

# Northern Virginia Transportation Authority

703-642-0700; [www.thenovaauthority.org](http://www.thenovaauthority.org)

## AGENDA

**Thursday, July 8, 2010**

**7:30 p.m.**

*at*

Fairfax City Hall

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

1. **Call to Order**.....Chairman Nohe
2. **Roll Call**
3. **Approval of the Minutes of the May 13, 2010, Meeting**
4. **Action Items**
  - A. Appointment of Town Representative
  - B. Approval of Revisions to TransAction 2040 Scope of Work and Consultant Contract
  - C. Appointment of Technical Advisory Committee Members
  - D. Endorsement of Final Six Year Program Testimony
  - E. Approval to Reallocate RSTP Funds for Prince William County
  - F. Approval to Reallocate ARRA Funds
  - G. Approval of Projects for Bonus Obligation Funding
  - H. Approval of Comments for Government Reform Commission
  - I. Approval of Reallocate CMAQ Funds for Loudoun County
5. **Discussion Item**
  - A. Discussion of Transportation Funding Legislation (Delegates Rust, May and Watts)
6. **Information Items**
  - A. Update on I-95/395 HOT Lanes Project
  - B. Update on I-66 Projects and Studies
  - C. Update on Northern Virginia Transit Tour
  - D. Update on TIGER Grants
  - E. Update on Air Quality and Climate Change
  - F. Update on TIP Amendments
7. **Other Business**
8. **Adjournment**

### NEXT MEETING:

**November 18, 2010 – 7:30 p.m.**

**Fairfax City Hall**

**10455 Armstrong Street**

**Fairfax, Virginia 22030**

4.A.

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Appointment of Town Representative

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdictional and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority appoint Jane Seeman, Mayor of the Town of Vienna as the Town Representative until January 2012.**

**Background:**

In 2008, the General Assembly added a non-voting town representative to NVTA's membership. The towns recommended that Leesburg Mayor Kristin Umstaddt be the town representative effective July 1, 2008, and NVTA concurred. At its meeting on May 14, 2009, Leesburg Mayor Kristin Umstaddt asked that NVTA approve Herndon Mayor Steve DeBenedittis as the Town representative on NVTA. NVTA concurred. However, at the time, NVTA members noted that the NVTA Bylaws are silent as to how frequently the Town representative should rotate. The NVTA asked the JACC and the Council of Counsels to recommend a change to the Bylaws which would clarify that the Town representative should rotate annually at the time of the NVTA's Annual Meeting in January of each year. NVTA approved this change to the Bylaws on November 12, 2009. A copy of the current Bylaws showing the change is attached.

The NVTA recently received a letter from the Northern Virginia Town Coalition (attached) requesting the Jane Seeman, Mayor of Vienna, be appointed as the Town Representative. In order to comply with NVTA's Bylaws, the Jurisdiction and Agency Coordination Committee recommends that Mayor Seeman be appointed as the Town Representative until January 2012.

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
July 2, 2010  
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Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the July 8, 2010, NVTa meeting to answer questions.

Attachments: a/s

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

**BYLAWS**  
**OF**  
**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**ARTICLE I**

**POWERS AND DUTIES**

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

**ARTICLE II**

**MEMBERSHIP**

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

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

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

## **ARTICLE III**

### **OFFICERS AND DUTIES**

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

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

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

## **ARTICLE IV**

### **MEETINGS**

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

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

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

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

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

- M. **Commencement of Meetings.** At the times specified for the commencement of regular meetings, and at the hour specified for adjourned or special meetings, the Chairman shall call the meeting to order, and shall ensure that the presence or absence of Authority members is noted. A quorum shall be required for the commencement of any meeting.
- N. **Agenda.** The Chairman shall cause to have prepared an agenda for each meeting. Any member having matters to be considered by the Authority shall submit them to the Chairman for inclusion on an appropriate agenda. The agenda for an upcoming meeting shall be sent to the Authority members at least one (1) week prior to the meeting date.
- O. **Minutes.** Minutes of the meetings of the Authority shall be kept, which minutes shall be a public record, except closed sessions. Copies of the minutes shall be provided to each member of the Authority prior to the meeting at which the minutes are to be presented for approval by the Authority.
- P. **Closed Sessions.** If a closed session is required at a meeting, consistent with the purposes permitted by *Va. Code Ann. §2.2-3711*, the agenda shall specify a time or position on the agenda, generally after all public business has concluded, for such a closed session properly called and conducted in accordance with The Virginia Freedom of Information Act §2.2-3712. When so requested, the Chairman may permit a closed session at any other time prior to consideration of any agenda item.

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



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

#### **R. Decorum.**

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

## ARTICLE V

### COMMITTEES

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

**B. Finance Committee.**

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

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

### **C. Technical Advisory Committee (TAC).**

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

#### **D. Planning Coordination Advisory Committee (PCAC).**

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

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

### **ARTICLE VI**

#### **NVTA TRANSPORTATION PLAN**

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

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

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

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

## ARTICLE VII

### ADMINISTRATION

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

## **ARTICLE VIII**

### **FINANCES**

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

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

## **ARTICLE IX**

### **AMENDMENTS**

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

## **ARTICLE X**

### **PROCEDURES**

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

# TOWN ASSOCIATION OF NORTHERN VIRGINIA

Towns of ~ Dumfries ~ Herndon ~ Leesburg ~ Purcellville ~ Vienna

**June 17, 2010**

**VIA EMAIL/FACSIMILE**

Honorable Martin Nohe  
Chairman, Northern Virginia Transportation Authority  
4031 University Drive, Suite #200  
Fairfax, Virginia 22030

**Re. Town Non-Voting Member of Northern Virginia Transportation Authority**

Dear Chairman Nohe:

The Town Association of Northern Virginia (TANV) recommends **the appointment of Mayor Jane Seeman of the Town of Vienna** to serve on the Northern Virginia Transportation Authority as the next town representative for a term beginning July 1, 2010 and ending June 30, 2011.

As background, in accordance with HB451, mayors from each of the five participating towns in the Virginia Department of Transportation street maintenance program are appointed on a rotating basis to serve one-year terms. The appointments of the mayor representative follow the order of population for those localities ~ Leesburg, Herndon, Vienna, Purcellville, and Dumfries ~ with the Mayor of Herndon having served this past year.

Please use the following contact information for upcoming NVTVA meeting schedules and materials.

Mayor M. Jane Seeman, Mayor  
Town of Vienna  
127 Center Street, South  
Vienna, Virginia 22180  
703-255-6311  
[mayor@viennava.gov](mailto:mayor@viennava.gov)  
[jseeman@viennava.gov](mailto:jseeman@viennava.gov)

John H. Schoeberlein, Town Manager  
Town of Vienna  
127 Center Street, South  
Vienna, Virginia 22180  
703-255-6371 office  
[manager@viennava.gov](mailto:manager@viennava.gov)



**Honorable Martin Nohe**  
**Chairman, Northern Virginia Transportation Authority**  
**June 17, 2010**  
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Please do not hesitate to contact us should you need additional information.

Sincerely,

***Fred Yohey***

Fred E. Yohey, Jr.  
Mayor, Town of Dumfries  
17755 Main Street  
Dumfries, Virginia 22026  
[mayoryohey@dumfriesvirginia.org](mailto:mayoryohey@dumfriesvirginia.org)

***Steve DeBenedittis***

Stephen J. DeBenedittis  
Mayor, Town of Herndon  
PO Box 427  
Herndon, Virginia 20172-0427  
[Mayorsteve@herndon-va.us](mailto:Mayorsteve@herndon-va.us)

***Kristen Umstatt***

Kristen C. Umstatt  
Mayor, Town of Leesburg  
PO Box 88  
25 West Market Street  
Leesburg, Virginia 20178  
[umstatt@starpower.net](mailto:umstatt@starpower.net)  
[Clerk@leesburgva.gov](mailto:Clerk@leesburgva.gov)

***Bob Lazaro***

Robert W. Lazaro, Jr.  
Mayor, Town of Purcellville  
130 E. Main Street  
Purcellville, Virginia 20132  
[blazaro@purcellvilleva.gov](mailto:blazaro@purcellvilleva.gov)

***Jane Seeman***

M. Jane Seeman  
Mayor, Town of Vienna  
127 Center Street, South  
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- c. Members of the Town Association of Northern Virginia  
Members of the Herndon Town Council  
Arthur A. Anselene, Herndon Town Manager  
Tom Biesiadny, Chief, Coordination and Funding Division, Fairfax County Department of Transportation  
Mark Duceman, Herndon Transportation Program Manager

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval of Contract Award for the TransAction 2040 Update

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Authority:**

- **approve the revisions to the TransAction 2040 Scope of Work recommended by the TransAction 2040 subcommittee established by Chairman Nohe;**
- **approve the evaluation committee's recommendation of Cambridge Systematics as the preferred consultant for the TransAction 2040 Northern Virginia Long Range Transportation Plan Update;**
- **authorize the evaluation committee to negotiate specific deliverables, based on the revised Scope of Work and project budget;**
- **authorize the Northern Virginia Transportation Commission (NVTC)'s Executive Director to execute a contract with Cambridge Systematics and issue a notice to proceed following successful completion of negotiations with the selection committee;**
- **if the selection committee is unable to complete negotiations with the highest ranked bidder, authorize the selection committee to negotiate a contract with the second ranked bidder, consistent with the revised Scope of Work and project budget, and authorize the NVTC Executive Director to execute a contract following successful completion of negotiations.**

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
July 2, 2010  
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**Background:**

NVTA's TransAction 2030 resolution requires the Authority to update its long range transportation plan every five years. NVTA adopted TransAction 2030 during FY 2007. In the past, this update has taken approximately two years to complete. To meet the resolution requirement, the process of updating the plan has been initiated and will need to be completed during FY 2012. The Jurisdiction and Agency Coordination Committee developed a scope of work (which was approved by the NVTA on January 14, 2010) and issued a request for proposals in March 2010. Two responsive and responsible proposals were received and reviewed by the evaluation committee. The committee, evaluated the proposals using the criteria appearing in the RFP, interviewed the firms and ranked them. The final price of the contract will be determined following contract negotiations recognizing the cost shall not exceed \$1.1 million.

At the May 13, 2010, meeting, the NVTA asked the Jurisdiction and Agency Coordinating Committee to work with a subcommittee of the NVTA to review the elements of the scope to determine whether or not the cost of the study can be reduced. The subcommittee met on June 23, 2010. Materials from the subcommittee meeting are attached. These materials were developed to address the questions raised by the NVTA on May 13, 2010. They include: a summary of TransAction 2030; the major changes to TransAction 2030's scope of work; what the Code of Virginia, the NVTA Bylaws and TranAction 2030 resolution say about the Long Range Transportation Plan; a list of projects that might be funded with any savings that can be achieved by reducing the scope of work and the subcommittee's recommendations.

The selection committee met with the first ranked proposer on June 29, 2010, to review the subcommittee's recommendations with them. The selection committee asked the proposer to revise the cost proposal to reflect the changes identified by the subcommittee. These changes are estimated to reduce the cost. An estimate of this reduction will be provided at the NVTA meeting. The selection committee will continue to negotiate with the proposer to reach an agreement.

On July 1, 2010, the Northern Virginia Transportation Commission authorized its Executive Director to sign a contract with the first ranked proposer following NVTA and the Council of Counsels concurrence.

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the July 8, 2010, NVTA meeting to answer questions.

Attachments: a/s

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

## **TransAction 2030 Recap**

### **The effort included the following activities**

- Updated the Northern Virginia 2020 Transportation Plan project list to delete projects that were completed between 1999 and 2005;
- Updated cost estimates for the remaining projects in the 2020 Plan;
- Updated project scopes, based on studies undertaken between 1999 and 2025;
- Extended the planning period from 2020 to 2030;
- Modeled the impact of constructing/implementing projects in the TransAction 2030 Plan in the region's highway network and comparing these impacts to the Washington region's CLRP;
- Calculated the funding required to fully implement the TransAction 2030 Plan

### **TransAction 2030 efforts that were not included as part of the Northern Virginia 2020 Transportation Plan**

- Conducted a statistically valid public opinion poll to assess the public's view of the most important transportation improvements for the region and the funding sources they found most acceptable to pay for them;
- Conducted public outreach at large jurisdictional fairs, as well as through a traditional public meeting;
- Developed five different transit level of service maps based on passenger loads, service coverage, travel time, frequency and hours of service;
- Developed park-and-ride lot level of service maps;
- Developed multi-modal level of service information for eight corridors;
- Prioritized projects within each of the eight corridors in the region using objective criteria; and
- Compared the TransAction 2030 Plan network to the CLRP's 2030 network using objective criteria.

### **What TransAction 2030 Accomplished**

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

## **What TransAction 2040 Would Do?**

### **The proposed TransAction 2040 scope of work involves:**

- Reviewing and revising projects included in TransAction 2030 to reflect planning study work and construction that has been done since FY 2007.
- Removing completed projects and including them in the baseline.
- Recalculating cost estimates for all projects from scratch (rather than inflating old estimates).
- Updating highway and transit levels of service.
- Resolving minor inconsistencies between the projects in TransAction 2030 and current construction projects and other planning documents.
- Testing the impact of an alternative land use option on the transportation network.
- Inclusion of a “Feedback Loop” to add new projects to address any failing segments/facilities identified at the end of the initial analysis.
- Holding two sets of four public workshops with Tasks 2 and 4 (Task 2- Inventory/Review of Existing Plans/Identify Plans/Projects for Analysis, Task 4- Prioritization of Improvements).
- Incorporating input from NVTA’s Planning Coordination Advisory Committee and Technical Advisory Committee (individuals with transportation expertise).

### **New analyses being proposed for TransAction 2040 include:**

- Extending the planning horizon extended from 2030 to 2040 to match TPB travel demand modeling and TPB’s upcoming Constrained Long Range Plan.
- Opening up the project list to include new projects (e.g., HOT lanes, BRAC projects, Dulles Loop, I-66 and I-95/395 transit and TDM recommendations, Metro long-range planning projects, etc.).
- Incorporating cost-benefit calculations as part of the prioritization process, possibly using a methodology developed for U.S. Department of Transportation’s TIGER discretionary grant program.
- Testing individual highway and transit projects to determine their impact on vehicle miles traveled and delay across the entire Northern Virginia network. This information will also be used in the project prioritization.

**Estimated Cost for Various Aspects of TransAction 2040:** After careful evaluation of the proposals, the evaluation committee recommended one firm that could provide consultant services for the development of the TransAction 2040 plan. In response to NVTA Board member’s concerns, the evaluation committee examined the proposal of recommended firm and identified a number of scalable project tasks, which could reduce the overall project cost. Based on the information included in the proposals, staff developed some estimate cost saving information. Actual savings would depend on negotiations with the proposers.

## Other Important Information

### Cost of Past Studies:

- Northern Virginia 2020 Transportation Plan (December 1999) -approximately \$450,000
- TransAction 2030 (September 2006) - \$1.0 million
- Proposed TransAction 2040 (June 2010) - \$1.1 million

### Revenues

Over the past five years, NVRTA has received approximately, \$307 million in CMAQ and RSTP funds.

The proposed study represents .3% of the funding available over the period

### Other proposed, but unfunded, FY 2011 CMAQ/RSTP Projects in the \$50,000 to \$1,000,000 range).

- Remaining Virginia share of MATOC - \$300,000
- Transportation Demand Management Advancement (Alexandria) - \$300,000
- Alternative Fuel Vehicles for Town Fleet (Herndon) - \$150,000
- Purchase Hybrid/Alternative Fuel Vehicles (Manassas) - \$120,000
- PRTC OmniRide Buses at \$478,000 each
- Remaining Funding for VRE Broad Run Station Parking Expansion - \$280,000
- Remaining Funding Old Bridge Road Sidewalk Project - \$500,000
- Sidewalks for Town Arterial Streets Initiative (Vienna) - \$300,000
- Bike Racks on DASH buses - \$280,000
- Holmes Run Pedestrian/Bicycle Tunnel Phase II - \$500,000
- Bike Sharing Initiative (Alexandria) - \$500,000
- Eisenhower Avenue Metrorail Station Platform Extension - \$500,000
- Braddock Road Metrorail Station Multimodal Connections - \$250,000
- Bicycle Parking at Major Transit Stops (Alexandria) - \$380,000
- Transportation System Management Project (Arlington) - \$1,000,000
- Traffic Signal Optimization (Arlington) - \$400,000
- Bus Shelters (Arlington) - \$50,000
- Herndon Parkway Intersection Improvements - \$500,000
- East Eldon Street Improvements (Herndon) - \$500,000
- Remaining Funding for Route 28 Widening (Manassas) - \$760,000
- Remaining Funding for Manassas Drive/Euclid Avenue Improvements - \$300,000
- Increase bike capacity at Vienna Metrorail Station - \$200,000
- WMATA buses at \$540,000 for 42' hybrid bus and \$795,000 for 62' hybrid bus

*What State Law Says:*

§ 15.2-4838. Responsibilities of Authority for long-range transportation planning.

A. The Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

*What NVTA's Bylaws Say:*

ARTICLE VI

**NVTA TRANSPORTATION PLAN**

A. **NVTA Regional Transportation Plan.** The Authority shall adopt a NVTA Regional Transportation Plan for Northern Virginia. The Plan shall consist of the NVTA Long Range Transportation Plan and the NVTA Six Year Program.

(1) **NVTA Long Range Transportation Plan.** The Authority shall adopt an unconstrained NVTA Long Range Transportation Plan (*TransAction 2030* or its successor) for Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of regional consensus, set regional transportation policies and priorities for regional transportation projects. In support of regional consensus, it is desirable that NVTA secure the formal approval of each of its member jurisdictions before adoption of the plan. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

*What the TransAction 2030 Resolution Says:*

**NOW, THEREFORE, BE IT RESOLVED** that NVTA does hereby adopt the TransAction 2030 Plan, and that this resolution shall be appended to the TransAction 2030 Plan;

**BE IT FURTHER RESOLVED** that where significant differences exist among jurisdictional resolutions or comprehensive plans and the TransAction 2030 Plan, the NVTA should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

**BE IT FURTHER RESOLVED** that the following procedural stipulations shall be followed as the NVTA works to implement the transportation strategies contained in the TransAction 2030 Plan:

- The adopted resolution of each member jurisdiction shall be appended to the TransAction 2030 Plan.
- The NVTA shall continue to evaluate any highway corridor that is still projected to experience one hour or more of stop-and-go traffic in 2030, even after the implementation of the TransAction 2030 Plan in order to find ways to further reduce this congestion.
- The NVTA shall continue to evaluate Metrorail and Virginia Railway Express lines into Washington, D.C., in order to understand capacity constraints and further identify improvements that will support additional ridership growth.
- The TransAction 2030 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the TransAction 2030 Plan is implemented.
- The TransAction 2030 Plan shall be updated and presented to the member jurisdictions at least every five years.
- Since TransAction 2030 Plan did not add or delete projects from the Northern Virginia 2020 Transportation Plan adopted by the Transportation Coordinating Council of Northern Virginia in December 1999, the next update of the Plan should include a complete review of the project list to determine if changes are necessary.

**BE IT FURTHER RESOLVED** that the NVTA should continue to review the interdependence of transportation and land use and recommend future measures for improving this linkage.

**BE IT FURTHER RESOLVED** that the project-based criteria and modal-rankings adopted by NVTA, as included in Attachment A and B, should be considered by local jurisdictions and regional agencies when placing projects in the region's Constrained Long Range Plan.

**BE IT FURTHER RESOLVED** that since the data regarding the Base Relocation and Closure Commission's recommendations were not available for consideration in TransAction 2030, these recommendations should be incorporated into the regional planning process as soon as more details are available.



## **Recommendations of the NVT A Subcommittee:**

### *Items to keep in TransAction 2040 Scope of Work*

- Task 3-Model Runs
- Task 3.3-Level Of Service Maps - LOS maps, except for the Park and Ride LOS map
- Task 3.4-Feedback Loop
- Task 4.3-Cost Benefit Analysis
- Task 5-Telephone Survey (with modifications; review alternatives)
- Task 5.3-Summary Report
- Task 5-Final Public Meeting

### *Items that should be reduced/eliminated in the scope of work*

- Task 5.2-Market Research-Reduce the number of questions for the online survey
- Task 5-Do not print copies of the Final Report; reduce copies of the summary brochure
- Task 3-Park and Ride LOS Map
- Tasks 2 & 4-Public Hearings-instead of 2 sets of 4 public workshops scale back to 1 round of 3 workshops (hold at Prioritization of Projects stage of plan)
- Task 6-Project Coordination-Limit to only senior consultant staff-use jurisdiction and agency staff to present to NVT A, CTB, JACC, PCAC, TAC, and TPB

### *Other Suggestions*

- Use social media to increase awareness about TransAction 2040
- Review what MWC O G's Greater Washington 2050 Plan did
- Advertise using local jurisdictions public information channels
- Jurisdictions should look at holding public meetings on the draft plan
- Utilize Kojo Nomde Show or similar venues

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Appointment of Membership Recommendation for the Technical Advisory Committee (Agenda Item 4.C.)

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordination Committee recommends that NVTa approve two individuals as members of the Technical Advisory Committee to replace members who have resigned.**

**Background:**

On July 12, 2007, the NVTa approved Resolution 14A-08 (Attachment II). This resolution established the charge, membership, quorum and voting requirements for the Technical Advisory Committee. Subsequently, NVTa's Bylaws were updated as well. NVTa's authorizing legislation requires that six of the members of this committee be appointed by the local jurisdictions and three of the members be appointed by the Chairman of the Commonwealth Transportation Board (i.e. the Secretary of Transportation).

NVTa originally received over 20 nominations for the Technical Advisory Committee. These nominations were submitted by jurisdictions and interest groups. In December 2007, NVTa appointed six members to the Technical Advisory Committee and recommended six individuals to the Secretary of Transportation for the three positions that he is designated to appoint. In January 2010, Secretary Pierce Homer appointed three individuals to the Technical Advisory Committee.

Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
Page Two  
July 2, 2010

Subsequently, two of the original six individuals that NVTA appointed (Christine Finney and Jana Lynott) resigned from the TAC. The Jurisdiction and Agency Coordinating Committee sought additional nominations to replace them. Three individuals were suggested.

They are:

- Patricia H. Turner, a bicycle advocate from Loudoun County, who was active in the County's Comprehensive Plan Update
- Meredith Judy, a transit consultant from Arlington County
- Margi Vanderhye, former member of NVTA and former member of the House of Delegates

After a review of the backgrounds of each of the three nominees (as well as the current members of the TAC), the Jurisdiction and Agency Coordinating Committee recommends that Patricia Turner and Meredith Judy be appointed to the vacant TAC positions. Their resumes are attached.

Jurisdiction and Agency Coordinating Committee members and I will be available at the July 8, 2010, NVTA meeting to answer questions.

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

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**RESOLUTION 14A-08**

**ESTABLISHING THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY'S  
TECHNICAL ADVISORY COMMITTEE AND ITS CHARGE**

**WHEREAS**, the § 15.2-4837 of the Code of Virginia requires NVTA to establish a technical committee to “advise and provide recommendations on the development of projects as required by 15.2-4838 and funding strategies;” and,

**WHEREAS**, the NVTA will be developing projects and funding strategies for the periodic update of the Long Range Transportation Plan (currently TransAction 2030), and the development a Six Year Program; and,

**WHEREAS**, the NVTA anticipates having staff to support such a committee.

**NOW, THEREFORE, BE IT RESOLVED BY NVTA THAT:**

1. The NVTA does create the Technical Advisory Committee (TAC).
2. The NVTA does charge the TAC with reviewing the development of major projects and potential funding strategies and providing advisory recommendations to the NVTA members, as described in Attachment A. “Development of Projects” shall be defined as: the identification of projects for the NVTA long range transportation plan and the NVTA Six Year Program, and the application of performance-based criteria to the projects identified.

Adopted by the Northern Virginia Transportation Authority, on this 12th day of July, 2007.

BY \_\_\_\_\_  
Chairman

Attest \_\_\_\_\_  
Vice Chairman

**Technical Advisory Committee**

**Statute:** *The Authority shall have a technical advisory committee, consisting of nine individuals who reside or are employed in counties and cities embraced by the Authority and have experience in transportation planning, finance, engineering, construction, or management. Six members shall be appointed by local jurisdictions and three members shall be appointed by the chairman of the Commonwealth Transportation Board. The technical advisory committee shall advise and provide recommendations on the development of projects as required by § [15.2-4838](#) and funding strategies and other matters as directed by the Authority.*

**Charge:** This committee of citizens with technical expertise shall be responsible for reviewing the development of major projects and potential funding strategies and providing advisory recommendations to the NVTA members. “Development of Projects” shall be defined as: the identification of projects for the NVTA long range transportation plan and the NVTA Six Year Program, and the application of performance-based criteria to the projects identified.

**Membership:** As specified in statute. In addition, seek to balance highway, transit, pedestrian, and bicycle expertise. In general, the membership should also be balanced regionally. NVTA will recommend a list of members each year and submit that list to the local jurisdictions and the chairman of the Commonwealth Transportation Board for approval. Initially, half the locally appointed members will serve a one-year term. The other half will serve two year terms. Subsequently, the members will serve a three-year term. The members appointed by the chairman of the Commonwealth Transportation Board will serve three year terms. All members may be reappointed for additional three year terms. Locally appointed members may be removed by the Chairman of NVTA for failure to attend three consecutive meeting or if the member longer resides in an NVTA jurisdiction.

The Chairman will be selected by the NVTA Chairman. Staff support shall be provided by the NVTA Executive Director or his/her designee.

**Quorum and Voting:** A quorum shall consist of five members. The committee shall strive for consensus when developing recommendations. If consensus on recommendations can not be achieved, majority and minority reports that identify issues that need to be addressed shall be presented to the NVTA.

## EDUCATION

**Massachusetts Institute of Technology**, Master in City Planning and Urban Design Certificate, June 2007.  
Thesis Topic: The Potential for Bus Rapid Transit to Promote Transit Oriented Development at its Stations.  
Received Presidential Fellowship award for graduate studies, sponsored by the Institute Provost.

**Davidson College**, Davidson, NC. BA in Environmental Analysis, Minor in Economics, May 2000.

## TRANSPORTATION AND LAND USE PLANNING EXPERIENCE

**AECOM/ DMJM Harris, Transportation Planner**, October 2007 – Present. Arlington, VA.

Provide technical expertise and manage projects for public transportation and land use planning agencies.

- Manage the Hampton Roads Transit Vision Plan 2 project for Virginia regional and state agencies. Coordinate land use, market, capital cost, ridership analysis tasks, and public/agency outreach efforts. Facilitate communication among state, regional, and local stakeholders. Oversee two sub-consultants.
- Task manage state and local transit-oriented development planning initiatives. Locations include existing and future Virginia passenger rail stations (urban, suburban, and rural contexts), existing Atlanta subway stations, and future downtown Birmingham bus rapid transit stations. See *Plans Prepared* page for details.
- Author sections for NEPA and state-level environmental impact documents, including CE for downtown Birmingham BRT, EA for downtown Jacksonville BRT, EIS Tier I for central Atlanta light rail.
- Develop strategies and provide technical support for regional and local transit agencies navigating federal transportation policy. Topics include New Starts/Small Starts, NEPA, and stimulus programs.
- Write and design summary documents to communicate technical analyses and results to a public audience.

**Town of Davidson, NC, Town Planner/ Project Manager**, September 2000 – August 2005. Davidson, NC.

- Managed mixed-use, commercial, and residential development projects from the required public charrette through compliance with every aspect of the Planning/ Zoning Ordinance.
- Team authored a progressive form-based code for which the Town of Davidson received the 2004 EPA Overall Excellence in Smart Growth Award and the 2004 NC APA Smart Growth Planning Award.
- Lead a year-long public education campaign to promote street connectivity in existing neighborhoods. Role included facilitation of a diverse citizen stakeholder group and compilation of a synthesis report.
- Conducted and oversaw all pedestrian and bicycle transportation planning. Prepared the Downtown Davidson Pedestrian and Bicycle Safety Plan, obtained grant funding, and implemented the proposals.
- Lead local street corridor enhancement projects requiring extensive public input and coordination with private funding sources. Represented town in multi-jurisdictional corridor planning projects.
- Represented Town on MPO transportation technical committees and Charlotte's rapid transit study teams.
- Employee of the Year Award recipient 2003.

## HOUSING AND GREEN BUILDING EXPERIENCE

**New Ecology, Inc., Associate**, August 2006 – July 2007. Cambridge, MA.

Supported NEI's mission to promote green building and healthy living environments within low-income communities.

- Consultant to affordable housing developers on green design and sustainable development practices.
- Designed web based education tool for affordable housing lenders who wish to promote green development.
- Lead charrette for new affordable senior housing, incorporating smart growth and green building principles.

**Davidson Housing Coalition, Executive Board Secretary and Committee Chair**, September 2001 – July 2005.

Promoted organization's mission to ensure housing in Davidson for families with incomes below area median.

- Collaborated to address land acquisition, construction, property management, and resident concerns.
- Lead initiative to establish a residents' association at The Bungalows, a DHC affordable rental development.
- Davidson Housing Coalition service award recipient 2005.

## PROFESSIONAL ASSOCIATIONS

- American Planning Association
- Congress for the New Urbanism
- Women's Transportation Seminar
- Reconnecting America

# Meredith H. Judy AICP, LEED AP

meredith.judy@gmail.com

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## PLANS AND STUDIES PREPARED

### **Hampton Roads Transit Vision Plan, Phase 2**, November 2009 – Present, **Project Manager.**

Manage the State of Virginia's collaborative effort with regional and local planning agencies to develop a Hampton Roads transit vision plan. Focus is on creating a regional network with a realistic implementation timeline. Analyses include existing and future land use, projected market conditions, capital cost estimates, and ridership modeling. Project includes facilitation of a stakeholder committee, presentations to elected officials, and public outreach.

### **Land Use Planning for Future Amtrak Stations**, March 2008 – March 2009, **Deputy Project Manager.**

Managed sub-consultant and in-house staff creating land use plans for the ¼ to ½ mile radius around six existing and future Virginia Amtrak Stations. Integrated rail operations standards, existing transit service, regional development patterns, local plans, traffic projections, market analyses, potential funding mechanisms, stakeholder interviews, and TOD principles to develop a 2030 vision for each community. Presented results at state and national conferences.

### **Birmingham Transit District Parking Study**, October 2007 – July 2008, **Task Manager.**

Developed parking management recommendations for Birmingham, AL's future City Center Rapid Transit District. Short and long-term recommendations based on zoning and plan review processes, stakeholder interviews, parking occupancy data analysis, case studies, and community established goals. Final report promotes auto reduction and shared parking strategies through agency structural change, zoning updates, incentive programs, and transit funding.

### **Transit Oriented Development Guidelines for MARTA**, June 2008 – April 2009, **Task Manager.**

Member of team hired by the Metropolitan Atlanta Rapid Transit Authority (MARTA) to produce TOD Guidelines for this regional agency. Evaluated existing conditions at key downtown, mid-line, and terminus stations. Task manager for compiling case study research on methods for translating TOD principles and practices into TOD Guidelines. Created a model TOD ordinance to facilitate multi-jurisdictional adoption and implementation.

### **Town of Davidson Circulation and Mobility Plans**, April 2002 – August 2005, **Project Manager.**

Promoted the town's vision for neighborhood street networks by leading a two-year public education campaign, facilitating a diversely opinioned 21-member citizen stakeholder group, and compiling a comprehensive synthesis report. Worked with citizens committee to enhance the Circulation Plan by developing parallel schedules for traffic calming implementation, sidewalk construction, bicycle facility installation, and transit station area planning.

### **Town of Davidson Planning Ordinance**, September 2000 - June 2002, **Staff Team Authorship.**

Developed this innovative, design-based ordinance that requires: public charrettes, 50% rural open space protection, affordable housing, neighborhood street connections, sidewalks, neighborhood parks, and density at the town core.

### **Griffith Street Corridor Plan, Davidson, NC**, Fall 2001 - November 2002, **Project Manager.**

Created a land use/ transportation plan to maintain long-term walkability along Davidson's gateway corridor. Execute the plan through extensive collaboration and financial coordination with a multi-party advisory board.

### **Downtown Davidson Pedestrian and Bicycle Safety Plan**, Fall 2000 – August 2005, **Project Manger.**

Chaired the staff and citizen committee that determined the pedestrian and bicycle safety needs at intersections in downtown Davidson. Designed appropriate solutions, coordinated multiple funding sources, oversaw construction.

### **Bus Rapid Transit Oriented Development (BRTOD) Research and Thesis**, Spring 2007, **Author.**

Completed a graduate level thesis in exploring the conditions under which Bus Rapid Transit (BRT) promotes mixed-use, pedestrian oriented development adjacent to its stations. The thesis includes extensive case study research on three cities with well-established BRT systems: Ottawa, Brisbane, and Pittsburgh.

Patricia H. Turner  
320 Samantha Drive  
Sterling (Loudoun County), VA 20164  
[pat.turner2@verizon.net](mailto:pat.turner2@verizon.net)

I have a longstanding interest in bicycling as transportation.

In 2001 I was appointed by the Loudoun County Board of Supervisors to serve on a Citizens Advisory Committee to create the Loudoun County Bicycle and Pedestrian Mobility Plan. We worked with county staff and the consultant, Toole Design, to complete the plan, which was adopted by the Board in 2003. The Board dissolved the Citizens Advisory Committee after the plan was adopted.

- In 2008, I founded, and am co-chair of a grass-roots advocacy group, BikeLoudoun. In that capacity I have been active in the following areas:
- I have appeared before the Board of Supervisors to speak on many issues affecting bicycling in the county.
- I have met with various staff in Loudoun County's transportation and planning offices to discuss enhancing bicycle accommodations.
- BikeLoudoun is coordinating with the County of Mapping and Geographic Information on a novel project to map sidewalks and bicycle/pedestrian trails in the county using specialized GIS software. We believe this is the first project of its kind in the US.
- I have met with the VDOT Northern Virginia Bicycle and Pedestrian Coordinator and with VDOT engineering staff.
- I closely followed the County Planning Commission's deliberations when revising the Countywide Transportation Plan. I was invited to a special stakeholders meeting by the Planning Commission. I attended a number of the Commission's work sessions during the CTP revision process.
- I have worked closely with the County's Office of Transportation Services on "Bike To Work Day" the last two years.
- I continue to attend community meetings and events to educate and provide comment on transportation issues that affect bicyclists.
- I am currently the Vice-President of the Friends of the W&OD Trail, which is managed by the Northern Virginia Park Authority.

Having followed transportation issues for some time, I have garnered a better understanding and appreciation for long-range transportation planning.

I am a retired federal employee with a BS degree in Medical Technology, and a subspecialty in molecular biology. My entire career was at the National Institutes of Health. After several years performing laboratory research, I attained an administrative position as a program analyst, science writer, and congressional liaison.



**4.D.**

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

**MEMORANDUM**

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

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

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

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Authority endorse the attached testimony on the FY 2011 to FY 2016 Six Year Program that was previously circulated to the NVTA members for comment and presented to the Commonwealth Transportation Board on NVTA's behalf.**

**Background:**

As part of the regular Six Year Program process, the Commonwealth Transportation Board (CTB) released a draft FY 2011 to FY 2016 Six Year Program on May 20, 2010, and scheduled a Northern Virginia public hearing for May 26, 2010. Since the draft program was released after the May 13, 2010 NVTA meeting, the Authority approved draft testimony and authorized the Chairman to work with the Jurisdiction and Agency Coordinating Committee to finalize appropriate testimony and circulate that testimony to the Authority members for review. The testimony was circulated and comments were incorporated in the testimony. Chairman Nohe presented the testimony at the CTB public hearing. The final version of the testimony is attached. The CTB approved the final FY 2011 to FY 2016 Six Year Program on June 17, 2010.

NVTA is being asked to formally endorse the final testimony. JACC members and I will be available at the July 8, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**Northern Virginia Transportation Authority  
Comments on Proposed  
FY 2011 to FY 2016 Six Year Program**

**May 26, 2010**

Good Evening Secretary Connaughton, Acting Commissioner Whirley, Director Drake, and members of the Commonwealth Transportation Board, I am Sharon Bulova, Chairman of the Fairfax County Board of Supervisors. This evening NVTA Chairman Nohe has asked me to present NVTA's testimony on the Six Year Program. Chairman Nohe regrets that he is not able to be here this evening. NVTA's comments on the Proposed FY 2011 to FY 2016 are as follows:

- We appreciate the Kaine and McDonnell Administrations, VDOT and the CTB working with NVTA to allocate the regional American Recovery and Reinvestment Act (ARRA) funding. All of the projects funded with this source have been obligated. Without this federal funding, it would not be possible for these projects to proceed at this time.
- We appreciate that the CTB retained NVTA's historical role in the decision process for regional surface transportation program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds, allowing NVTA to prioritize funding for the critical transportation needs of our region.
- Given the serious transportation problems in our region, we emphasize that construction projects that were previously funded must be implemented as originally scheduled.

- While we understand the difficult position that the CTB is faces due to the lack of revenue and recognize that this public hearing is primarily about the Interstate and primary road programs, we are deeply concerned about the total elimination of secondary and urban construction funding. Not only will this mean that no new significant capacity improvements (widenings and interchanges) will be initiated unless locally funded, but simple, cost effective projects like signalizing new intersections, adding turn lanes and implementing pedestrian improvements will also be eliminated unless funded through other means. Effectively secondary and urban road improvements are at a stand-still. This is unsustainable for urban areas like Northern Virginia. If not addressed, this situation will seriously impact our economy and also compromise the movement of people and goods to and from Northern Virginia and other parts of the Commonwealth.
- On the transit side, thank you for including the Virginia match for Federal dedicated funding for Metro. We appreciate this significant commitment to maintaining Metro's assets and ensuring that Metro can continuing to safely and efficiently meet the region's transportation needs.
- We urge you not to reduce transit funding levels once they are approved. Since local government budgets and tax rates have already been set for FY 2011, reducing the state assistance contracts mid-year (as has been done the last two fiscal years) may result in service cuts and fare increases. At a time when transit usage has increased, and the region is relying on transit to reduce congestion, making such cuts is extremely counter-productive.

- With the declining revenues, we are disappointed to see that VDOT is quickly becoming a maintenance-only agency. As a result, the infrastructure necessary to serve our residents and businesses into the future is falling dramatically behind to the detriment of our economy and our quality of life. New transportation investments are necessary to ensure the economic viability of not only Northern Virginia, but the Commonwealth.
- We look forward to the General Assembly addressing the Commonwealth's dire transportation funding situation soon, hopefully during a Special Session later this year.
- NVTA is hopeful that new revenue sources for transportation will be implemented, consistent with NVTA's Eight Principles for Transportation Funding adopted in April 2008, attached. These principles are still valid, including the need for stable, reliable, on-going regional and statewide transportation funds. As cuts to the Six Year Program illustrate, the Commonwealth cannot afford to wait for Congress to act on a new transportation authorization bill. New State revenues are needed, as soon as possible. Failure to build infrastructure now will only cause the costs to the public to be much greater in the future.
- In addition to addressing the foregoing major issues, NVTA requests that:
  - continue to provide the match for dedicated Federal funds for Metro;
  - the CTB treat transit operating expenses like VDOT maintenance expenses and make these expenses a higher priority than new capital projects;
  - funding for VRE's track leases continue to be provided from federal funds;

- environmental reviews for locally administered projects be simplified and shortened;
- VDOT, DRPT and the CTB address Northern Virginia's concerns with the I-95/395 High Occupancy Toll project (documented in multiple correspondence from NVTAs, the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission and the local jurisdictions) as the project moves forward to a comprehensive agreement and financial close. In particular, NVTAs asks the CTB to ensure that the \$195 million promised for transit service and facilities will be maintained as the project is modified to reduce costs. In addition, comments on the most recent transit plan prepared by VDOT consultants should be addressed.
- the CTB expedite the transfer of the Columbia Pike right-of-way within Arlington to local control at its earliest possibility, so Arlington and Fairfax Counties can move forward with plans for multi-modal plan improvements and installation of the streetcar system.
- the CTB consider retaining the revenue sharing program, since it is a cost effective way for VDOT and the local jurisdictions to implement projects. Although the current \$15 million revenue sharing program is appreciated, the program could be much more effective in leveraging local funds, if it is restored to its previous level of \$50 million.
- the CTB and VDOT support, promote, and encourage walking and bicycling as more viable modes of transportation, and in concert with Secretary of Transportation Ray LaHood's recent policy direction, look for opportunities to enhance pedestrian and bicycle connectivity in the Northern Virginia.

# THE EIGHT PRINCIPLES

**The Northern Virginia Transportation Authority (NVTA) appreciates the significant efforts made by the Governor and the General Assembly in their 2007 provision of a dedicated funding source for Northern Virginia (HB 3202). Unfortunately, on February 29, 2008, the Virginia Supreme Court ruled that the General Assembly did not have a constitutional basis for delegating taxing authority to the NVTA. As a result, Northern Virginia is unable to address its worsening congestion. The implications for the region's and the state's economies is potentially disastrous. In addressing this challenge, the NVTA will use the following principles to guide it in assessing proposed solutions:**

1. Transportation is fundamentally a state responsibility; therefore, enactment of new Northern Virginia transportation revenue sources must include a substantial state financial commitment. Any regional/local funding effort should include a broad array of options for choosing among a number of revenue sources;
2. NVTA is comfortable with the seven taxes and fees previously approved for Northern Virginia; however, NVTA is willing to consider alternatives. Any changes in the regional funding packages for Northern Virginia and Hampton Roads should be coordinated with both regions;
3. Northern Virginia's adopted *TransAction 2030* long-range transportation plan requires approximately \$700 million annually in new funding to achieve the 2030 goals. Therefore, exclusive Northern Virginia revenues in the range of \$300 million annually, as well as Northern Virginia's portion of additional statewide revenues, are needed.
4. Any legislation must provide significant increases in transportation funding for all modes from a stable, reliable, and permanent source (s).
5. NVTA appreciates the importance of "buy-in" from all jurisdictions – large and small – to achieve regionally agreed goals. With that in mind, any Northern Virginia transportation revenue package should include both a regional and a local component to allow local jurisdictions to achieve transportation improvements of their choosing (many of which will contribute to overall regional goals).
6. If a statewide package is also enacted, Northern Virginia should receive at least the share that it receives under existing formulas.
7. Continue to match federal interstate and primary road earmarks with state funds, not shift this responsibility to Northern Virginia regional funds.
8. Provide an on-going revenue stream of capital funding for the Washington Metropolitan Area Transit Authority (WMATA) with no sunset, and no federal match requirement. This will provide flexibility beyond matching federal funds, and will ensure that WMATA's on-going capital needs will be funded.

**The NVTA stands ready to assist with the development of a meaningful, responsive transportation funding package that will aggressively move the region forward in implementing its transportation plan.**

# 4.E.

## Jurisdictional and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

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

**DATE:** July 2, 2010

#### **Recommendation:**

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

#### **Background:**

Attached is a letter from Thomas Blaser, Director, Prince William County Department of Transportation, requesting reallocation of the following RSTP funds (Attachment I):

- Reallocate \$725,000 in RSTP funding from the Route 234/Gum Springs Road intersection improvement program (UPC 77077) to the Dale Boulevard at Benita Fitzgerald Road turn lane project (UPC 86838) and to the Lucasville Road Drainage Improvement Project (UPC 57416). Of the \$725,000, \$170,000 should be allocated to Dale Boulevard and \$555,000 should be allocated to Lucasville Road.

This request was discussed at the JACC meeting on May 27, 2010, and no objections were raised. Since the Dale Boulevard project was not previously approved by NVTA, JACC is not able to move the funds without NVTA approval.

Prince William County staff, JACC Members and I will be available at the Authority meeting on July 8, 2010, to answer questions.

Cc: Members, NVTA Jurisdictional and Agency Coordinating Committee

# Northern Virginia Transportation Authority

4031 University Drive, Suite 200  
Fairfax, Virginia 22030

July 9, 2010

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

Reference: Request to Reallocate RSTP Funds for Prince William County.

Dear Mr. Salehi:

On February 11, 2010, the Northern Virginia Transportation Authority was scheduled to consider the attached request from Loudoun County to reallocate the following Regional Surface Transportation Program (RSTP) funds:

- Reallocate \$725,000 in RSTP funding from the Route 234/Gum Springs Road intersection improvement program (UPC 77077) to the Dale Boulevard at Benita Fitzgerald Road turn lane project (UPC 86838) and to the Lucasville Road Drainage Improvement Project (UPC 57416). Of the \$725,000, \$170,000 should be allocated to Dale Boulevard and \$555,000 should be allocated to Lucasville Road.

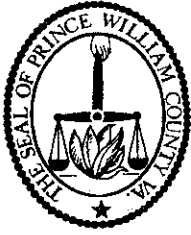
Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Tom Biesiadny, Chairman  
Jurisdiction and Agency Coordinating Committee

Cc: Martin E. Nohe, Chairman, Northern Virginia Transportation Authority  
Members, Northern Virginia Transportation Authority  
Robert McDonald, Transportation Planning Section, VDOT  
Randy Hodgson, Transportation Planning Section, VDOT  
Thomas Blaser, Director, Prince William County Department of Transportation  
Monica Backmon, Prince William County Department of Transportation





## COUNTY OF PRINCE WILLIAM

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

DEPARTMENT OF  
TRANSPORTATION

Thomas Blaser  
Director

June 24, 2010

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

Dear Chairman Biesiadny:

Prince William County seeks the approval of the Northern Virginia Transportation Authority (NVTA) to reallocate seven-hundred twenty-five thousand dollars (\$725,000) in surplus Regional Surface Transportation Program (RSTP) funds from the Route 234/Gum Springs Road intersection Improvement project (UPC 77077) to the Dale Blvd. at Benita Fitzgerald turn lane project (UPC 86838) and to the Lucasville Road Drainage Improvement project (UPC 57416). One hundred seventy thousand dollars (\$170,000) will be moved to the Dale Blvd. at Benita Fitzgerald turn lane project and the remaining five-hundred fifty-five thousand (\$555,000) shall be reallocated to the Lucasville Road Drainage Improvement project.

Both projects are programmed in the current FY 2010-2015 Transportation Improvement Program (TIP) and the reallocation of these funds will help expedite the completion of these projects.

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

Sincerely,

Thomas Blaser  
Director of Transportation

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

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval to Projects Eligible to Receive Reallocated Northern Virginia Regional or Statewide Funding from Federal Economic Stimulus Legislation (American Recovery and Reinvestment Act of 2009) (Agenda Item 4.F.)

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approve the list of projects which are eligible to receive Reallocated Northern Virginia Regional or Statewide Funding from Federal Economic Stimulus Legislation.**

**Background:**

On May 14, 2009, the NVTA adopted a list of projects for consideration for federal economic stimulus funding, based on requests made by the local jurisdictions and regional transportation agencies. In April, Acting VDOT Commissioner Whirley provided NVTA guidance in the event that economic stimulus funded projects cost less than anticipated. Acting Commissioner Whirley said that first NVTA should consider reallocating excess economic stimulus funds to other previously approved projects in the same jurisdiction and then to other previous approved projects in Northern Virginia. Due to the complicated process required to certify a project for economic stimulus funds and impending obligation and completion deadlines, VDOT does not want to identify any new projects for economic stimulus funding. Additional guidance was provided by VDOT Chief Financial Officer Reta Busher on July 1, 2010.

As economic stimulus projects are bid, it is clear that some of them will cost less than originally anticipated. Others may require additional funding. Since reallocations must be done quickly and the NVTA will not meet again until November 18, 2010, the Jurisdiction and Agency Coordinating Committee recommends that the NVTA approve a list of potential projects which could accept additional economic stimulus funds quickly as they become available.

Martin E. Nohe. Chairman  
Members, Northern Virginia Transportation Authority  
July 2, 2010  
Page Two

The list of potential projects is attached. Each of projects receiving economic stimulus funds can meet the implementation deadlines outlined in the American Recovery and Reinvestment Act.

Please note that the committee continues to review projects and may make changes to the list prior to July 8. In addition, some of the project costs are still being refined. An updated memorandum will be provided at the NVTa meeting.

Jurisdiction and Agency Coordinating Committee members and I will be available at the Authority meeting on July 8, 2010, to answer questions.

Attachments: a/s

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Suggested Projects for Economic Stimulus Funds  
DRAFT: July 2, 2010

- VRE Locomotive: \$4.1 million
- Route 50/Courthouse Road Interchange in Arlington County - \$10.3 million
- Alexandria trolleys - \$210,000 each
- Falls Church traffic calming and sidewalk projects - \$\_\_\_ million
- I-66 repaving – up to \$70 million
- Additional Paving on Fairfax Boulevard (Plantation Parkway to Eaton Place) - \$750,000

**4.G.**

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval of Project List for Bonus Obligation Funding (Item 4.G.)

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approved the attached list of projects for FY 2010 Federal Bonus Obligation funding.**

**Background:**

Each year FHWA redistributes unallocated federal funding (typically referred to as “bonus obligation authority or bonus OA”) to those states who have met their obligation authority. The general requirements for a state to receive FY 2010 bonus obligation funds are:

- The state must have the match money available to utilize the additional federal funds.
- Projects to receive the funds must be in the adopted funding program.
- Projects must be able to meet the criteria for the funds to be obligated (under contract) by September 2010.

Based on Virginia’s current federal funding strategy and planned obligations, the state may be eligible for bonus obligation authority. VDOT staff has solicited input from NVTA regarding potential projects that would qualify, and requested a response by July 8, 2010. The Jurisdiction and Agency Coordinating Committee has developed the attached list of projects that it believes can meet the requirements for bonus obligation authority.

Martin E. Nohe, Chairman

Members, Northern Virginia Transportation Authority  
July 2, 2010  
Page Two

The projected bonus obligation timeline for award is as follows:

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

Please note that the committee continues to review projects and may make changes to the list prior to July 8. In addition, some of the project costs are still being refined. An updated memorandum will be provided at the NVTA meeting.

JACC Members and I will be available at the Authority meeting on July 8, 2010, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Suggested Projects for Bonus Obligation Authority  
DRAFT: July 2, 2010

- VRE Locomotive (1): \$4,100,000
- PRTC Buses (7): \$3,537,800
- Route 28 Widening (Linton Hall to Fitzwater Drive): \$\_\_\_\_\_
-

**4.H.**

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval of Comments on Recommendation Before the Government Reform Commission (Item 4.H.)

**DATE:** July 2, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approved the attached list of comments on recommendations being considered by the Government Reform Commission.**

**Background:**

On January 16, 2010, Governor Robert McDonnell established the Government Reform and Restructuring Commission to conduct a thorough review of Virginia state government:

- Identify opportunities for creating efficiencies in state government, including streamlining, consolidating, or eliminating redundant and unnecessary agency services, governing bodies, regulations and programs;
- Explore innovative ways to deliver state services at the lowest cost and best value to Virginia taxpayers;
- Seek out means to more effectively and efficiently perform core state functions, including potential privatization of government operations where appropriate, and restore focus on core mission oriented service; and
- Examine ways for state government to be more transparent, user friendly and accountable to the citizens of the Commonwealth.



Mr. Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
July 1, 2010  
Page Two

The Commission has established four committees:

- Customer Service / Transparency / Performance / Accountability Committee
- Consolidation of Shared Services Committee
- Intergovernmental Relations Committee
- Simplification and Operations Committee

It appears that transportation recommendations will be handled by either the Consolidations of Shared Services Committee or the Intergovernmental Relations Committee. Several of the committees will be meeting in the next several weeks. The Simplification and Operations Committee will meet in Stafford County on July 12, 2010. The Intergovernmental Relations Committee will meet in Richmond on July 14, 2010. The full commission will meet on July 20, 2010.

A list of 129 transportation recommendations has been prepared. The Jurisdiction and Agency Coordinating Committee is still reviewing this recommendation; however, there are two in particular the JACC thought the NVTA would like to consider (see Attachment I). Additional recommendations may be developed prior to the NVTA meeting. If there are additional recommendations, they will be blue sheeted for the NVTA meeting.

JACC Members and I will be available at the Authority meeting on July 8, 2010, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Comments of Recommendations Being Considered by the Government Reform Commission  
DRAFT: July 1, 2010

Comment #127: Currently there are three separate transportation groups in Northern Virginia carrying out similar tasks: the Northern Virginia Transportation Commission, the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Authority. The NVTA, PRTC and the NVTA are both tasked with developing a transportation plan in the Northern Virginia region. Both groups may construct, acquire, contract, etc. for transportation facilities and both groups may issue debt.”

Proposed Change: Consolidate these three organizations into one body to deal with Northern Virginia transportation issues.

JACC Recommendation: Oppose this recommendation. NVTC, PRTC and NVTA have distinctly different roles. NVTC is primarily focused and WMATA, VRE oversight, and transit issues and technologies. PRTC is focused on VRE oversight and transit issues, but also operates a significant amount of bus service for some of its member jurisdictions. NVTA is charged with long range transportation planning, programming transportation funds, and advocating for Northern Virginia’s transportation needs. These tasks general don’t overlap, as such, there would be little staff or office savings through a combination. Each has a different geography. While theoretically a comprehensive transportation agency could be developed which might achieve some efficiencies, it would take significant effort that would detract from each agencies’ current mission.

Comment #108: Local commuter rail controlled by operating authorities.

Proposed Change: The Commonwealth should consider assuming ownership and operation of commuter rail services which span different regions.

JACC Recommendation: Oppose this recommendation. The Virginia Railway Express was initiated by local governments in Northern Virginia. The local governments developed the VRE Master Agreement and have all backed VRE’s bond issuances. The local governments continue to provide an annual subsidy to VRE. Local elected officials are more responsive to the needs of their constituents. However, if the Commonwealth were willing to fund all of VRE’s expenses and assume VRE’s debt, the role of the local governments might be reevaluated.

# 4.I.

## Jurisdictional and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval to Reallocate Congestion Mitigation and Air Quality Program Funds for Loudoun County (Agenda Item 4.I.)

**DATE:** July 8, 2010

#### **Recommendation:**

**The Jurisdictional and Agency Coordinating Committee (JACC) recommends that the Authority approve the attached letter to VDOT's Northern Virginia District Administrator Morteza Salehi endorsing Loudoun County's request to reallocate Congestion Mitigation and Air Quality (CMAQ) funds.**

#### **Background:**

Attached is a letter from Terri Laycock, Director, Loudoun County Office of Transportation, requesting reallocation of the following CMAQ funds (Attachment I):

- Reallocate \$173,158 in CMAQ funding from the Park and Ride Lease at Barber and Ross (UPC 60374) to the design and engineering of a canopy or similar weather protection at the Dulles North Transit Center. Lease payments for the park-and ride facility were discontinued in January 2010.

This request was not discussed at the JACC meeting on June 24, 2010; however, it is consistent with other past reallocation requests that have been approved by NVTA. Since the Dulles North Transit Center canopy project was not previously approved by NVTA, JACC is not able to move the funds without NVTA approval.

Loudoun County staff, JACC Members and I will be available at the Authority meeting on July 8, 2010, to answer questions.

Cc: Members, NVTA Jurisdictional and Agency Coordinating Committee

# Northern Virginia Transportation Authority

4031 University Drive, Suite 200  
Fairfax, Virginia 22030

July 9, 2010

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

Reference: Request to Reallocate CMAQ Funds for Loudoun County.

Dear Mr. Salehi:

On July 8, 2010, the Northern Virginia Transportation Authority approved the attached request from Loudoun County to reallocate the following Congestion Mitigation and Air Quality funds:

- Reallocate \$173,158 in CMAQ funding from the Park and Ride Lease at Barber and Ross (UPC 60374) to the design and engineering of a canopy or similar weather protection at the Dulles North Transit Center. Lease payments for the park-and ride facility were discontinued in January 2010.

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

Sincerely,

Martin E. Nohe  
Chairman

Cc: Martin E. Nohe, Chairman, Northern Virginia Transportation Authority  
Members, Northern Virginia Transportation Authority  
Robert McDonald, Transportation Planning Section, VDOT  
Randy Hodgson, Transportation Planning Section, VDOT  
Terri Laycock, Director, Loudoun County Office of Transportation Services  
George Phillips, Loudoun County Office of Transportation Services  
Nancy Gourley, Loudoun County Office of Transportation Services

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on I-66 Projects and Studies (Agenda Item 6.B.)

**DATE:** July 2, 2010

In June, Governor McDonnell announced that the Commonwealth Transportation Board (CTB) advanced \$61 million in the six-year program in support of his efforts to reduce congestion along I-66. The following is a summary of changes to several I-66 projects and studies since the May 13, 2010, NVTA meeting.

**I-66 Spot Improvements**

Governor McDonnell referred to the CTB's approval of the contract award for the first spot improvement, between Fairfax Drive and North Sycamore Street, in the amount of \$10.2 million, and indicated that the second and third spot improvements are estimated to cost of \$49.6 million for both of them. They will be funded after the I-66 study (Inside the Beltway) described below.

**I-66 Multimodal Study (Outside the Beltway)**

During the week of June 14, 2010, the Virginia Department of Transportation made significant changes to the I-66 Multimodal Study. The management of the project was transferred from VDOT's Northern Virginia District office to VDOT's Central Office in Richmond. In addition, the current contractor, Dewberry, was released without cause. A new solicitation has been issued to secure a replacement contractor. This study is expected to cost \$6 million. Proposals are due on August 12, 2010. The solicitation can be found at:

<http://www.virginiadot.org/business/rfps.asp#Environmental>

Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
July 2, 2010  
Page Two

It is unclear how these developments will be affected the approach or the projected December 2011 completion date for the study. The complete I-66 National Environmental Policy Act (NEPA) Study (outside the beltway) that will include an environmental impact statement is expected to take about 32 months and \$20.3 million has been allocated for it, according to Governor McDonnell's news release.

### **I-66 Multimodal Study (Inside the Beltway)**

The Governor's news release says that a multimodal study will identify and evaluate options to address the long-term mobility needs of the corridor, specifically the portion of the corridor from the Capital Beltway (I-495) east to the Virginia/District of Columbia border.

The study will examine a wide range of options including bus, transportation demand management (TDM), High Occupancy Vehicle (HOV), High Occupancy Toll (HOT), congestion pricing, managed lanes and road improvements. The study will build on the I-66 Transit/TDM study completed by the Virginia Department of Rail and Transportation in 2009.

The study will include objective technical analyses that address both demand and operational considerations. Changes in occupancy level for HOV, changes to time of day of HOV, tolling, integrated corridor management measures, additional HOV lanes, HOT lanes and additional general purpose lanes will be examined.

The goal of the \$4 million effort is to identify feasible solutions to reduce congestion and improve mobility within the corridor and along major nearby arterial roadways.

Jurisdiction and Agency Coordination Committee members and I will be available at the July 8, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**6.F.**

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

**MEMORANDUM**

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

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

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

**DATE:** July 8, 2010

VDOT submitted an FY 2010-2015 Transportation Improvement Program (TIP) amendment to the Transportation Planning Board (TPB) for approval in July (attached). The amendment is summarized below. The TPB Steering Committee will consider the amendment on July 9, 2010.

- Crystal City/Potomac Yards Transitway: The project will provide an exclusive/dedicated busway between the Arlington County line and the Crystal City Metrorail Station. The amendment will obligate \$980,000 in Federal Transit Administration Section 5309 New Starts funding for the preliminary engineering and final design phases of the project. Arlington County and the Commonwealth will provide the \$245,000 in matching funds.

Jurisdiction and Agency Coordinating Committee members and I will be available at the July 8, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

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

**GREGORY A. WHIRLEY**  
ACTING COMMISSIONER

July 8, 2010

National Capital Region: FY 2010-2015  
Transportation Improvement Program Amendment

The Honorable David Snyder  
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 Snyder:

On behalf of Arlington County, Virginia Department of Rail and Public Transportation (VDRPT) and itself, VDOT's Northern Virginia District Office requests the following amendment to the FY 2010-2015 Transportation Improvement Program (TIP) / 2009 CLRP. The funding proposed to be obligated for the project is derived from federal FTA Sec. 5309 New Starts program. The project proposed to receive funding with this amendment has been included in the currently approved air quality conformity analyses of the 2009 CLRP/FY2010 TIP.

The project is the proposed Crystal City / Potomac Yard Transitway project in Arlington County (ARL0008). This project will provide an exclusive/dedicated busway between the Arlington County Line and the Crystal City Metrorail station. The proposed TIP amendment will obligate \$980,000 of FTA Section 5309 New Start funds for the PE and Final Design professional services phase of the project. The 2008 FTA funds have to be obligated prior to the end of September 2010. Arlington County and the State will be providing matching funds for the project in a combined amount of \$245,000. The project has been included in previous TIP and the air quality conformity analyses for the current CLRP and TIP. A copy of the letter requesting the TIP amendment by Arlington County Transportation staff is attached.



VDOT requests that this amendment be considered and approved by the Transportation Planning Board Steering Committee at its July 9, 2010 meeting. Arlington County and VDOT representatives will be in attendance at the meeting to answer any questions members of the Steering Committee may have.

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

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

Sincerely,



Morteza Salehi  
District Administrator  
VDOT – Northern Virginia District

*Asst. Dist. Administrator  
for*

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

**FY 2010-15**

TIP Amendment -7/9/2010

Changes to existing entries are noted in bold.

Agency Project ID	Facility, Location, Description	Phase	Previous Funding	FY10	FY11	FY12	FY13	FY14	FY15	Program Total FY 10-15	Funding Source		Funding Shares			
											Fed	State	Local			
<b>VDOT - Transit</b>																
ARL0008	Title: Crystal City / Potomac Yard Transitway Facility: Exclusive/Dedicated bus lanes From: Arlington County Line To: Crystal City Metrorail Station Jurisdiction: Arlington County Reason for Amendment: Project is the provision of an exclusive/dedicated bus lanes between Arlington Co. line and the Crystal City Metrorail station. Air Quality Project included in the air quality conformity analyses for 2010 (and earlier) CLRP.	PE	\$845	\$1,225	\$0	\$0	\$0	\$0	\$0	\$0	\$1,225	5309	80%	11%	9%	
		ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-	0%	0%	0%
		CN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-	0%	0%	0%



DEPARTMENT OF ENVIRONMENTAL SERVICES  
Division of Transportation

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July 7, 2010

Terry Brown  
Manager of Programming  
Virginia Department of Rail and Public Transportation  
600 East Main Street, Suite 2102  
Richmond, VA 23219

Dear Ms. Brown:

Arlington County requests an urgent amendment to the FY 2010-2015 TIP, to add a new funding source to an existing project, the Crystal City / Potomac Yard Transitway.

The new source of funds is a FY08 Congressional earmark for \$980,000 through the Federal Transit Administration's Section 5309 New Starts program. These funds will be used for preliminary engineering and final design professional services. The Crystal City / Potomac Yard Transitway extends from the Arlington County Line to the Crystal City Metrorail Station with exclusive and dedicated bus lanes to improve transit service capacity and reliability in the corridor.

The project is already listed in VDRPT's STIP by project code ARL-0008, and has already gone through an air-quality conformity review. This amendment request does not alter the scope of the project; it merely adds additional funding necessary for completion.

The amendment is requested for consideration by the TPB Steering Committee at its July 9, 2010, meeting, and is necessary to satisfy the Federal requirement that projects be listed in an approved TIP and STIP before funding can be drawn. Because the funding in question expires on September 30, 2010, its rapid inclusion in the current TIP is of the utmost importance. If the funding cannot be drawn by that time, it will no longer be available to the region. Unfortunately, the applicability of this fund source was uncertain until recently.

We greatly appreciate the flexibility shown by TPB, VDOT, and VDRPT in accommodating this last minute amendment to the July schedule. In addition, we thank Mr. Kanti Srikanth for his help in identifying the urgency of this issue and in preparing action.

Should you have any questions, please feel free to contact Dan Malouff (703-228-7989 or [dmalouff@arlingtonva.us](mailto:dmalouff@arlingtonva.us)) or Matthew Huston (703-228-3267 or [mhuston@arlingtonva.us](mailto:mhuston@arlingtonva.us)).

Sincerely,

A handwritten signature in cursive script that reads "Bee Buergler".

Bee Buergler  
Transit Capital Program Manager

cc: Mr. Kanathur Srikanth, VDOT  
Mr. Andrew Austin, MWCOG  
Ms. Marie Berry, VDRPT  
Mr. Robert McDonald, VDOT  
Ms. Melissa Barlow, FTA