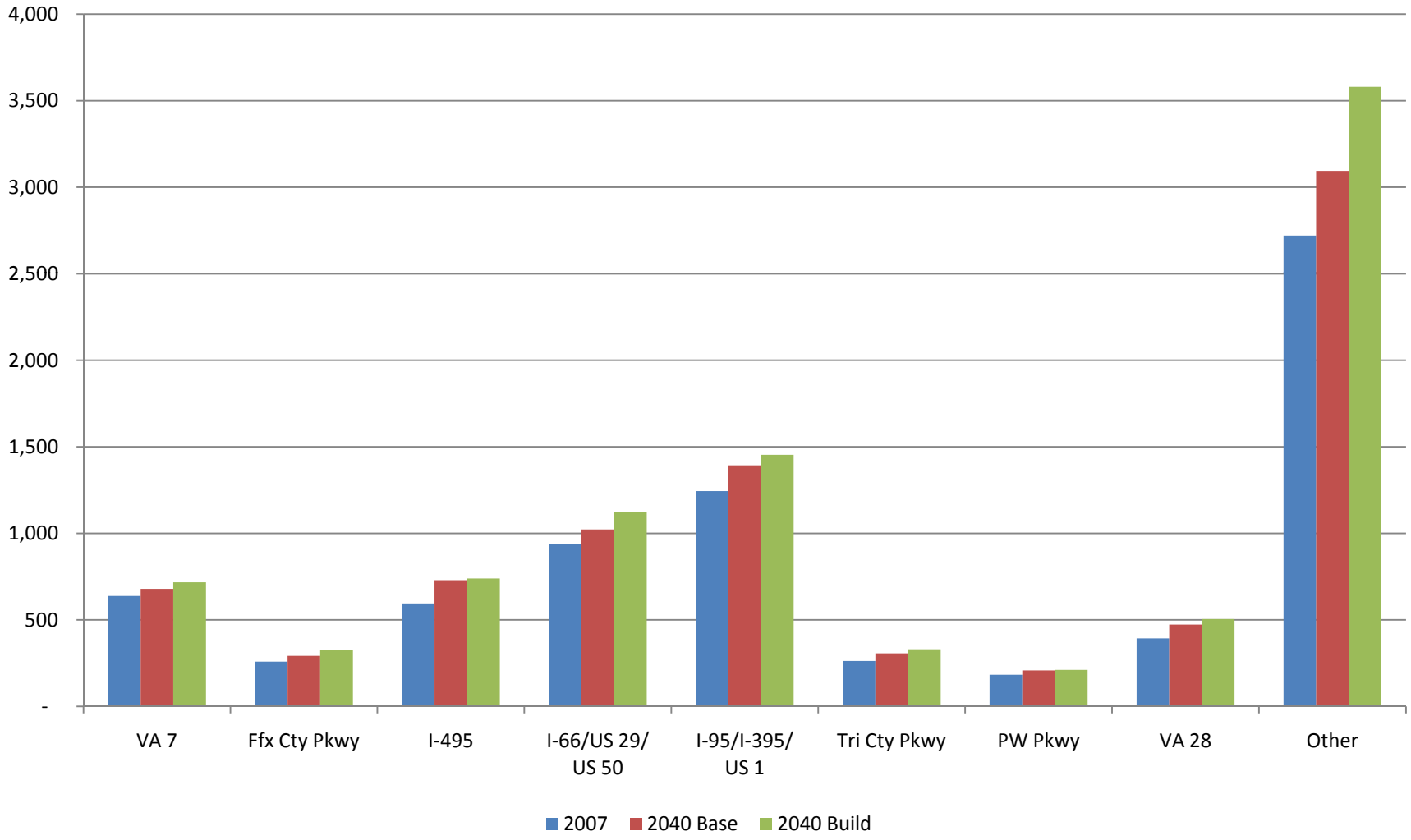
- ***The number of jobs accessible by transit within 60 minutes is greater than within 45 minutes. The Build Scenario includes many transit projects that increase the accessibility of jobs via transit over the existing conditions.***



Corridor Travel Characteristics

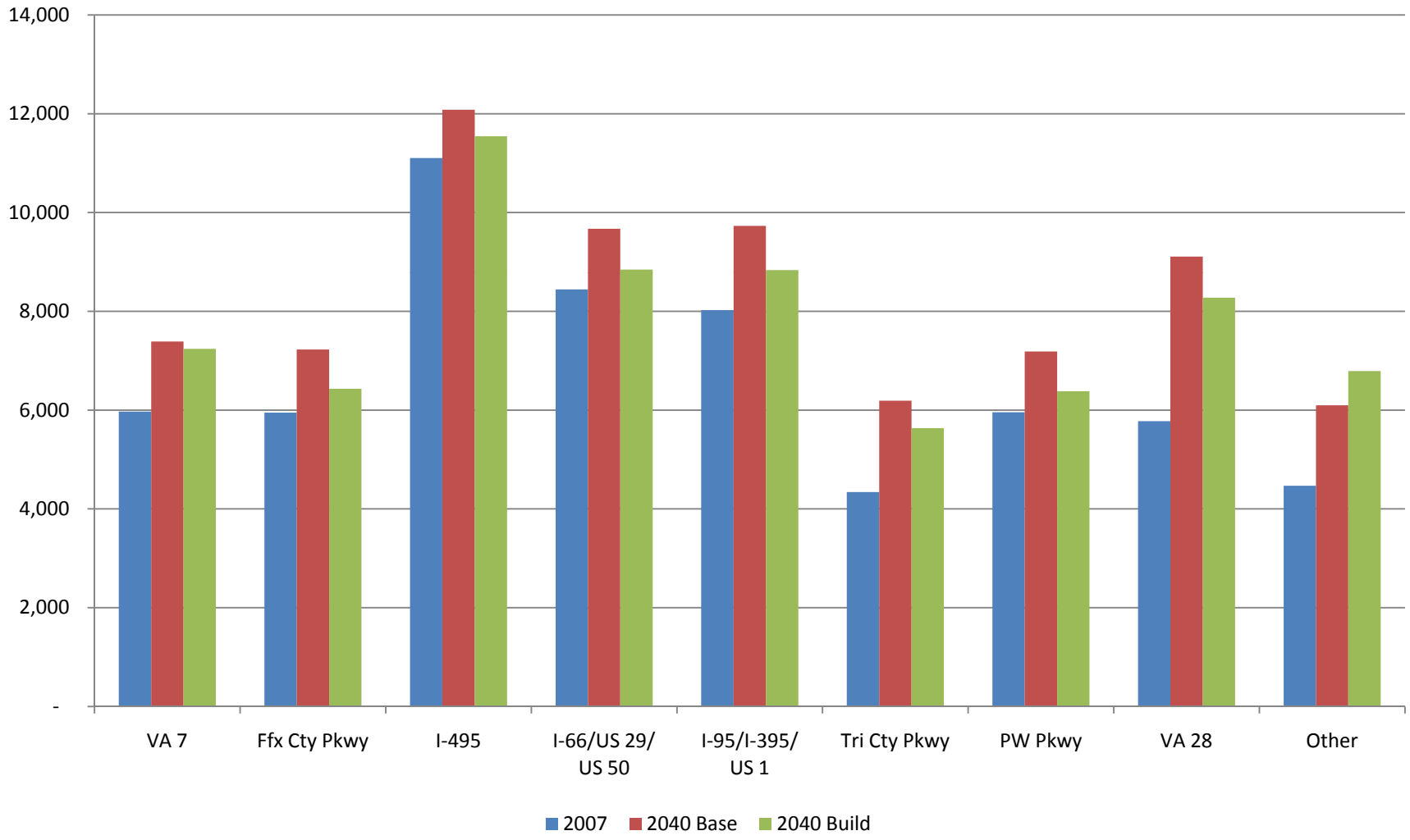
Lane-Miles by Corridor

- ***The year 2040 Build scenario shows an increase in lane miles for all corridors, with the greatest increase in roadway capacity in the "Other" areas of the region, followed by the I-66/US 29/US 50 Corridor.***



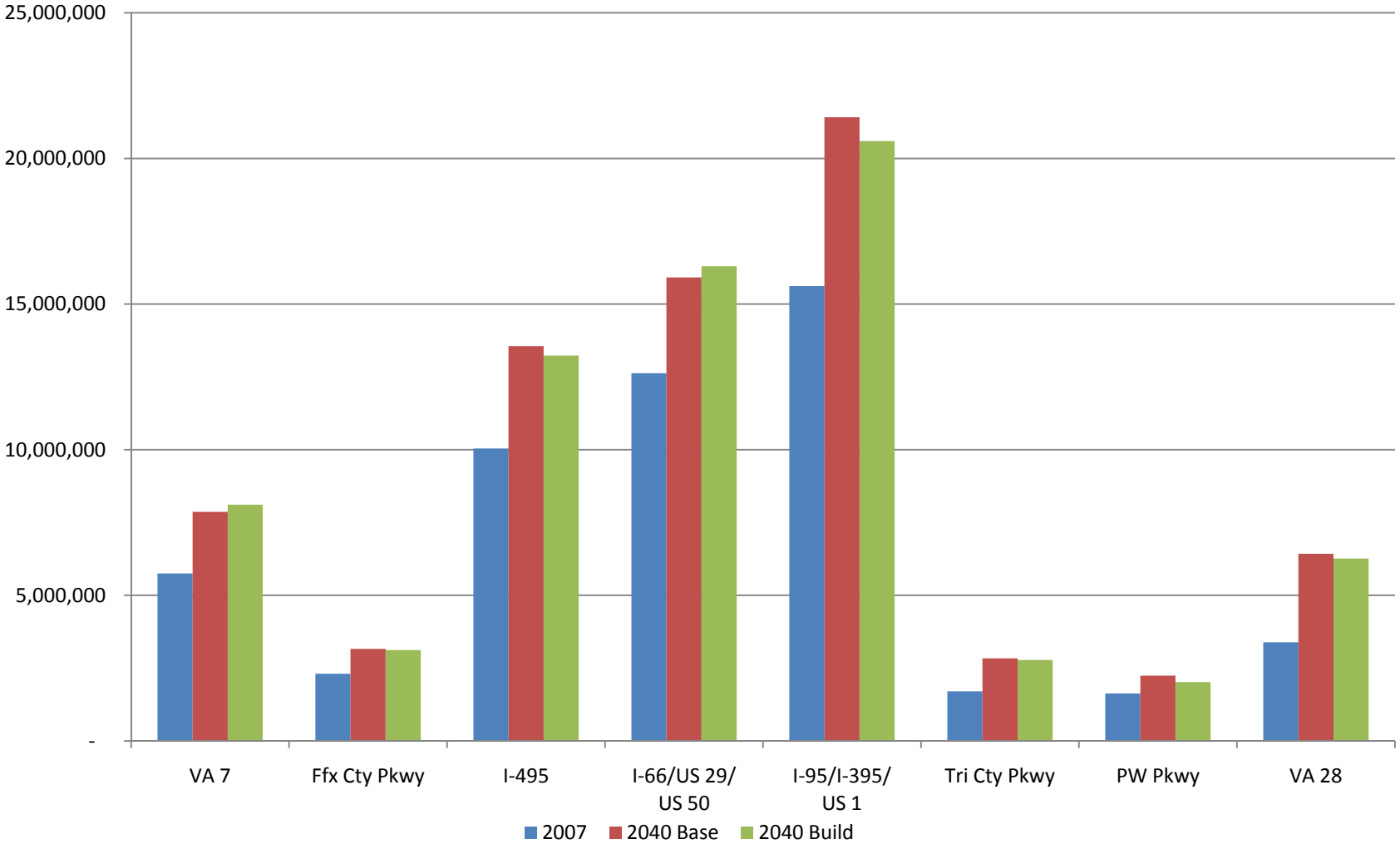
Daily VMT per Lane-Mile by Corridor

- ***The year 2040 Build scenario shows reduced VMT per lane versus the year 2040 Base scenario across all of the study corridors, except in the "Other" areas of the region which includes the Western Transportation Corridor and Eastern Bypass.***



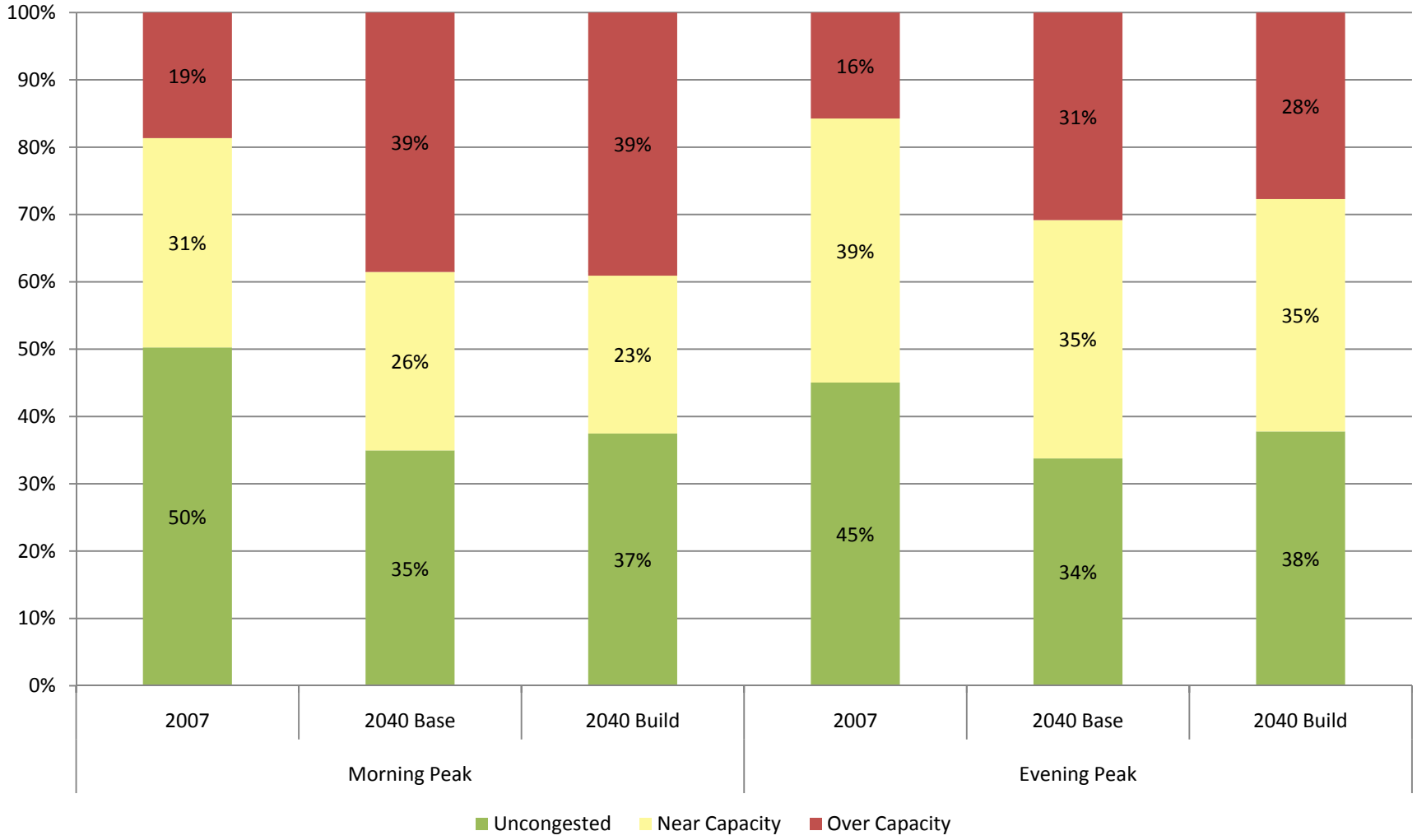
Daily Person-Miles Traveled

- ***The year 2040 Build scenario shows increased person miles of travel in VA 7 corridor and the I-66/US 29/US 50 corridor. There was an increase in person miles of travel while there was a decrease in vehicle miles of travel. This shows greater efficiency of travel in these corridors.***



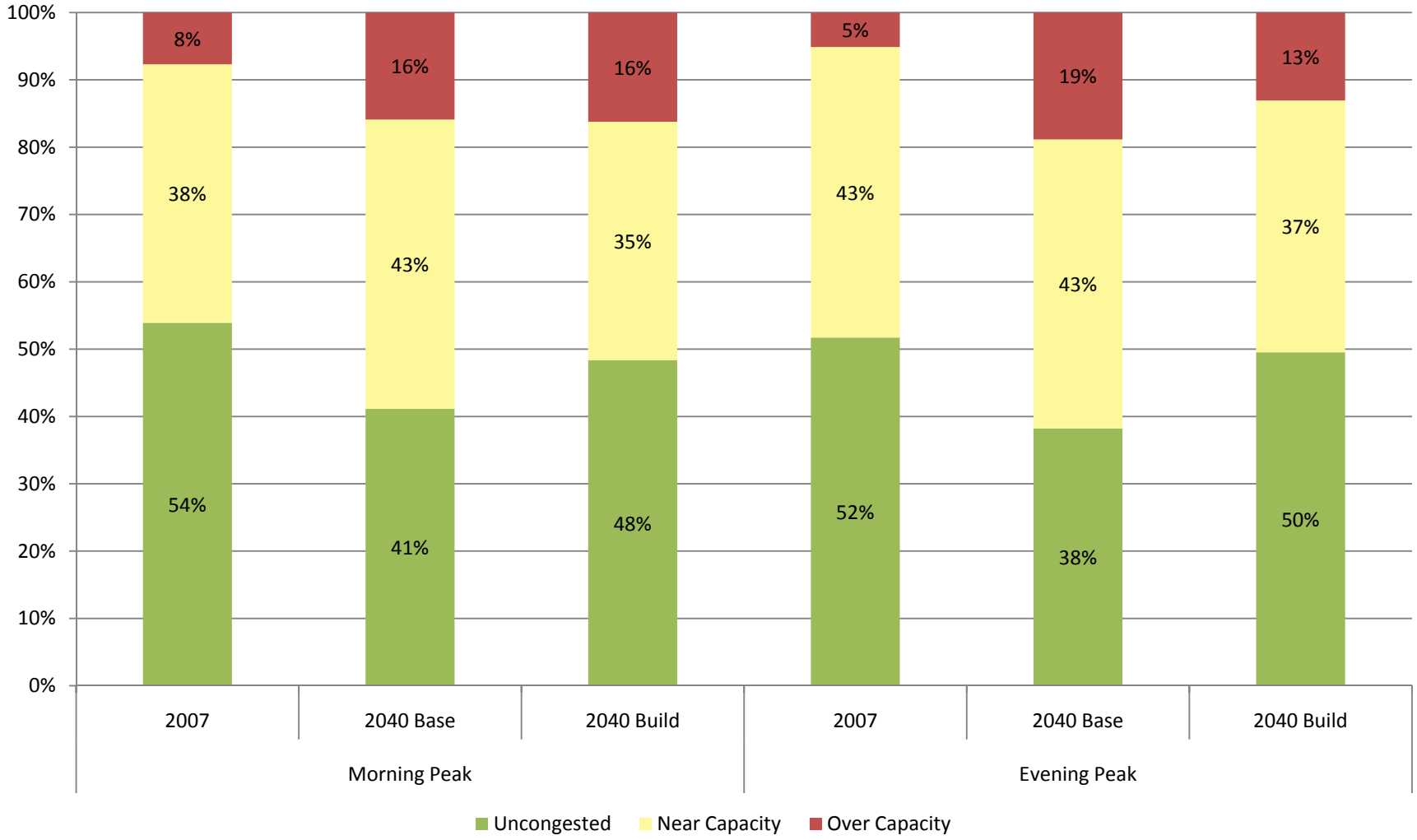
Distribution of Peak Period VMT by Level of Service – VA 7/Dulles Toll Road Corridor

- ***The year 2040 Build scenario slightly improves the level of congestion in the peak periods, but is still higher than existing conditions.***



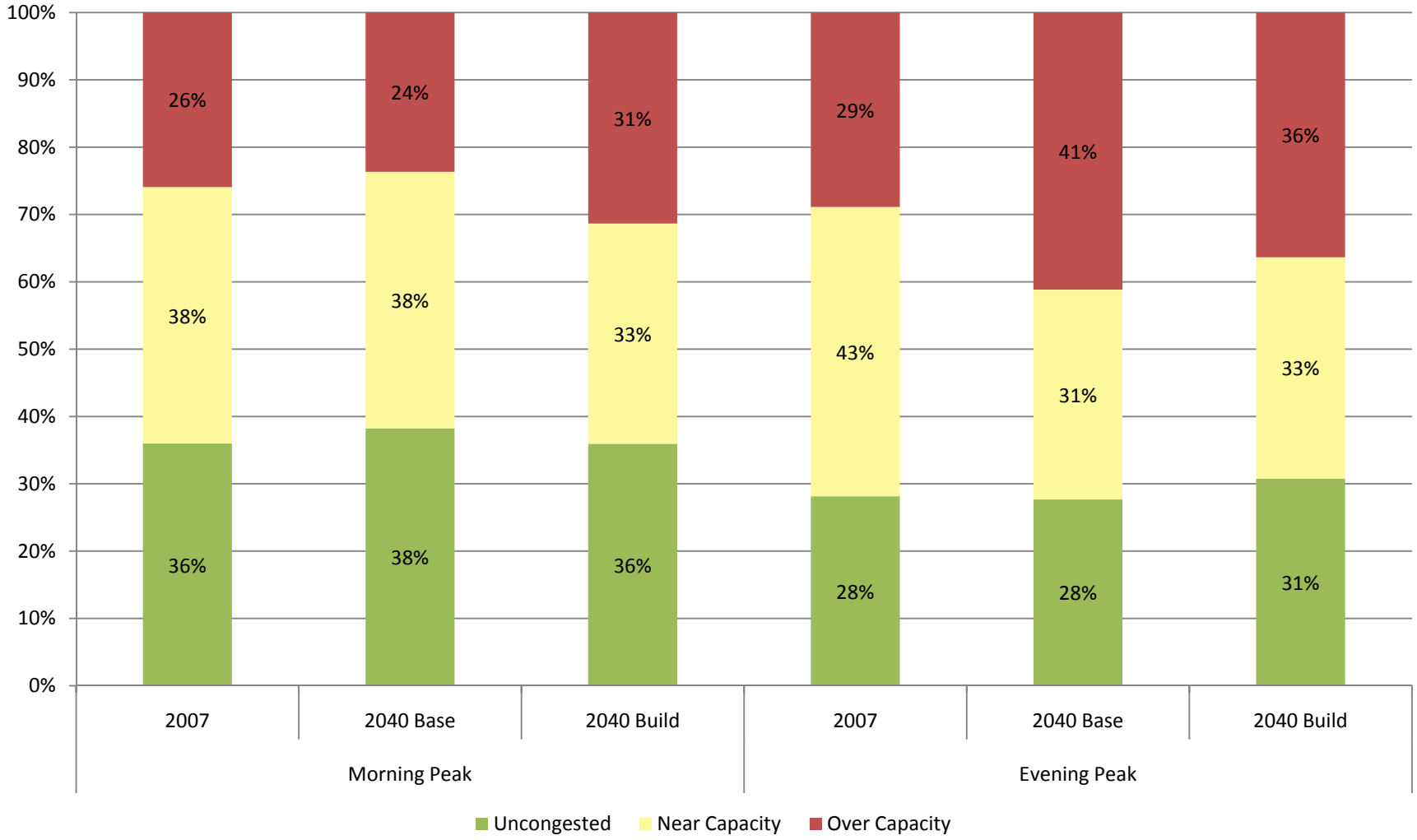
Distribution of Peak Period VMT by Level of Service – Fairfax County Parkway Corridor

- ***The year 2040 Build scenario improves the level of congestion in the peak periods bringing it closer to the existing congested level.***



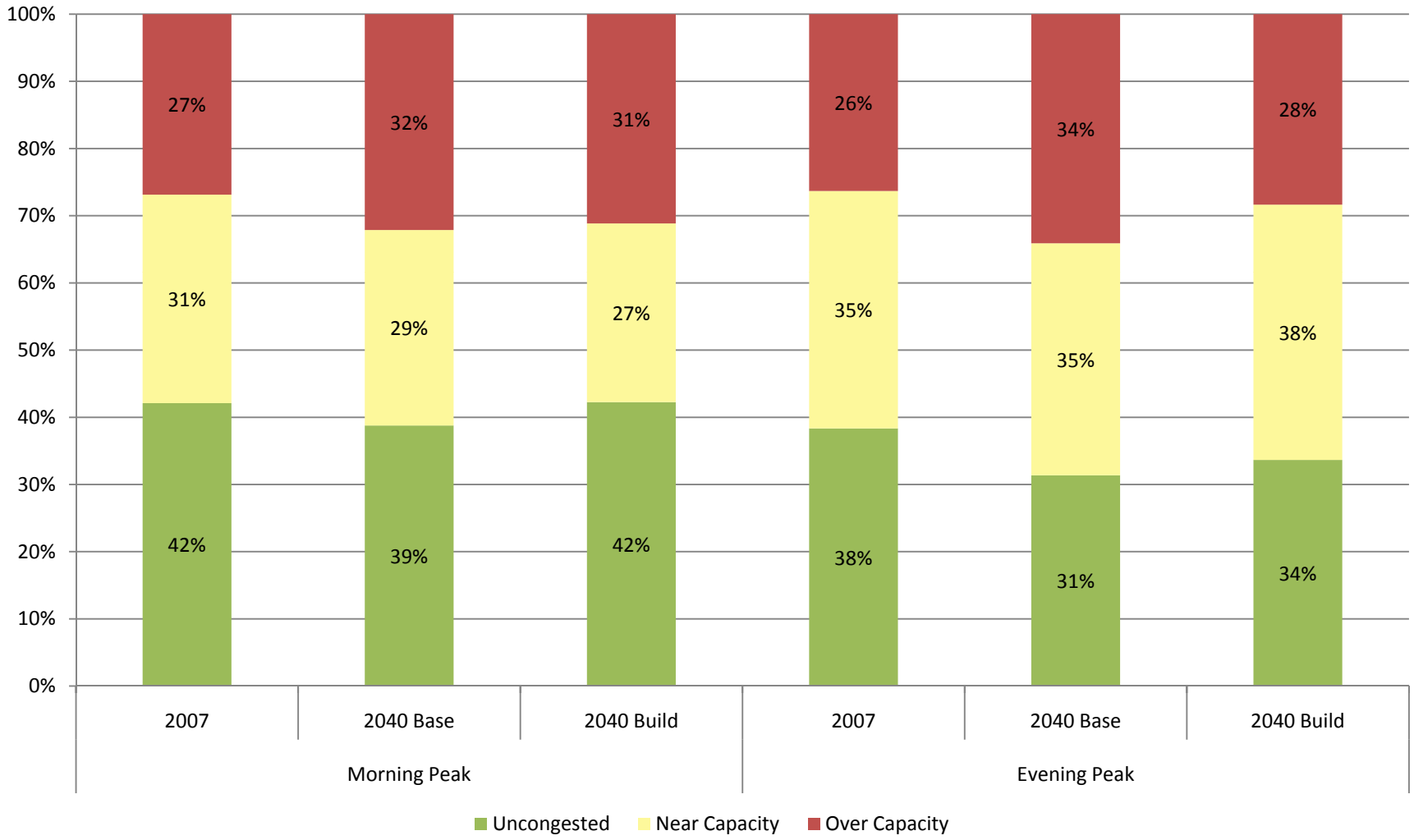
Distribution of Peak Period VMT by Level of Service – I-495 Corridor

- ***The uncongested VMT remains close to constant, while over capacity VMT increases in the future. Yet, the year 2040 Build scenario reduces evening peak congestion and improves traffic flow as compared to the year 2040 Base scenario in the evening peak.***



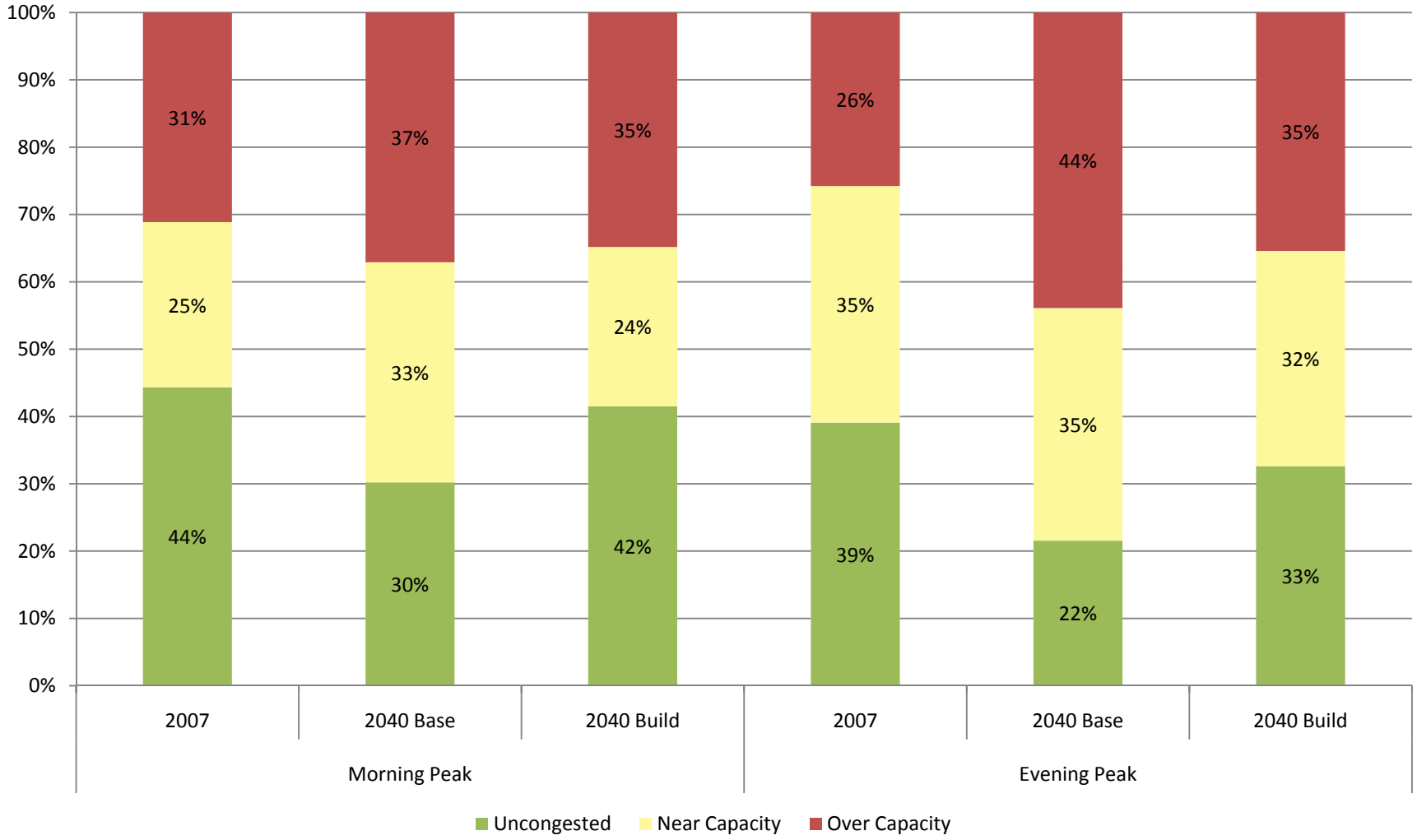
Distribution of Peak Period VMT by Level of Service – I-66/U.S. 29/U.S. 50 Corridor

- ***Congestion grows between 2007 and 2040, but the Build scenario improves the level of congestion over the Base scenario.***



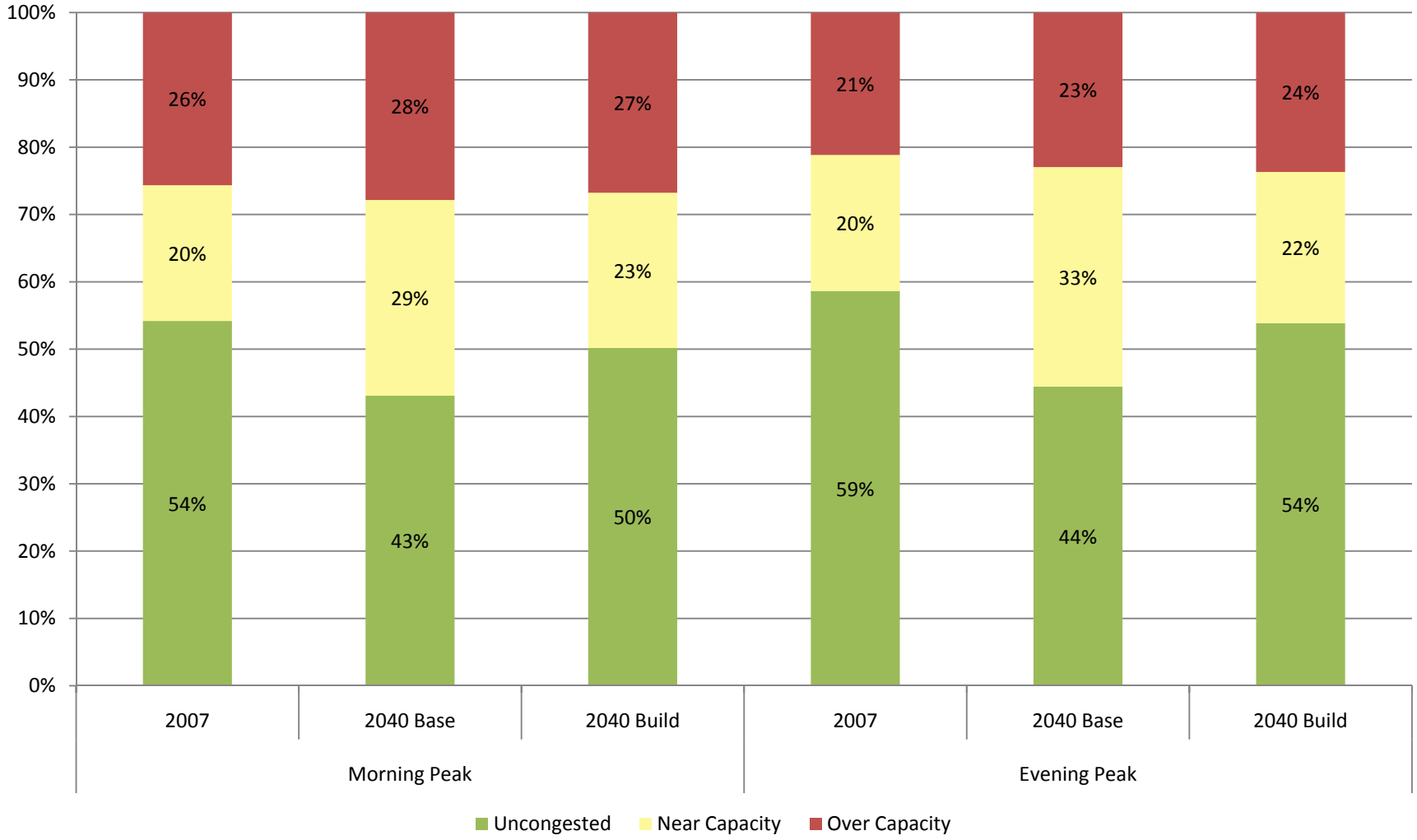
Distribution of Peak Period VMT by Level of Service – I-95/I-395/U.S. 1 Corridor

- ***The year 2040 Build scenario shows improved conditions over the year 2040 Base scenario, but congestion levels are still worse than the existing conditions.***



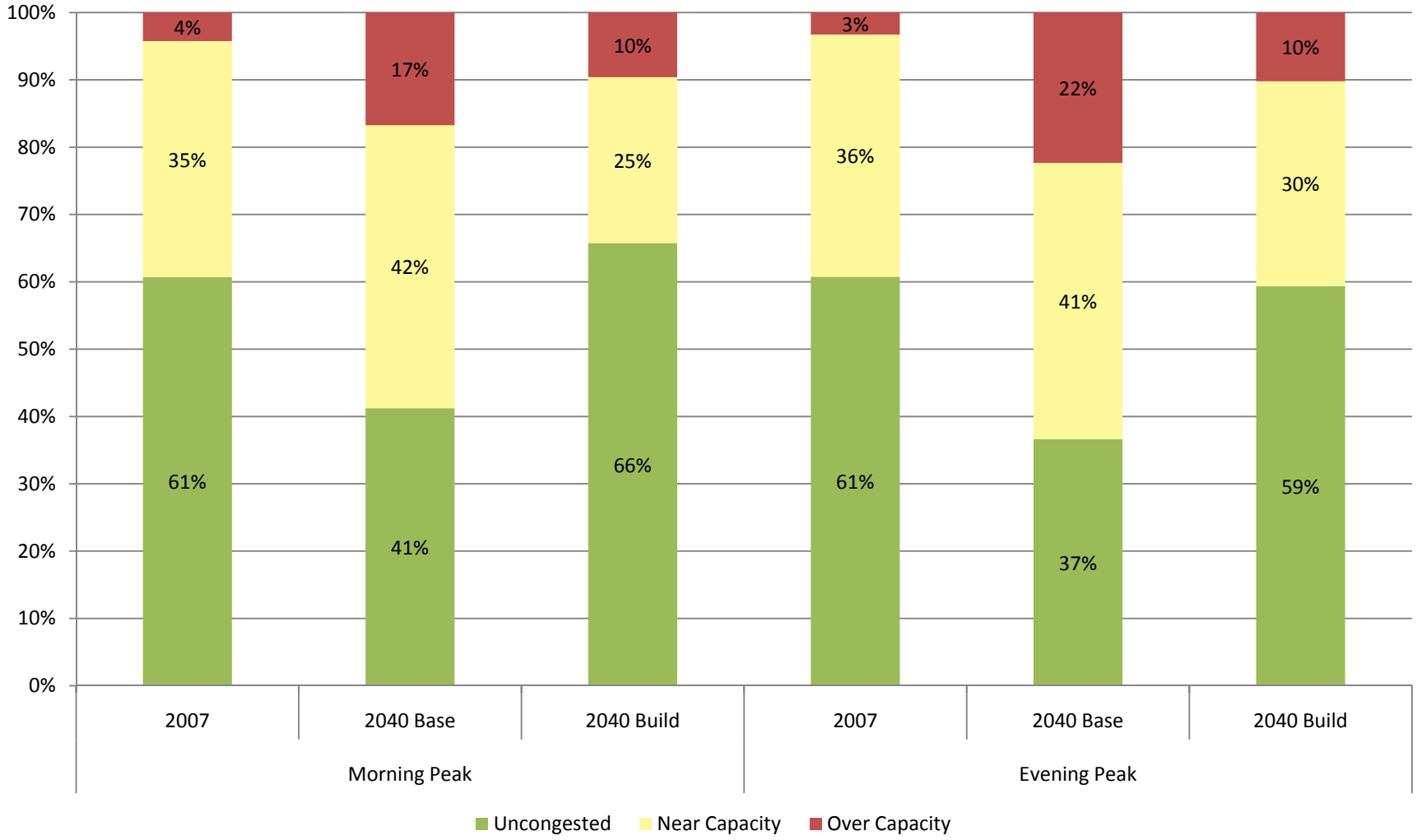
Distribution of Peak Period VMT by Level of Service – Tri-County Parkway Corridor

- ***The year 2040 Build scenario improves the level of congestion in the peak periods as compared to the year 2040 Base. However, the amount of over capacity VMT stays relatively constant in this corridor.***



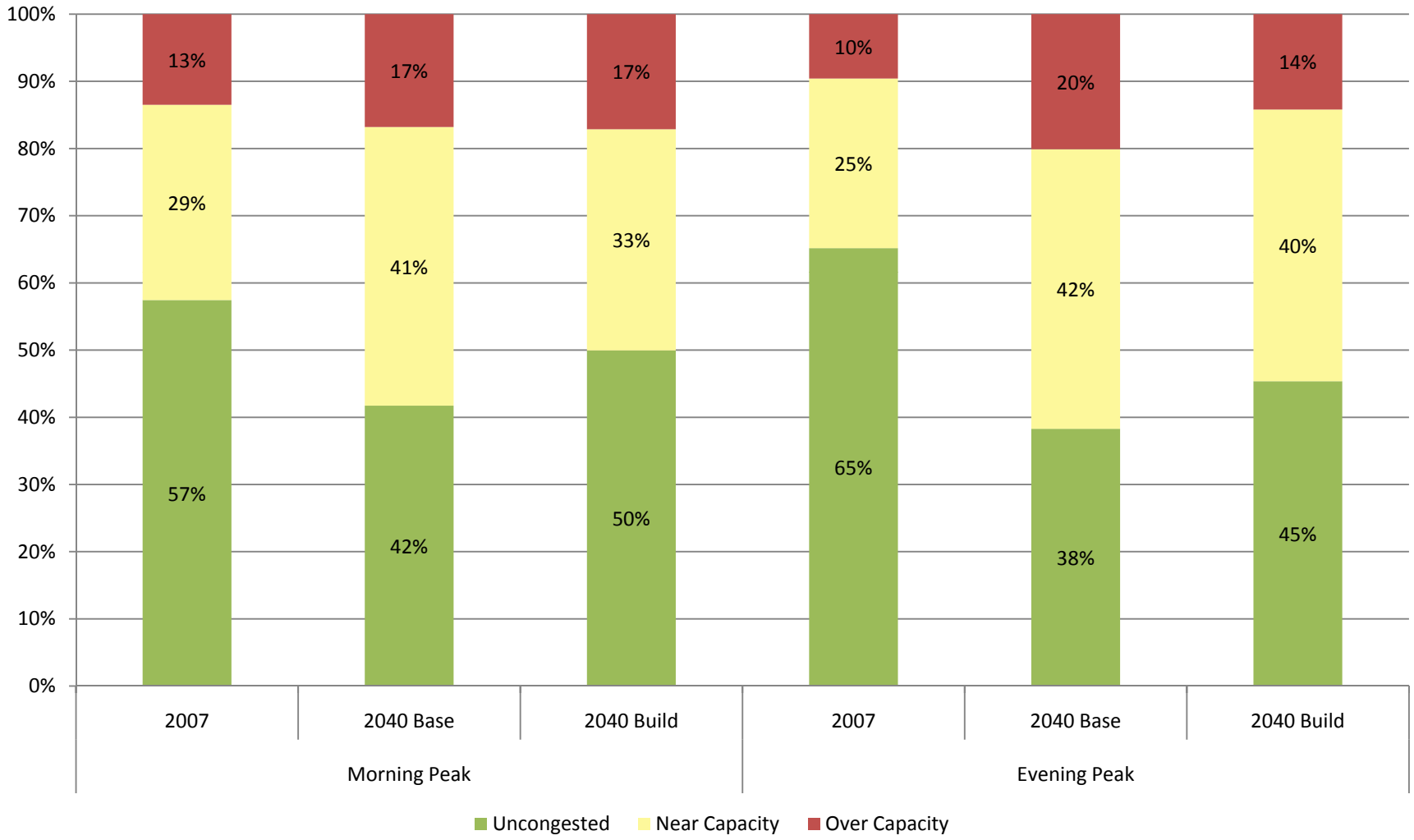
Distribution of Peak Period VMT by Level of Service – Prince William Parkway Corridor

- ***The year 2040 Build scenario improvements to the Prince William County Parkway corridor bring congestion almost back to 2007 levels.***



Distribution of Peak Period VMT by Level of Service – VA 28 Corridor

- ***The year 2040 Build scenario improvements show a reduced level of congestion in this corridor for the morning and evening over the Base scenario.***



Screenline Analysis

Screenlines

Overview

Screenlines and cordon lines are imaginary lines that are placed across all roadways covering a specific movement. Screenlines usually follow a logical dividing line, such as a river, highway, or railroad tracks, permitting the study area to be divided into districts.

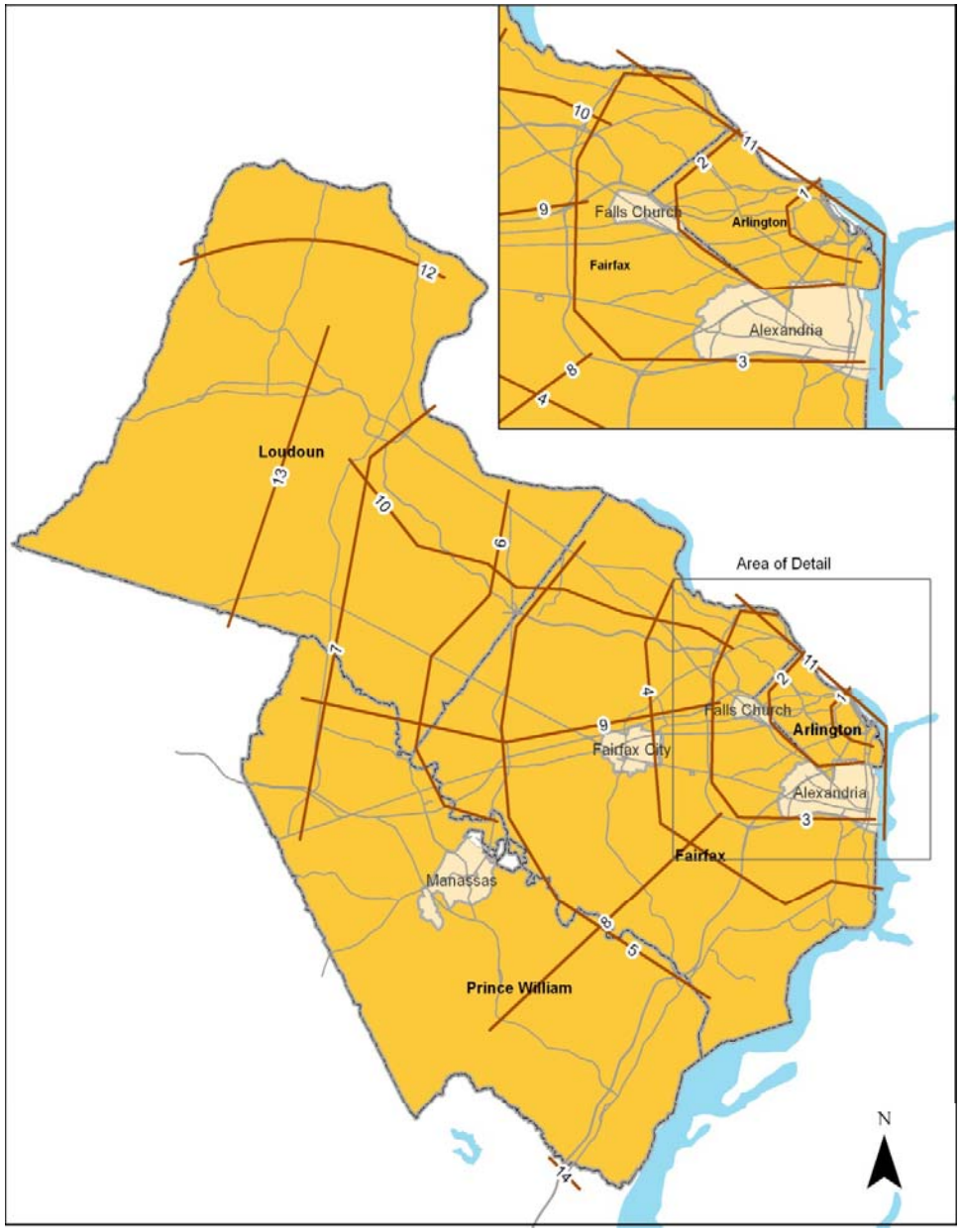
Location Quick Reference

Lines 1 -7 are located at increasing distance from D.C.:

1 – Along Arlington Blvd/Washington Blvd outside Pentagon
2 – Along Arlington County line
3 – Along Beltway alignment
4 – Through central Fairfax County
5 – Along Fairfax County line
6 – West of VA 28 corridor and Dulles Airport
7 – Western Prince William County extended across Loudoun County

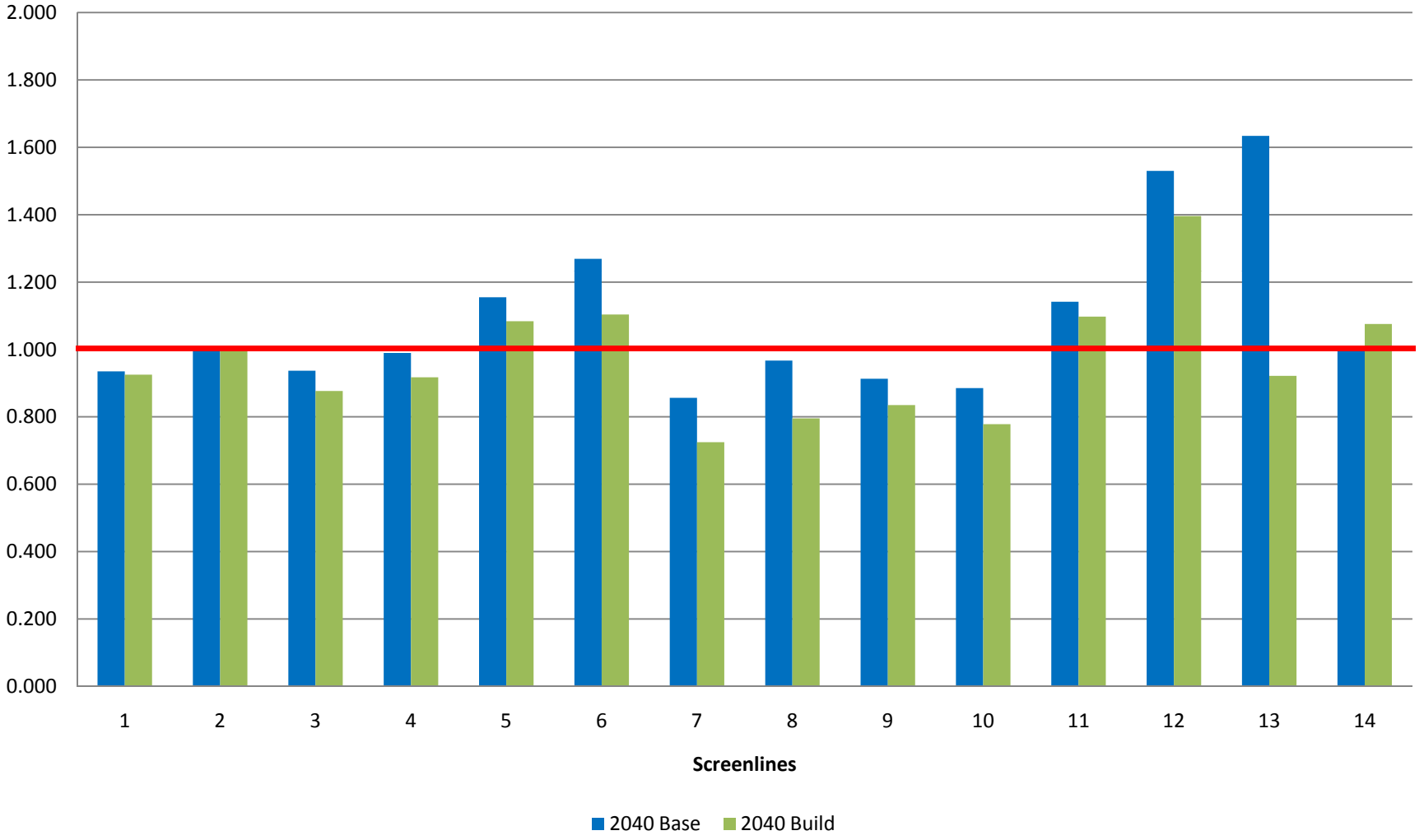
Lines 8-14 are located to permit understanding of specific flows:

8 – Parallel to north side of I-95/U.S. 1 corridor
9 – Parallel to I-66 corridor
10 – Parallel to VA 267 corridor
11 – Potomac River
12 – Northern Loudoun County
13 – Western Loudoun County
14 – Southern end of study area across I-95/U.S. 1



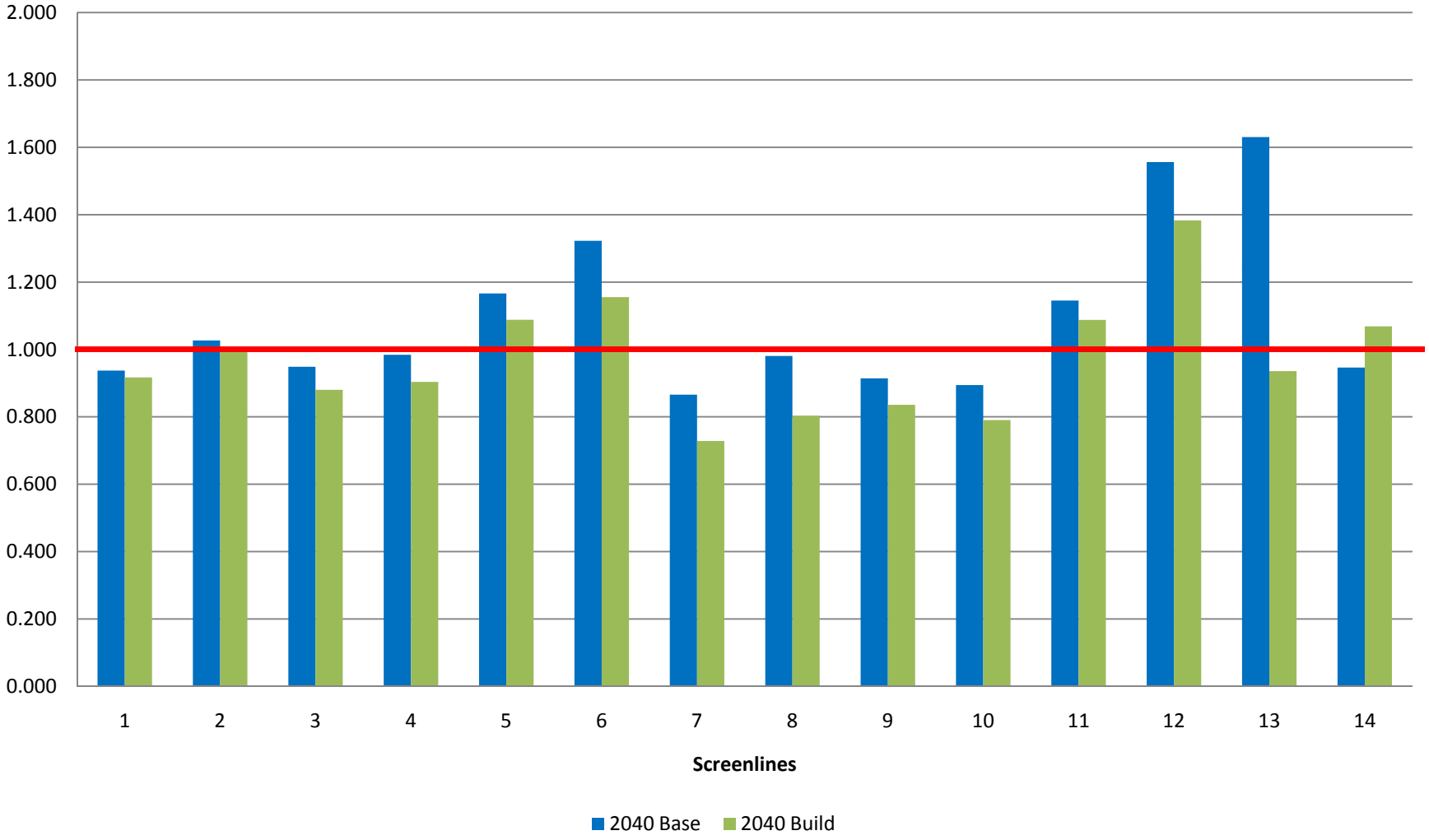
Morning Peak Volume to Capacity Ratio Compared to 2007

- ***This graph highlights the change in volume to capacity ratio from the 2007 scenario. Values over one indicate a higher volume to capacity ratio than in 2007. Overall the year 2040 Build scenario shows improved traffic flow across the screenlines and, at some screenlines, over 2007 conditions.***



Evening Peak Volume to Capacity Ratio Compared to 2007

- ***This graph highlights the change in volume to capacity ratio from the 2007 scenario. Values over one indicate a higher volume to capacity ratio than in 2007. Overall the year 2040 Build scenario shows improved traffic flow across the screenlines and, at some screenlines, over 2007 conditions.***



TransAction 2040

Northern Virginia Transportation Authority

March 8, 2012

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Transportation for Today and Tomorrow

Major Project Activities

- Identify Initial Project List (Completed)
- Establish Evaluation Framework (Completed)
- **Analyze Projects Using TPB Version 2.3 (Release 37) Model (Current)**
- Assign Ratings and Perform Preliminary Project Prioritization (Pending)
- Prepare LOS Maps (Pending)
- Issue Newsletter #1 and Conduct Public Open House (March-April)
- Determine Revised Project List (May)
- Perform Model Analysis of Revised Build Scenario (May-June)
- Finalize Project Prioritization (June-July)
- Issue Newsletter #2 and Prepare Final Reporting (July-September)

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Scenarios Tested Using the Model

- 2007 Scenario
  - 2007 Land Use
  - 2007 Network

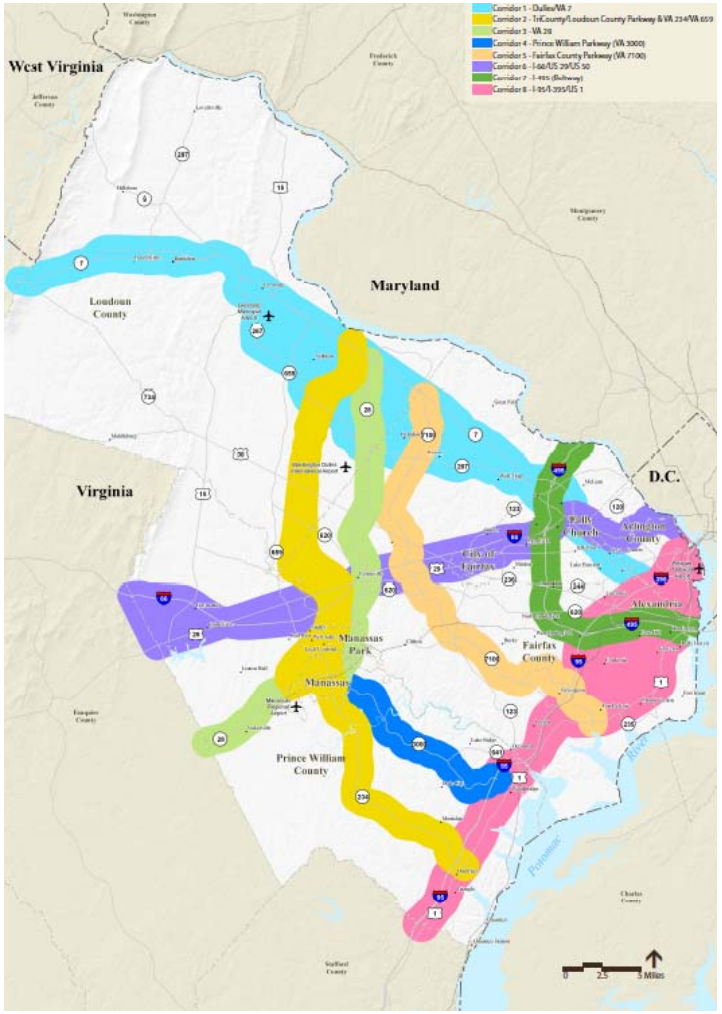
- 2040 Base Scenario
  - 2040 Round 8.0 land use
  - All projects in the Financially Constrained Long Range Plan (CLRP) in place, including Silver Line and Beltway HOT Lanes

- 2040 Build Scenario
  - 2040 Round 8.0 land use
  - All projects in the CLRP in place
  - All of the TransAction 2040 projects

Eight Regional Corridors

- Virginia Route 7 and the Dulles Toll Rd
- Loudoun County Parkway / Tri-County Parkway / Virginia 234 / and Virginia 659
- Virginia Route 28
- Prince William Parkway
- Fairfax County Parkway
- I-66 / US Route 29 / and US Route 50
- I-495 Beltway
- I-95 / I-395-US Route 1

Other major improvements outside the eight defined corridors were also identified.



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Major Projects in Build Scenario

- Over 100 highway projects adding 785 lane-miles including:
  - Western Bypass
  - Eastern Potomac River Crossing
  - Urban Street grids at major activity centers (Tysons Corner, Crystal City)
  - HOV Lanes on the Fairfax County Parkway
- More than 50 transit projects including:
  - Metrorail Extensions to Gainesville and Potomac Mills
  - Relocation of Metrorail Blue Line crossing at the Key Bridge
  - Light Rail on VA 28
  - Metrorail Connections across the Wilson and Legion Bridges
  - Expand Metrorail fleet to all 8-car trains
- Over 40 projects to improve bicycle/pedestrian conditions
  - Trails
  - Bikesharing
  - Grade-separated crossings

Travel Pattern Changes

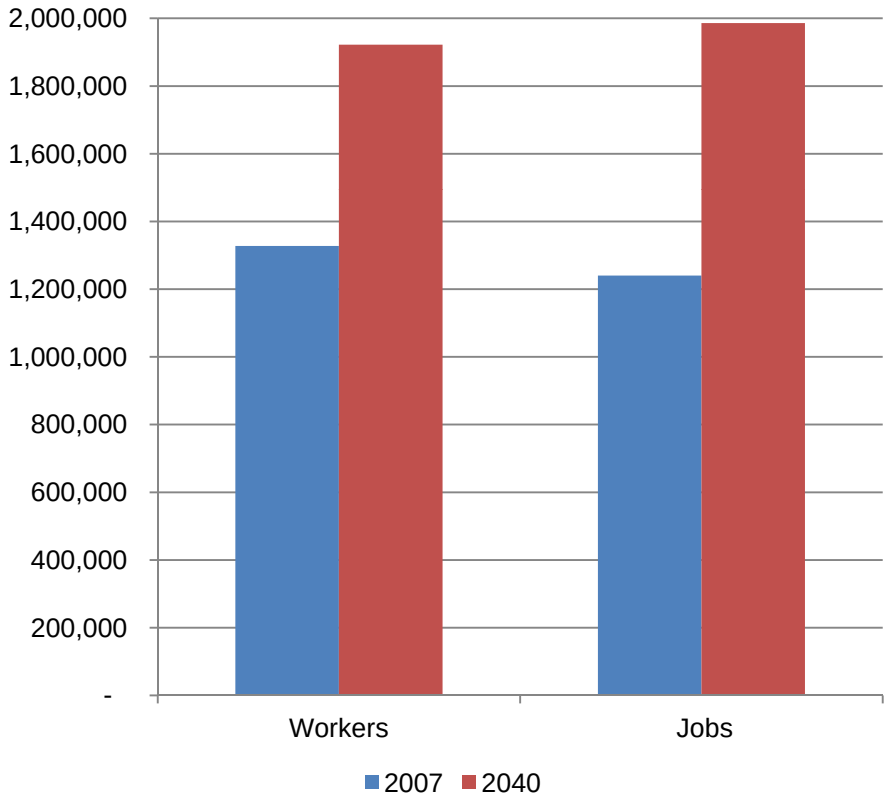
- Round 8.0 Land Use is a Primary Driver
  - Growth in residential and employment opportunities throughout region
  - Proportionally more jobs than residences added in areas outside the core
  - Arlington County is forecast to continue to have more jobs than workers
  - Fairfax County is forecast to have slightly more jobs than workers
  - Loudoun and Prince William Counties are forecast to continue to have more workers than jobs

- Transportation Network also Influences Travel Patterns
  - Model reflects the idea that people have a travel time budget
  - If faster access is available, people travel farther to reach opportunities

Travel Pattern Changes

- Travel in Northern Virginia is expected to increase substantially by 2040
  - 45% increase in commuter trips starting in Northern Virginia
  - 60% increase in commuter trips destined for Northern Virginia

Total Work Trips in Northern Virginia



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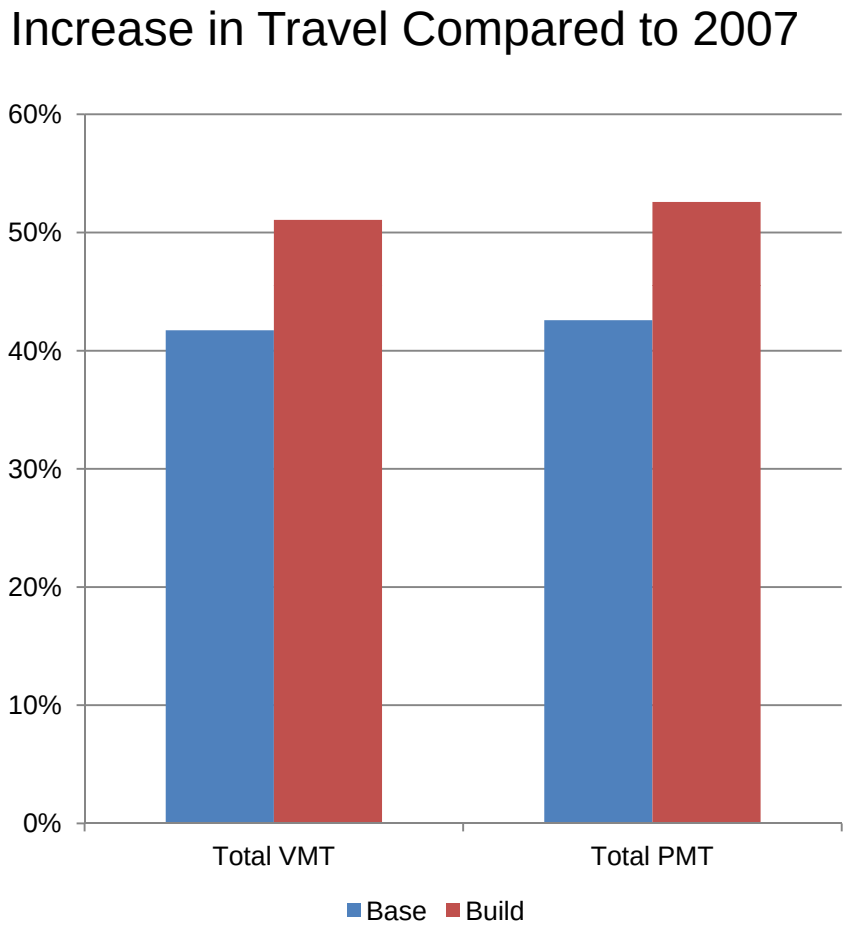
Vehicle Travel and Person Travel

- The amount of vehicle travel (VMT) increases in 2040 compared to 2007
- The amount of person travel (PMT) also increases in 2040
  - Person travel increases more than vehicle travel
  - This indicates that more people are using non-SOV modes
- Vehicle travel and person travel are higher in the build scenario than the base scenario
  - This shows that the build projects improve accessibility
  - Longer distance trips are possible within the same amount of travel time



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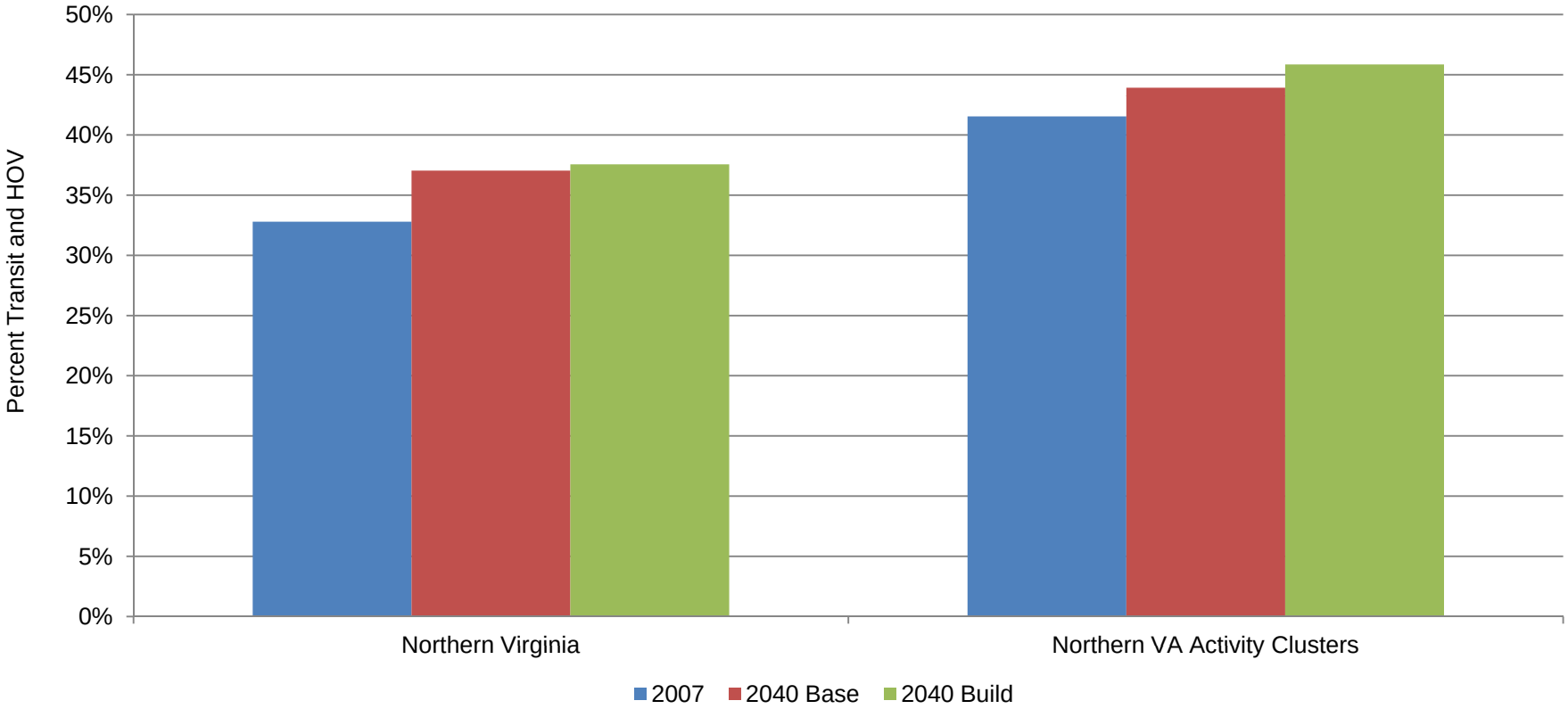
Work Trip Origins HOV and Transit Mode Share

- ***In 2040 the use of alternative modes including transit and HOV, increases for work trips in Northern Virginia***
- ***The projects in the build scenario further increase the use of these alternative modes***
- ***The percentage using these modes is even higher in the major Activity Clusters***



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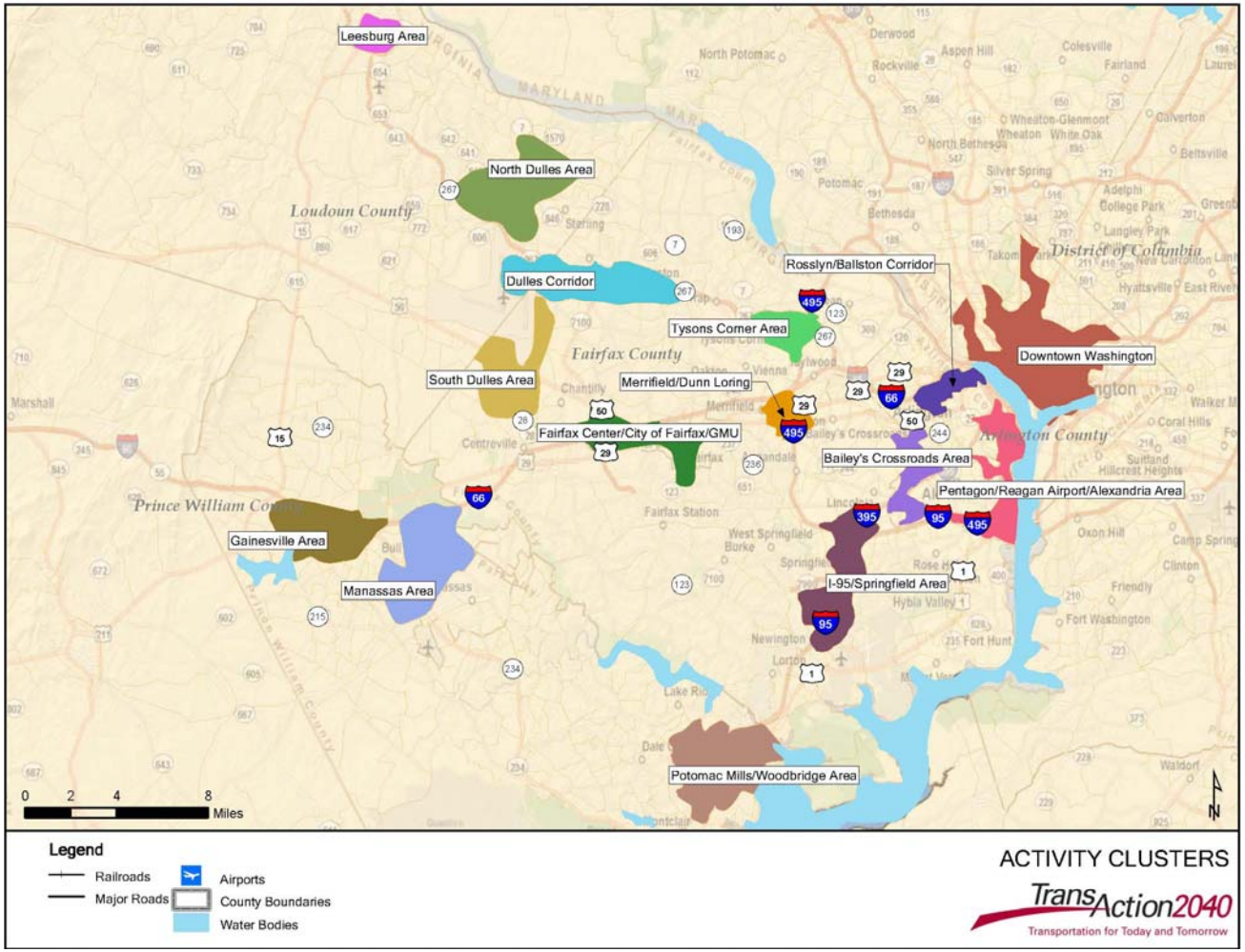
Northern Virginia Activity Clusters



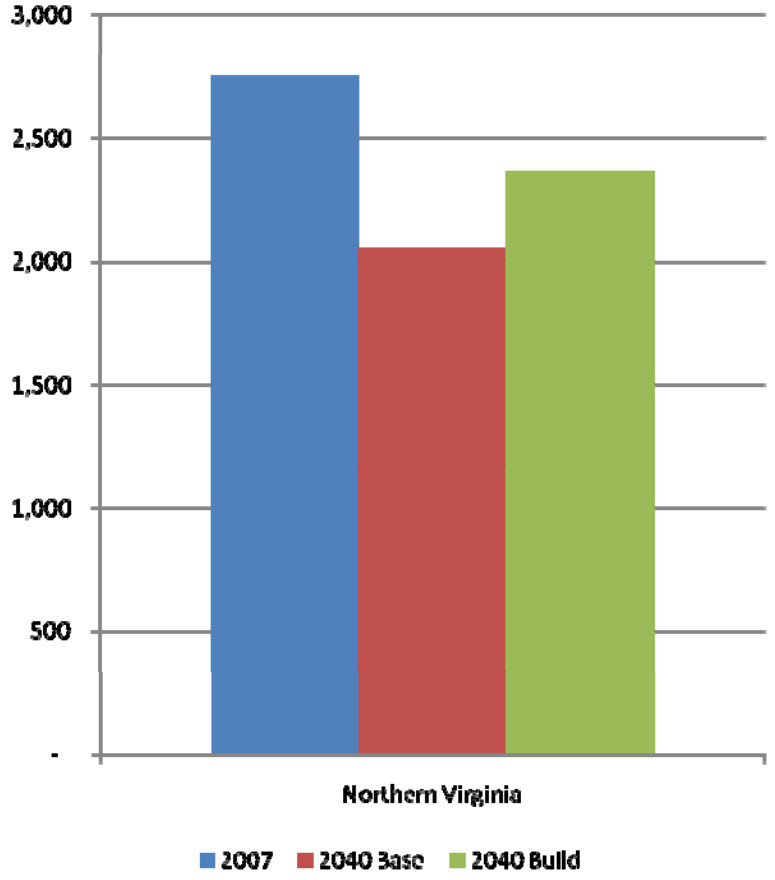
HOV and Transit Mode Share for Commuter Trips from and to Activity Clusters

	Trip Origins (From)				Trip Destinations (To)		
Activity Cluster	**2007**	**2040 Base**	**2040 Build**		**2007**	**2040 Base**	**2040 Build**
Downtown Washington	86%	86%	88%		68%	73%	75%
Pentagon/Airport/Alexandria	64%	65%	67%		54%	63%	63%
Dulles Corridor	28%	37%	39%		24%	33%	33%
Tysons Corner	32%	45%	47%		28%	45%	44%
Rosslyn/Ballston Corridor	71%	73%	75%		59%	67%	68%
Fairfax Center/City of Fairfax	28%	32%	37%		22%	27%	29%
South Dulles	23%	27%	29%		21%	25%	26%
North Dulles	21%	26%	28%		20%	24%	25%
I-95/Springfield	36%	40%	41%		24%	31%	32%
Bailey's Crossroads	45%	46%	48%		28%	35%	34%
Merrifield/Dunn Loring	37%	41%	43%		27%	33%	34%
Manassas	22%	28%	32%		18%	20%	22%
Potomac Mills/Woodbridge	29%	37%	36%		21%	24%	25%
Leesburg	23%	31%	30%		19%	22%	23%
Gainesville	21%	28%	33%		17%	18%	21%

Note: HOV and transit mode shares in other major U.S. cities range from 70% in New York, 57% in San Francisco, 50% in Boston, 28% in Baltimore, to 19% in Dallas. HOV and Transit mode shares to major Central Business Districts are higher, including 73% in San Francisco, 64% in Boston, and 28% in Dallas.

Number of Jobs per Household Accessible within 60 Minutes - Auto

- Number of jobs per household accessible within 60 minutes by automobile decreases from 2007 to 2040 Base due to congestion
- The projects in the 2040 Build scenario improve upon the 2040 Base conditions by decreasing congestion, but reflect less accessibility than under 2007 conditions



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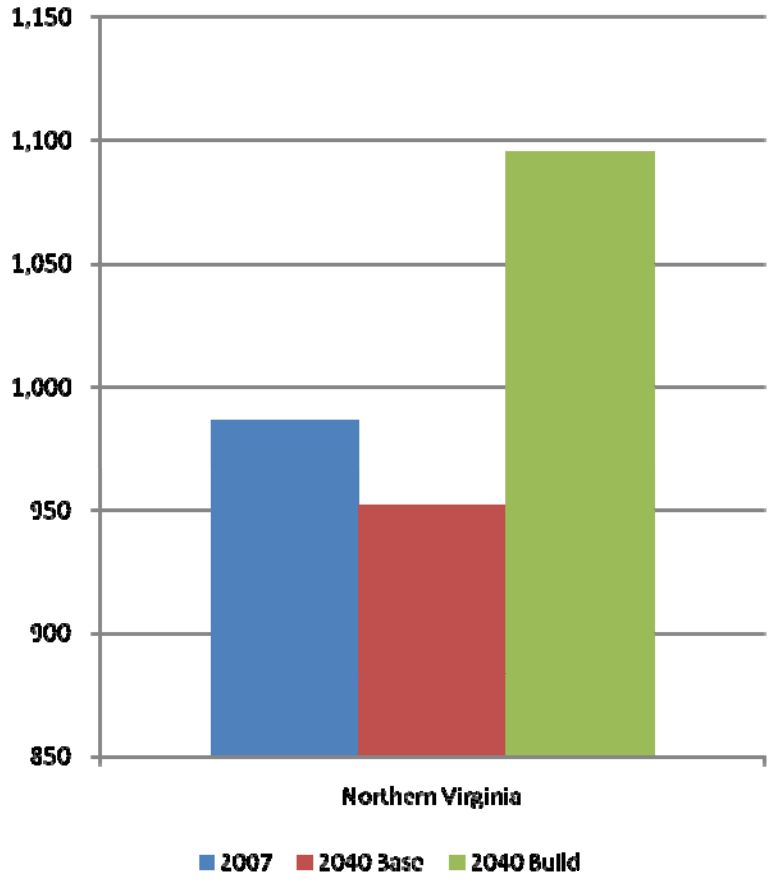
Number of Jobs per Household Accessible within 60 Minutes - Transit

- Number of jobs per household accessible within 60 minutes by transit decreases from 2007 to 2040 Base due to congestion
- 2040 Build projects, which include several significant rail transit extensions, increase transit accessibility over 2007



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Corridor-Level Observations

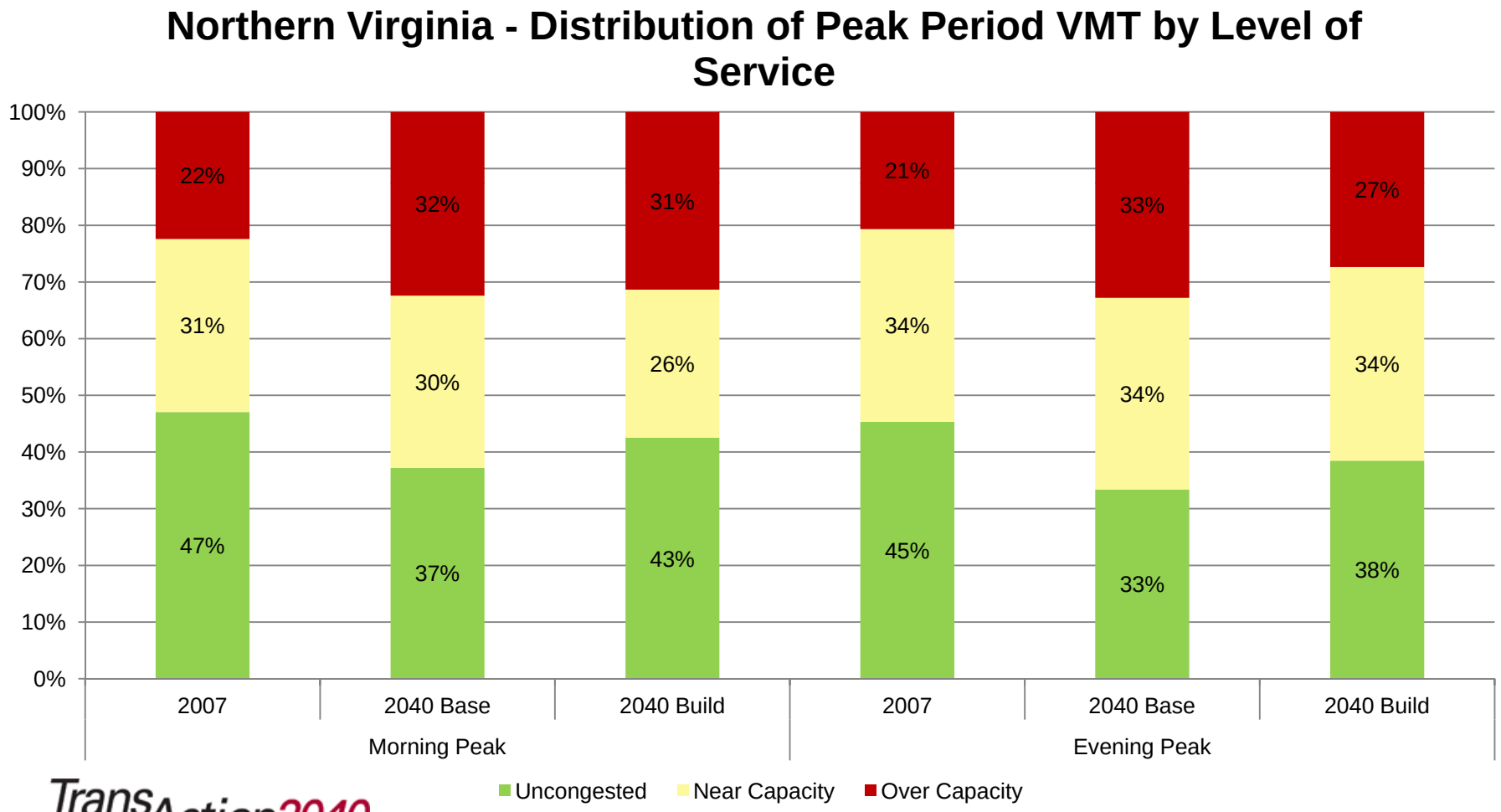
- All Corridors Have Expanded Multimodal Capacity
  - The 2040 Build Scenario includes increased lane miles (i.e., new or widened roads) and improved transit service in all corridors
  - In most corridors, proportionally less VMT is added than lane miles resulting in lower levels of congestion in the 2040 Build Scenario
  - In some corridors, there is an increase in the ratio of person travel (PMT) to vehicle travel (VMT), indicating more efficient travel in the 2040 Build Scenario, perhaps due to improved transit options

Corridor-Level Observations

- Level of Service Effects
  - Comparing 2007 to 2040 Base, more vehicle travel occurs on congested roadways in nearly all of the corridors
  - Comparing 2040 Base to 2040 Build, more vehicle travel occurs on uncongested roadways in virtually all of the corridors
    - This shows that the Build projects help reduce congestion
    - Despite major improvements, the 2040 Build scenario still has higher levels of congestion than 2007

Example Corridor Level of Service Distribution

- ***The year 2040 Build scenario improves the level of congestion in the peak periods bringing it closer to the existing congested level***



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Transportation for Today and Tomorrow

Near-Term Next Steps

- Complete Assignment of Ratings
- Cost Benefit Analysis
- Complete LOS Maps, Perform Preliminary Project Prioritization
- Issue Newsletter #1
- Conduct TAC and PCAC Meetings
- Conduct Public Open House (April)
- May NVTA Meeting

5.A.

Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on TIP Amendments (Agenda Item 5.A.)

DATE: February 29, 2012

VDOT submitted an FY 2011-2016 Transportation Improvement Program (TIP) amendment to the Transportation Planning Board (TPB) for approval in February 2012. The amendment is summarized below. The TPB Steering Committee approved amendment on March 2, 2012.

- Transit Alternatives Analysis Study in Route 7 Corridor between the City of Alexandria and Tyson Corner (NVTC0001). The study includes examining alternatives, determining the feasibility of high-capacity transit in the Route 7 Corridor, (between King Street Alexandra and Tyson Corner) and performing planning and preliminary design of enhanced multi-modal transportation solutions along Route 7. The $437,500 in funding proposed to be obligated through this amendment is derived from FY 2010 federal SAFETEA-LU ($350,000 in FTA Section 5339) and non-federal match ($87,000) funds awarded to the City of Falls Church. The Northern Virginia Transportation Commission (NVTC) will obtain and manage the federal grant and non-federal matching funds as well as manage the study.

Jurisdiction and Agency Coordinating Committee members and I will be available at the March 8, 2012, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

February 21, 2012

National Capital Region: FY 2011-2016
Transportation Improvement Program Amendment

The Honorable Todd Turner
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 Turner:

On behalf of the City of Falls Church, the Northern Virginia Transportation Commission and VDOT, the Northern Virginia District Office requests amendment of the FY 2011-2016 Transportation Improvement Program (TIP) to add the following Transit study project to the TIP and CLRP. The study is exempt from regional air quality conformity determination and as such he proposed TIP amendment will not affect the regional air quality conformity analysis for the TIP/CLRP.

Transit Alternatives Analysis Study in Route 7 Corridor between the City of Alexandria and Tyson Corner (NVTC0001). The study includes examining alternatives, determining the feasibility of high - capacity transit in the Route 7 Corridor, between King Street Alexandria and Tyson Corner) and performing planning and preliminary design of enhanced multi-modal transportation solutions along Route 7. The $437,500 in funding proposed to be obligated through this amendment is derived from FY 2010 federal SAFETEA-LU ($350,000 in FTA Section 5339) and non-federal match ($87,500) funds awarded to the City of Falls Church. The Northern Virginia Transportation Commission (NVTC) will obtain and manage the federal grant and non-federal matching funds as well as manage the study.

Please find attached NVTC's request for this TIP amendment. Also attached is the TIP table outlining the details of the proposed funding for the study. These funds are new to the CLRP/TIP and are not diverted from other projects currently in the TIP/CLRP.

We request that this TIP amendment be considered and acted upon by the TPB Steering Committee at its meeting on March 2, 2012. Representatives from the City of Falls Church, NVTC, and VDOT plan to attend the Steering Committee meeting and will be happy to answer any questions the Committee may have.

Upon approval of this amendment, please provide copies of the approval to Ms. Renée Hamilton, VDOT's Assistant District Administrator for Programming and Investment Management in Northern Virginia, and Ms. Terry Brown of the Virginia Department of Rail and Public Transportation in Richmond.

Thank you for your consideration of this request.

Sincerely,

Garrett W. Moore

Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachments

Copy: Ms. Renée Hamilton, ADA-PIM, VDOT – NoVA
Mr. Richard Burke, Programming Director, VDOT - NoVA
Mr. Kanathur Srikanth, Planning Director, VDOT - NoVA
Ms. Marie Berry, VDRPT, Richmond
Mr. Terry Brown, VDRPT, Richmond
Ms. Wendy Block Sanford, City of Falls Church
Mr. Richard Taube, NVTC

NVTC Northern Virginia Transportation Commission

January 25, 2012

Gerritt Moore
District Administrator
VDOT Northern Virginia
4975 Alliance Drive
Fairfax, Virginia 22030

Dear Mr. Moore:

The City of Falls Church received a $350,000 earmark in FY 10 SAFETEA-LU funds for a $437,500 project to conduct an alternatives analysis and feasibility study of high-capacity transit in the Route 7 Corridor (King Street Alexandria to Tysons Corner). The Northern Virginia Transportation Commission (NVTC) has agreed to manage the project and obtain the federal grant and non-federal matching funds.

As you know, for us to obtain the federal funds, the project must be listed in the Transportation Improvement Program (TIP). Please arrange for the project to be included in the TIP for FY12 because the funds must be obligated by September 30, 2012. The project should be included under Preliminary Engineering (PE). The identifying earmark description is VA-E210-ALTA-018-Enhanced Transit Services-Route 7 Corridor (City of Falls Church). I have enclosed a discussion paper describing the project in detail.

Do not hesitate to call me if you have any questions or need any additional information.

Sincerely

Richard K. Taube
Executive Director

2300 Wilson Boulevard • Suite 620 • Arlington, Virginia 22201
Tel (703) 524-3322 • Fax (703) 524-1756 • TDD (800) 828-1120
E-mail nvtc@nvtdc.org • Website www.thinkoutsidethecar.org

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

FY 2011 - 2016

TIP Amendment -3/24/2012

Changes to funding are noted in **bold**.

	Previous Funding	Funding Source	Funding Shares Fed	State	Local	FY11	FY12	FY13	FY14	FY15	FY16	Source Total
NVTC- Transit												
TIP ID: Agency ID: NVTC0001			Title: Transit Alternatives Analysis Study in Rte. 7 Corridor								Complete: 2013	
Facility: Transit Alternatives Analysis in Rte 7 Corridor		Section 5339	80%	0%	20%		**$438**					**$438.00**
From:City of Alexandria												
To: Tysons Corner												
										Total funds:		**$438.00**

Description: Alternatives Analysis Study for Rte 7 Corridor
Jurisdiction: Alexandria, Falls Church and Fairfax County .
To obligate $350,000 of FY 2010 federal funds to conduct a feasibilty study and perform planning and preliminary design of enhanced multi-modal solutions along Route
Amendment: 7.
Air Quality: This project is exempt from the requirement to determine air quality conformity.

5.B.

Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-95 High Occupancy Toll (HOT) Lanes Project (Agenda Item 5.B.)

DATE: March 1, 2012

Since the July 14, 2011, NVTA meeting, activities related to the I-95 HOT Lanes project include:

- VDOT is preparing an environmental assessment for the HOT lanes project.
- VDOT is preparing an environmental assessment for the I-395/Seminary Road HOV/Transit ramp as a separate project from the I-95 HOT Lanes Project.
- There are currently two initiatives underway to address the transit component of the revised HOT Lanes project… DRPT's I-95 HOT Lanes Transit/TDM study concentrates on transit and TDM programs and services AFTER the HOT lanes are constructed. The I-95 HOT Lanes TMP Working Group concentrates on transit and TDM programs and services that can be implemented DURING construction that will mitigate traffic in the construction area.
- The National Capital Transportation Planning Board (TPB) conducted an air quality conformity assessment that reflects the new I-95 HOT lanes project and the I-395/Seminary Road HOV/Transit ramp. Based on these results, the TPB added these projects to the 2010 Constrained Long Range Plan at the July 20th meeting.
- Construction of the I-95 HOT lanes project is expected to begin in 2012
- Construction of the I-395/Seminary Road HOV/Transit ramp is expected to begin in 2013.

Jurisdiction and Agency Coordination Committee members and I will be available at the March 8, 2012

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

5.C.

Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-66 Projects and Studies (Agenda Item 5.C.)

DATE: February 29, 2012

The following is a summary of changes to several I-66 projects and studies since the July 14, 2011 NVTA meeting.

I-66 Multi-Modal Study (DC line to I -495)
This planning level study will determine options and recommend strategies which promote and enhance multi-modal transportation in the I-66 corridor inside the Beltway. Market research in the corridor was completed in the fall of 2011, and an interim study report was produced in December. Public meetings were held in Arlington and Falls Church/Fairfax County in December to get feedback on specific mobility options. These options are currently being evaluated, and the best of these will be combined into packages for more detailed evaluation. The study is advised by a Participating Agency Review Committee (PARC), comprised of local and federal staff and operating agencies. Study details are available on the VDOT website. The study is scheduled to be completed in May/June 2012.

I-66 TIER 1 EIS (I-495-Rt. 15)
The I-66 EIS study team has collected and is compiling environmental resource data into GIS mapping. The team is indentifying transportation needs for the corridor and will incorporate them into a formal statement of Purpose and Need. Traffic data from previous studies as well as available traffic/accident data from VDOT, Fairfax and Prince William Counties has also been collected. A public meeting was held on Tuesday, January 31 in Manassas and Thursday, February 2, at VDOT's NOVA office. The study is expected to be completed July 2012.

I-66 Vienna Metro Access Ramp (1-66 at Vaden St.)
Provision of a bus-only ramp from the east and west-bound HOV lanes of 1-66 to Vaden St. near the Vienna Metro Station. The project is in the design phase.

Martin E. Nohe, Chairman

I-66 ATM - Active Traffic Management (DC line - Rt.15)
Design-Build project delivery of phased deliverables including gantry structures, lane/shoulder control display, queue/incident detectors, robust CCTV coverage, queue/speed warning DMS for lane/shoulder control, responsive incident management, emergency areas with detection/surveillance to enhance mobility/safety.

1-66 Improvements/Widening (Rt. 29 - Rt. 15)
Design-Build delivery of pavement widening to provide additional lanes on 1-66. The project also includes phased improvements to the interchange at I-66/Rt.15 interchange. Project engineering of preliminary plans as required for D/B procurement, has just started and a project delivery schedule is under development.

I-66 Reconstruction Project
On April 4, 2011, VDOT began reconstructing I-66 from Route 50 to the Beltway (I-495). Work will be conducted between 9 p.m. and 5 a.m. Sunday through Thursday. This is a Design-build project for concrete patching and asphalt overlay on the east and west bound mainline and ramps. The project also includes upgrades to corridor drainage, concrete barrier and guardrail. Construction is underway and scheduled for an October 2012 completion date.

I-66/I-495 HOT Lanes
Project team reconstruction of existing bridges, access ramps and construction of a new HOT lane access ramp at the I-66/I-495 interchange. This project is expected to be completed in Fall 2012.

I-66 Spot Improvements
I-66 Spot Improvement #2 (Westmorland Dr. - Haycock Rd.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp. No right-of-way is required. A public hearing was held on October 27, 2008 and the project awaits completion of the I-66 Multi-Modal Study before re-initiating design.

I-66 Spot Improvement #3 (Glebe Rd. - Lee Hwy.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp. No right-of-way is required. A public hearing was held on October 27, 2008 and the project awaits completion of the I-66 Multi-Modal Study prior to re-initiating design.

1-66 (Rt. 29/Linton Hall Rd. Interchange

The first phase, major work along 1-66 is done. Interchange improvements at the nearby Rt. 29 and Linton Hall Rd. which is the next phase is underway and will further improve 1-66 operations. Project completion is scheduled for June 2015.
Jurisdiction and Agency Coordinating Committee members and I will be available at the February 9, 2012, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

5.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: Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: DRPT SuperNova Transit / TDM Study

DATE: DRAFT: March 1, 2012

The Virginia Department of Rail and Public Transportation (DRPT), in partnership with the Virginia Secretary of Transportation and Governor Bob McDonnell's office, has initiated a comprehensive study of current and projected commuter patterns throughout the greater Northern Virginia region. This study effort is called "SuperNova".

According to DRPT, one of SuperNova's goals is to provide recommendations for transit and transportation demand (TDM) enhancements needed to keep Northern Virginia moving. For this study effort, DRPT will review commuting patterns within Northern Virginia, as traditionally defined by localities, as well as communities as far west as Winchester, south through Culpeper, and Caroline Counties. In addition, the impact from commuters traveling from Maryland, West Virginia and Washington, D.C. into Northern Virginia will also be considered.

DRPT has initiated public and stakeholder involvement activities to obtain input on the needs and "gaps" of transit and TDM services in the study area. In January 2012, DRPT held two stakeholder meetings with designees from regional planning agencies, local government staff, TDM and transit agencies, and private operators. In February 2012, the agency sponsored three separate public meetings in Leesburg, Warrenton, and Fredericksburg and one open house forum in Crystal City. DRPT will conduct another round of public meetings with stakeholders in other areas of the region in the spring.

The Super Nova study is scheduled to be complete by December 2012. The latest information about the study, can be found at Study's website:
http://www.supernovatransitvision.com/

5.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: Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on Regional Air Quality (Agenda Item 5.E.)

DATE: March 8, 2012

The purpose of this memorandum is to advise you of the current status of Air Quality planning for the metropolitan region, and suggest that NVTA transmit comments to regional Air Quality agencies for consideration as the Plan is updated.

The attached memorandum to the JACC provides more detailed information about this matter. In summary:

The region needs to submit a ten-year Maintenance Plan showing that PM2.5 and PM2.5 NOx emissions in the region, between now and 2025, will be at or below 2007 levels. The Maintenance Plan will include estimates of estimated amounts of emissions of these two pollutants from all four sources including transportation. The emissions estimate from the transportation sector included in the Maintenance Plan will serve as the future emissions budget to be used by the Transportation Planning Board (TPB) in its air quality conformity analyses of the CLRP and TIP for the next ten plus (till 2025).

Transportation emission estimates of both PM2.5 and PM2.5 NOx have been developed using data, assumptions and methodologies currently available and adopted. Previous experience in this region has shown that non-transportation project related data, assumption and methodologies will change over time. Such changes will increase the estimate of transportation emissions. Most recent changes to vehicle age data and the emissions calculation methodology has resulted in emissions estimates increasing by 19 percent and 125 percent respectively.

Since such changes to data, assumptions and methodologies are likely to continue to occur in the future, it is important to recognize the uncertainty of the timing and magnitude of such changes. It is equally important to recognize the unavailability of cost-effective, voluntary emissions reductions measures that the transportation sector alone can fund and implement as part of the CLRP and TIP in the next ten years.

In the past, when similar changes in data / assumptions resulted in exceeding emissions budgets, the region has implemented TERMs (Transportation Emissions Reduction Measures) to reduce the increased estimates of emissions. Over the past 15 years the region has funded and implemented over 100 such cost-effective voluntary measures which continue to provide emissions reductions – about 15 tons/year of PM2.5 Primary particles and about 130 tons/year of PM2.5 precursor NOx particles. However, the increases in emissions estimates from most recent changes to data and methodology is on the hundreds of tons/year of PM2.5 and thousands of tons/year of PM2.5 NOx particles.

As such it is imperative to ensure that the Maintenance Plan **establish a reasonable "margin of safety" for the motor vehicle emissions** to accommodate such potential changes to transportation emission estimates between now and 2025. This is particularly important since once developed and approved, the Maintenance Plan is not required to be revisited to adjust the plan's emissions estimates till 2025. This reasonable Margin of Safety may not necessarily provide sufficient to accommodate significantly higher changes in estimate due to changes in methodologies but would provide enough leeway to variations in emissions estimates due to changes for a variety of planning data / assumption. **Any significant changes to estimated amounts of transportation emissions outside of the safety margin,** particularly those caused by changes to emissions model, **would require the Transportation and Air Agencies to work together to revise the air quality Plan to update the motor vehicle emissions budgets**.

The above recommendation of establishing a safety margin is based on discussions with the Virginia Departments of Transportation (VDOT) and Environmental Quality (VDEQ). The VDEQ has reviewed and researched the matter and advises that: (1) the request for a safety margin for the motor vehicle emissions budget is reasonable and prudent; (2) is affordable by the region given the surplus reductions calculated for the region's PM2.5 Maintenance Plan; (3) federal air quality Plan development guidelines allow for the provision of such safety margins; (4) other non-attainment and maintenance areas in the country have provided such safety margins in their air quality Plans and the EPA has approved such Plans (Macon region in GA, Sacramento region in CA, Dallas-Fort Worth region in TX) and (5) all of the Maintenance Plans in Virginia have included safety margins for transportation.

attachments: a\s

JACC members and I will be available at the Authority meeting on March 8, 2012, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

5.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: Monica Backmon, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Technical Memorandum on Update on Regional Air Quality (Agenda Item 5.E.)

DATE: March 8, 2012

Summary:

The US EPA (EPA) has determined that the Metropolitan Washington Region has attained the National Ambient Air Quality Standard (NAAQS) for the PM2.5 criteria pollutant. The two states (Maryland and Virginia) and the District of Columbia (D.C.) (herein referred to as the Region) are working to request the EPA to re-designate the region as an "attainment" area. The region will now have to submit a ten year Maintenance Plan showing that PM2.5 emissions in the region between now and 2025 will be at or below 2007 levels when the region was found to have attained the PM2.5 standard.

The Maintenance Plan will include estimates of emissions amounts from four sources of PM2.5 emissions, including transportation. The emissions estimate from the transportation sector included in the Maintenance Plan will serve as the future emissions budget to be used by the Transportation Planning Board (TPB) in its air quality conformity analyses of the CLRP and TIP.

The Metropolitan Washington Air Quality Committee (MWAQC) is leading the coordination and technical work of developing a Maintenance Plan for the region. TPB staff has completed estimating PM2.5 emissions from the transportation sector for use in the development of emission budgets in the Maintenance Plan. Using these estimates in the long term (between now and 2025) could impose constraints on the region's ability to update the CLRP and TIP during this period. **For this reason, transportation agencies in the region are encouraged to actively participate in the development of the Maintenance Plan and particularly the establishment of transportation emissions budgets.**

This memorandum provides some background and current status of the issue of transportation emissions budgets in the PM2.5 Maintenance Plan. The memorandum recommends that the NVTA

communicate with the Virginia State Air Agency (VDEQ) and MWAQC and urge them to include an adequate safety margin in the mobile vehicle emissions budget proposed in the PM2.5 Maintenance Plan.

Background:

EPA finalized the PM2.5 NAAQS in 1997. The standard has two components: an annual emissions level standard of 15.0 micrograms per cubic meter ($\mu g/m^3$) and a 24-hour emissions level of 65 $\mu g/m^3$. In 2004, EPA designated the Metropolitan Washington region as a "non-attainment" area of this 1997 PM2.5 annual standard, and found the region to be in "attainment" of the 24-hour standard. EPA directed the region to attain the PM2.5 annual standard by 2009.

In response to this directive, the region submitted a PM2.5 attainment Plan (State Implementation Plan, or SIP) in 2008. This SIP included estimates of the amount of PM2.5 emissions from the transportation sector which, once EPA approved the SIP, would serve as the emissions budgets for the CLRP and TIP. The SIP contained emissions estimates from the transportation sector for PM2.5 Primary particles and PM2.5 precursor NOx particles. The PM2.5 primary particles emissions budget was proposed to be 1,105.4 tons/year and the PM2.5 precursor NOx emissions budget was set at 52,052.9 tons/year up to 2010 and at 51,359.9 tons/year starting 2010.

In 2009, using air quality data collected in this region between 2004 and 2007, EPA determined that the Metropolitan Washington region had attained the 1997 PM2.5 annual emissions NAAQS by 2007 – two years ahead of the 2009 attainment deadline. EPA advised the region to (1) withdraw the Attainment Plan submitted in 2008; (2) officially request EPA to re-designate the region as being in "attainment" of the 1997 PM2.5 annual standard and (3) submit a plan to maintain low levels of fine particulate pollution for 10 years into the future.

The region is in the process of withdrawing the 2008 PM2.5 attainment SIPs and requesting the EPA to re-designate the region as being in attainment. Working with the states and D.C., MWAQC has started developing a regionalPM2.5 Maintenance Plan. The state air agencies that have the responsibility of submitting these Plans to the EPA intend to do so later this year. With the withdrawal of the 2008 PM2.5 Attainment Plan, the transportation emissions budgets proposed in the 2008 plan will no longer be applicable for the CLRP and TIP. The EPA regulation does, however, require the CLRP and TIP to limit emissions using an "interim test" until a Maintenance Plan has been approved. The TPB has been using the "interim test" for demonstrating that PM2.5 emissions from the CLRP and TIP projects are no greater than the levels in 2002.

The PM2.5 Maintenance Plan, when approved by the EPA, will contain PM2.5 emissions estimates from the transportation sector. These estimates will serve as transportation emissions budgets for use by the TPB in the CLRP and TIP updates for the next ten plus years (until 2025). While the Maintenance Plan does not have to be updated once submitted and approved, the TPB has typically updated its air quality conformity analyses every year. These annual updates to the air quality emissions estimates are intended not only to capture changes in the highway and transit projects in the CLRP and TIP, but also to reflect changes in the non-project related data such as assumptions and emissions models used in the analyses. Examples of such non-transportation project related changes that have affected the emissions estimates include: changes in the assumed distribution of VMT among different vehicle types, changes in the average age of the vehicle fleet in the region and upgrades to the mobile emissions model developed by the EPA. Previous analyses have shown that the changes to such data/assumption alone would increase the estimated amount of emissions anywhere from ten to

thirty percent. Similar changes could happen at any time in the next ten years, and thus any major update to the emissions model is likely to result in much higher increases in emissions estimates – resulting in increases in the range of 75% to 125%.

As such, it is important to recognize the uncertainty of the timing and magnitude of such changes in the CLRP and TIP air quality conformity analysis in the next ten years and to ensure that the Maintenance Plan is flexible enough to accommodate potentially large shifts in emission levels. This is particularly important since once developed and approved, the Maintenance Plan is not required to be revisited to adjust the plan's emissions estimates.

Current Analyses and Estimates:

The state air agencies, MWAQC and TPB staffs have estimated the emissions amounts from all four sources of PM2.5 pollution for use in the Maintenance Plan. The Maintenance Plan being developed is looking at two specific years in the future: 2017 and 2025. The Plan needs to demonstrate that total emissions estimated in these two future years from all four sources combined will be at or below the emissions levels estimated for the year 2007 (tons / year) – as listed in the Table 1 below.

Table 1 **Draft Emissions Inventory by Source**

SOURCE	PM2.5 Primary			PM2.5 Precursor NOx		
	2007	2017	2025	2007	2017	2025
1. Point	23,044	5,547	5,656	5,693	37,855	22,481
2. Area	9,342	9,528	9,632	9,725	8,936	8,936
3. Non-road	14,719	2,198	1,579	1,269	26,817	17,600
4. On-Road (Transportation)	41,709	3,451	1,787	1,322		91,638
	27,400					
TOTAL	20,724	18,654	18,010	165,247	90,799	74,504

As noted in the above table the region is positioned to clearly demonstrate that, due to the various regional and local emissions reduction measures implemented, PM2.5 emissions are estimated to be significantly lower than the 2007 levels. Current estimates identify a surplus of emissions reduction in years 2017 and 2025 for both PM2.5 Primary and PM2.5 NOx particles, as listed in Table 2.

Table 2 **Draft Surplus Emissions**

Target Year	PM2.5 Primary	PM2.5 Precursor NOx
2017	2,070 tons/year	74,448 tons/year
2025	2,714 tons/year	90,743 tons/year

Current analysis has noted that there is uncertainty associated with the above estimates for the transportation sector and a strong likelihood that these estimates will change in the next ten years.

Such changes would be associated with changes to the non-transportation project related assumptions, models and data as noted in earlier in this discussion.
A sensitivity test was performed on two such changes that have happened in this region within the past year: the slowing of the vehicle fleet turnover and EPA's release of a newer version of the emission model. The results are as follows:

1. Average age of the regional vehicle fleet. Based on vehicle registration data provided by the region's Departments of Motor Vehicles, the turnover of the vehicle fleet in this region slowed between 2005 and 2011. As a result the vehicle fleet was 1.22 years older than what previous data had indicated. The emissions from these older vehicles are higher than what was previously assumed. Analysis indicates that this change in average fleet age results in an increase in estimates PM2.5 emissions by 16% and of PM2.5 precursor NOx by 19%.

2. Emissions Model Update. EPA recently released a newer version of the software used to estimate emissions from automobile sources, called MOVES (Ver. 2010a). This software replaced EPA's earlier MOBILE model (Ver. 6.2). Previous analysis for the 2011 CLRP/FY 2011-2016 TIP for air quality conformity purposes compared with the Draft mobile source emissions inventory developed for the PM2.5 Maintenance Plan shows that the changes in the emissions model results in increased emissions estimates. With the newer model, PM2.5 Primary particle emissions estimates for 2040 increase by 75% and PM2.5 precursor NOx emissions estimates increase by 123%.

Previous Adjustments

The region has previously experienced increases in emissions estimates that result in exceeding the motor vehicle emissions budgets established in an air quality Plan (Attainment SIP). Rather than revise the air quality Plan to adjust the transportation emissions budgets the transportation sector was advised to come up with additional reductions. The region was unable to update its CLRP and TIP for a year and worked to find additional reductions at significant expense. Transportation sector has for many years implementing projects/programs, called TERMs, explicitly to reduce emissions of certain pollutants. The region has adopted and implemented a large number of TERMs (Transportation Emissions Reduction Measures) since 1992. The emissions reduction from these have helped reduce mobile source emissions and conform to the budget levels set by the air quality Plans. Over the past 15 years the region has funded and implemented more than one hundred of the most cost-effective voluntary measures which continue to provide emissions reductions – about 15 tons/year of PM2.5 Primary particles and about 130 tons/year of PM2.5 precursor NOx particles.

As noted in the above sections, the potential increase in future estimates of PM2.5 pollutants due to changes in data/assumption/models is likely to be significantly higher than the amounts available from previously adopted TERMs. Based on the reductions realized by measures already implemented, the amount of reductions from any new cost-effective TERMs will be very modest. For example a change in the average age of the vehicle fleet in this region like the once noticed this past year alone would significantly increase PM2.5 pollutant estimates – by about 215 tons/year of PM2.5 Primary particles and about 5,095 tons/year of PM2.5 precursor NOx particles. The magnitude of this increase is unlikely to be mitigated by new, cost-effective and voluntary TERMs.

Recommended Solution

To mitigate potential impacts of changes to non-project related data and assumptions in future Air Quality Conformity analyses, the JACC recommends **that the air quality Plan establish a reasonable "margin of safety" for the motor vehicle emissions**. This reasonable Margin of Safety may not necessarily provide sufficient cushion to account for all possible planning assumption updates for on-road emissions calculations – particularly updates to the emissions model. However, it should provide enough leeway to ensure adjusted Motor Vehicle Emissions Budgets (MVEBs) are not needed for a variety of planning assumption updates resulting in small calculated on-road emissions increases. Any significant changes to estimated amounts of transportation emissions outside of the safety margin, particularly those caused by changes to emissions model, would require the Transportation and Air Agencies to work together to revise the air quality Plan to update the motor vehicle emissions budgets.

The recommendation is based on discussions with the Virginia Departments of Transportation (VDOT) and Environmental Quality (VDEQ). The VDEQ has reviewed and researched the matter and advises that: (1) the request for a safety margin the motor vehicle emissions budget is reasonable and prudent; (2) is affordable by the region given the surplus reductions calculated for the region's PM2.5 Maintenance Plan; (3) federal air quality Plan development guidelines allow for the provision of such safety margins; (4) other non-attainment and maintenance areas in the country have provided such safety margins in their air quality Plans and the PEA has approved such Plans (Macon region in GA, Sacramento region in CA, Dallas-Fort Worth region in TX) and (5) all of the Maintenance Plans in Virginia have included safety margins for transportation.