

# Northern Virginia Transportation Authority

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

## AGENDA

**Thursday, November 18, 2010**

**7:30 p.m.**

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 July 8, 2010, Meeting**
4. **Public Comment Period**
5. **Action Items**
  - A. Approval of FY 2012 CMAQ/RSTP Recommendations
  - B. Approval of 2011 Legislative Program
  - C. Approval of Comments on Government Reform Commission Recommendations
  - D. Approval of Projects for Funding Identified in the VDOT Audit
  - E. Approval to Letter Regarding I-66 Multi-Modal NEPA Study
  - F. Approval to Letter to CTB Regarding Northern Virginia CMAQ Projects
  - G. Approval of January 2011 Meeting Date and Discussion of CY 2011 Work Program
  - H. Approval of Testimony for Fall CTB Public Hearings (if held)
6. **Discussion Item**
  - A. Discussion of NVTA Statement for Virginia Transportation Conference
7. **Information Items**
  - A. Update on TransAction 2040
  - B. Update on I-95/395 HOT Lanes Project
  - C. Update on I-66 Projects and Studies
  - D. Update on TIGER Grants
  - E. Update on Air Quality and Climate Change
  - F. Update on the TIP/CLRP
  - G. Update on TIP Amendments
8. **Appointment of Nominating Committee for 2011 Officers**..... Chairman Nohe
9. **Other Business**
10. **Adjournment**

### NEXT MEETING:

**January 13, 2011 – 7:30 p.m. – Pending Approval of Item 5G**

**Fairfax City Hall**

**10455 Armstrong Street**

**Fairfax, Virginia 22030**

**SUMMARY MINUTES  
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**July 8, 2010  
Fairfax City Hall  
Fairfax, Virginia**

**NVTA Members Present:**

**Voting Members:**

Martin Nohe, Chairman	Prince William County
William Euille, Vice Chairman	City of Alexandria
Board Member Christopher Zimmerman	Arlington County
Chairman Sharon Bulova	Fairfax County
Council Member Ron Peppe	City of Falls Church
Vice Mayor Brian Polk	City of Manassas Park
Delegate Joe May	House of Delegates
Delegate Tom Rust	House of Delegates
Kerry Donley	Governor's Appointee

**Non-voting Members:**

Morteza Salehi	VDOT
Mayor Jane Seeman	Town Representative

**Staff:**

Pam Martin	Clerk
Various jurisdictional staffs	

**Item I: Call to Order**

Chairman Nohe called the meeting to order at 7:40 p.m.

**Item II: Roll Call**

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

### **Item III: Approval of the Minutes of May 13, 2010, Meeting**

Vice Chairman Euille moved and Delegate Rust seconded the approval of the minutes. The motion carried unanimously.

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

#### **(A) Appointment of Town Representative**

Chairman Bulova moved approval and Delegate Rust seconded and motion carried unanimously. Mayor Seeman appointment on the Board will expire January 2012.

#### **(B) Approval of Revisions to Transaction 2040 Scope of Work and Consultant Contract**

Mr. Biesiadny introduced Monica Backmon from Prince William County to present the cost analysis for the consultant fees. In addition, Ms. Backmon and Mr. Biesiadny reviewed additional information that was requested at the May 13, 2010, meeting. Mr. Biesiadny further explained that Chairman Bulova and Mr. Snyder were on the subcommittee to review the scope of work for TransAction 2040. The subcommittee recommended adjustments to the scope that would reduce the cost of the study to \$800,000. Chairman Bulova moved the subcommittee recommendation. Chairman Nohe seconded the motion. The vote was 5-4 in favor; however, there were not five jurisdictions supporting, so the motion failed. There was discussion about a cap on the consultant contract. Mayor Euille made a motion to set the cap at \$500,000. Board Member Zimmerman seconded and the motion carried unanimously.

#### **(C) Appointment of Technical Advisory Committee Members**

Mr. Biesiadny explained that the Bylaws require 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. In January 2010, Secretary Pierce Homer appointed three individuals to the Technical Advisory Committee. The Jurisdiction and Agency Coordinating Committee (JACC) recommended the following: Patricia Turner and Meredith Judy to be appointed to the vacant TAC positions. Chairman Bulova moved and Chairman York second, and the motion carried unanimously.

#### **(D) Endorsement of Final Six Year Program Testimony**

Mr. Biesiadny briefed the Board on the testimony on the FY 2011 to FY 2016 Six Year program. This testimony was presented to the Commonwealth Transportation Board on the NVTA's behalf. Mr. Biesiadny asked that the authority endorse the final testimony. There being no discussion, Mr. Donely moved approval and Chairman Bulova seconded and the motion carried unanimously.

**(E) Approval to Reallocate RSTP Funds for Prince William County**

Mr. Biesiadny requested that the Board approve the letter to VDOT's Administrator Morteza Salehi endorsing Prince William County's request to reallocate Regional Surface Transportation Program funds. There being no discussion, the Board Member Zimmerman moved and Delegate Rust seconded and the motion carried unanimously.

**(F) Approval to Reallocate ARRA Funds**

Mr. Biesiadny explained that some of the projects originally approved by NVTA had come in under budget. He recommended that the Board approve the list of projects which are eligible to receive reallocated Northern Virginia regional or statewide funding from Federal Economic Stimulus legislation. All of these projects were previously approved by NVTA and certified by the Governor. There being no discussion, Council Member Zimmer moved and Chairman Bulova seconded and the motion carried unanimously.

**(G) Approval of Projects for Bonus Obligation Funding**

Mr. Biesiadny requested that the Board approve the list of projects for the FY 2010 Federal Bonus Obligation funding. There being no discussion, Council Member Zimmerman moved and Chairman Bulova seconded and the motion carried unanimously.

**(H) Approval of Comments for Government Reform Commission**

Mr. Biesiadny briefed the Board on JACC recommendation that the NVTA approve the list of comments on recommendations being considered by the Governor's Reform Commission. There being no discussion, Vice Chairman Euille moved and Chairman Bulova seconded and the motion carried with Delegates Rust and May abstaining.

**(I) Approval of Reallocate CMAQ Funds for Loudoun County**

Mr. Biesiadny briefed the Board on JACC's recommendation to approve a letter to VDOT's Administrator Morteza Salehi endorsing Loudoun County's request to reallocate Congestion Mitigation and Air Quality (CMAQ) funds. There being no discussion, Delegate May moved and Council Member Zimmerman seconded and the motion carried unanimously.

**Item V: Discussion Items.**

**(A) Discussion of Transportation Funding Legislation (Delegates Rust, May and Watts)**

Delegates Rust and May made an informal presentation regarding House Bill No. 971. This bill was introduced during the 2010 Session at the General Assembly. The bill basically provides for funds to be used for improvements and transportation projects in Northern Virginia and statewide. At the present time, a Hampton Roads component has not yet been incorporated into the bill. However, Delegate Rust indicated that they are willing to

include a Hampton roads component when one is developed. The projected revenue from this bill is estimated to be between \$440-\$500 million. There being discussion, the delegates informed the Board that they had already been touring the Commonwealth for support. Their target has been the business community. Vice Chairman Euille, Chairman Bulova and Board Member Zimmerman thanked the delegates. The delegates also acknowledged that the recent Transit Tour was very beneficial and thanked everyone involved.

## **VI. Information Items.**

### **(A) Update on I-95/395 HOT Lanes Project**

No comments.

### **(B) Update on I-66 Transit/TDM Study**

No comment.

### **(C) Update on Northern Virginia Transit Tour**

No comment.

### **(D) Update on TIGER Grants**

No comment.

### **(E) Update on Air Quality and Climate Change**

No comment.

### **(F) Update on TIP Amendments**

No Comment.

## **Item XII. Adjournment**

The meeting adjourned at 9:07 p.m.

Next Meeting: November 18, 2010  
7:30 p.m.  
Fairfax City Hall  
10455 Armstrong Street, Rooms 111 A&B  
Fairfax, Virginia 22030

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** FY 2012 Congestion Mitigation and Air Quality Program/Regional Surface  
Transportation Program Recommendations (Agenda Item 5.A.)

**DATE:** November 12, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding through the FY 2012 Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP).**

**Background:**

Based on past practice, the JACC established Friday, September 30, 2010, as the submission deadline for FY 2012 CMAQ and RSTP applications.

Virginia Department of Transportation (VDOT) staff provided estimates of the CMAQ and RSTP funding that will be available for distribution in FY 2012.

The funding available for distribution is:

**Projected FY 2012 Regional Funding**  
**(subject to change based on final Federal allocations)**

- **FY 2010 carryover funds available for distribution in the FY 2012-2017 Six Year Program:**
  - CMAQ            up to    \$ 3.290 million (depending on projects)
  - RSTP                                \$ 4.371 million
  
- **FY 2011 carryover funds available for distribution in the FY 2012-2017 Six Year Program:**
  - CMAQ            up to    \$ 0.771 million (depending on projects)
  
- **Projected funding available for FY 2012, per FY 2011-2016 Six Year Program:**
  - CMAQ            up to    \$21.840 million (depending on projects)
  - RSTP                                \$30.850 million
  
- **Total funding projected available for NVTA FY 2012 Program:**
  - CMAQ            up to    \$25.900 million (depending on projects)
  - RSTP                                \$35.222 million (including state match)  
\$61.122 million

VDOT provided the local matches for both the CMAQ and the RSTP funds for several years. For the FY 2012 CMAQ/RSTP program VDOT has instituted spending time lines. For CMAQ funds, the recipient has the year of award plus three years to spend the funds. For RSTP funds, the recipient has the year of award plus four years to spend the funds. It should also be noted that the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. It has been extended to December 31, 2010; however, a new six year authorization is needed. It is not clear how a new authorization will affect the CMAQ and RSTP programs.

After NVTA adopted its FY 2011 CMAQ and RSTP recommendation, VDOT received the final allocations. The actual FY 2011 RSTP allocation was \$673,991 lower than estimated. When this situation has occurred in the past, NVTA deferred funding for one project and then restored funding for the project off-the-top of the next year's allocation. On May 13, 2010, the NVTA approved the deferral of \$673,991 in funding for the Route 1/Route 123 Interchange (Phase 1) project. This funding is restored off-the-top of the FY 2012 program.

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
November 12, 2010  
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NVTA received 25 CMAQ applications and 25 RSTP Applications, totaling \$91.745 million. The JACC reviewed the projects submitted, and recommends that the NVTA endorse the attached list of CMAQ and RSTP projects for submission to VDOT and the Commonwealth Transportation Board for approval.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 18, 2010, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee



Attachment I

Recommended FY 2012 CMAQ & RSTP Projects

CMAQ	Total Requested (\$000)	Proposed Amount (\$000)
<b>Regional Projects</b>		
COG/TPB - Commuter Connections Operations Center	\$170	\$170
Metropolitan Area Transportation Operations Coordination (MATOC)	\$350	\$100
Clean Air Partners	\$150	\$150
<b>Commuter Assistance and Transportation Demand Management Projects</b>		
Transportation Demand Management Advancement - Alexandria	\$400	\$400
Commuter Services Program (ACCS) - Arlington	\$4,200	\$4,200
Countywide Transit Stores - Fairfax County	\$450	\$450
Commuter Assistance Program - PRTC	\$300	\$300
<b>Bus Replacement</b>		
Bus Replacement - PRTC	\$6,640	\$2,000
Virginia Metrobus Replacement	\$4,800	\$4,800
<b>Transit Infrastructure Improvements</b>		
Preliminary Engineering of Exclusive Transitway Improvements - Alexandria	\$240	\$240
I-66/Vienna Metrorail Accessibility & Capacity Improvements	\$4,700	\$4,505
VRE Rolling Road Platform Extension	\$2,000	\$2,000
<b>Traffic Signal and Intersection Projects</b>		
Incident Management Corridor Intersections Improvement Project - City of Fairfax	\$186	\$186
Traffic Signal Reconstruction - Vienna	\$335	\$335
<b>Bicycle and Pedestrian Projects</b>		
Bikesharing Capital & Operations - Rosslyn-Ballston Corridor	\$350	\$243
I-495 HOT Lanes Bike and Pedestrian Connectivity Improvements	\$4,500	\$4,500
Glenkirk Road Sidewalk Project	\$1,000	\$1,000
<b>Hybrid Vehicles</b>		
City of Fairfax - Hybrid Boom Truck	\$200	\$200
Manassas - Purchase Hybrid/Alternative Fuel Vehicles	\$121	\$121
<b>FY12 Total CMAQ = \$25,900,357</b>	<b>\$31,092</b>	<b>\$25,900</b>

	<b>Total Requested (\$000)</b>	<b>Proposed Amount (\$000)</b>
<b>RSTP</b>		
Restore FY 2011 Funding - Route 1/Route 123 Interchange		\$ 674
<b>Major Infrastructure Improvements</b>		
I-66/Vienna Metrorail Accessibility & Capacity Improvements	\$5,300	\$4,450
Fairfax County Parkway - Rolling Road Loop Ramp	\$1,000	\$1,000
Route 1/Route 123 Interchange Project (Phase 1)	\$1,500	\$1,000
Route 7 Truck Climbing Lane	\$5,028	\$5,028
Route 15 (South King Street) Widening	\$2,000	\$2,000
Route 28 Widening Project - Manassas	\$900	\$700
Route 28 Widening - Prince William County	\$6,100	\$6,100
Purcell Road Widening	\$300	\$300
<b>Intersection Improvements</b>		
Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	\$750	\$750
Fuller Road/Route 1 Improvements	\$1,000	\$1,000
Piper Lane/Route 28 Intersection Improvement	\$2,000	\$1,100
<b>Transit Vehicles</b>		
DASH Bus Acquisition	\$1,300	\$1,300
<b>Transportation System Management</b>		
Transportation System Management & Operations - Arlington	\$160	\$160
<b>Bicycle, Pedestrian and Spot Improvement Projects</b>		
Bike Racks on Buses - Alexandria	\$180	\$180
Bicycle Parking at Major Transit Stops - Alexandria	\$380	\$380
Holmes Run Pedestrian/Bicycle Tunnel Construction Phase II	\$500	\$500
Critical Sidewalk Construction - City of Fairfax	\$300	\$300
Tysons Metrorail Access Improvements	\$4,000	\$4,000
Reston Metrorail Access Group (RMAG) Recommendations	\$4,000	\$4,000
Pedestrian, Bicycle and Traffic Calming Implementation - Falls Church	\$300	\$300
<b>FY12 Total RSTP (Projected Available - \$35,222,284)</b>	<b>\$11,120</b>	<b>\$ 35,222</b>

**5.B.**

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval of 2011 Legislative Program (Item 5.B.)

**DATE:** November 12, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that NVTA approve the proposed 2011 legislative program and direct staff to transmit it to the Northern Virginia delegation of the General Assembly and Congress.**

**Background:**

In 2007, the General Assembly approved legislation (HB 3202) that resulted in increased transportation funding both in Northern Virginia and statewide. Unfortunately, the Virginia Supreme Court ruled that the General Assembly's delegation of taxing authority NVTA was unconstitutional. Despite an extended Special Session during Summer 2008 and additional efforts during the 2009 and 2010 Sessions, the General Assembly has not enacted legislation to replace the regional transportation revenue included in HB 3202. Also, due to declining transportation revenues, the Commonwealth Transportation Board was been forced to cut \$4.6 billion from the Six Year Program. Attached is a draft 2011 Legislative Program. Although the proposed program is similar to the 2010 Program, there have been several changes. These include:

- The transportation funding position has been update to reflect the most recent information regarding Virginia's transportation funding situation.

Chairman Nohe

Member, Northern Virginia Transportation Authority  
November 12, 2010  
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- The position on capital funding for the Virginia Railway Express has been revised. (**Please note** that VRE, NVTC and PRTC have not yet approved their legislative programs. The NVTA position on VRE capital items may need to be adjusted after these agencies approve their programs).
- A new position recommending the restoration of VDOT's revenue sharing program to its pre-2006 approach has been added.
- A new position supporting changes to the Urban Development Areas has been added.
- A new position recommending clarification regarding the uses for the local vehicle registration fee is being considered. Language is still being discussed and will be presented at the NVTA meeting, if a consensus can be reached.
- A new position recommending that major corridor studies located within one VDOT construction district be managed by staff from that construction district.

In Item 5D, the Jurisdiction and Agency Coordinating Committee recommends a list of priority projects for funding identified by the VDOT audit. These projects are high priorities that can be implemented quickly. A separate project list was not developed for the 2011 Legislative Program.

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 18, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**Northern Virginia Transportation Authority**  
**2010 Legislative Program**  
**DRAFT: November 12, 2010**

**STATE**

***TRANSPORTATION FUNDING***

What was once a crisis in Northern Virginia and Hampton Roads has become a catastrophe for nearly the entire Commonwealth. There is no viable transportation solution that does not include long-term, dedicated, sustainable, new multimodal revenues.

Over the past three years, the Commonwealth Transportation Board has cut **\$4.6 billion** from the Six Year Program. Secondary and urban system construction funds have essentially been eliminated, despite the fact that the secondary roads are a Commonwealth responsibility. Six-year secondary road allocations to counties in Northern Virginia are now less than \$2,000 each and localities are being allocated no urban construction funds. In addition, the growth in maintenance spending has been reduced from four percent to three percent, even though maintenance costs are increasing overall. The Commonwealth is risking serious disinvestment in its existing transportation infrastructure that will be more difficult and more expensive to correct in the future. Today, approximately \$1 billion is needed to address existing deficient pavement conditions, and approximately \$3.7 billion is needed to fix the Commonwealth's deficient bridges. Very shortly the Commonwealth will be unable to ensure that the required matches are available for the federal transportation funds the Commonwealth receives. Should this happen, Virginia would have to return these federal funds, further compounding the crisis.

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

NVTA seeks reinstatement of exclusive Northern Virginia revenues in the range of at least \$300 million annually, as well as 100 percent of Northern Virginia's contribution of additional statewide revenues, to address transportation needs not originally covered by the HB 3202 funding approved for Northern Virginia. Both the regional and statewide revenues should be provided from stable, reliable, proven and permanent source(s).

The General Assembly must adopt new statewide transportation revenue sources to bolster existing highway and transit revenue sources that are not generating sufficient funding to meet the Commonwealth's critical highway needs or meet the Commonwealth's statutory 95 percent share of eligible transit operating and capital costs (net of fares and federal assistance). This additional transit funding alone would require approximately \$166 million annually in new funds for the limited transit projects and eligible operating costs included in the Six Year Program. Additional funds to dramatically increase Secondary Road

investments are also needed.

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

Existing state General Fund revenue streams (almost half of which now go to localities) are required and used for core services of the Commonwealth, such as education and public safety. These historically underfunded, locally provided, core services have already experienced significant cuts, due to reduced General Fund revenues, and shifting the state's transportation funding responsibility to localities by using the General Fund increases local budget pressures without providing a true transportation solution. *(Revises and updates previous transportation funding position.)*

### **BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS**

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

### **PEDESTRIAN SAFETY**

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

### **CHAPTER 527 TRAFFIC IMPACT ANALYSES**

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

### **SECONDARY ROAD DEVOLUTION**

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

### **REVENUE SHARING**

NVTA supports legislation to remove the project tiers and restore the program to the way it existed before 2006, but continue to allow cities and towns to participate. The revenue sharing program is a way to leverage scarce state transportation funds. *(New position)*.

### **URBAN DEVELOPMENT AREAS**

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

Density – recommend changes to the density requirements to allow Northern Virginia Jurisdictions to comply with more appropriate density requirements, since current density requirements for jurisdictions with a population over 130,000 will not attract new development in several of the affected communities.

Size of UDAs / Regional Coordination – recommend changes to allow population estimates developed by the local Metropolitan Planning Organization, rather than restricting only the Weldon Cooper Center, the Virginia Employment Commission or the U.S. Census Bureau.

Date of Compliance – Change the date of compliance from July 1, 2012, to July 1, 2013, to give jurisdictions adequate time to consider appropriate amendments to its plans and regulations. *(New position)*.

### **LOCAL VEHICLE REGISTRATION FEE**

*Position still being discussed. A position will be provided at the NVTA meeting on November 18, 2010, if consensus has been reached. Otherwise this item will be deleted.*

### **TRANSPORTATION CORRIDOR STUDIES**

NVTA recommends that the Code of Virginia be amended to specify that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments. *(New position)*.

## **FEDERAL**

### ***SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION***

The current Federal Surface Transportation Program was authorized in July 2005 by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This legislation authorizes both highway and transit funding over a six-year period (FY 2004 to FY 2009) and establishes the policies and grant programs for distributing these funds. This authorization expired on September 30, 2009. Congress has extended SAFETEA-LU until December 31, 2010. Efforts are underway to develop a new surface transportation program for the period from Federal FY 2010 to FY 2015.

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

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

- The level of Federal investment in the nation’s transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly;
- The distribution of funding within the Federal Surface Transportation Program must be simplified and the number of funding programs streamlined and consolidated. Successful programs such as the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) program should be retained in some form;
- The time required to complete the federal review process of significant new transportation projects must be reduced, and the approval process must be consistent across all modal administrations. In addition, federal implementation regulations should be streamlined;
- To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority;
- Energy efficiency and environmental protection must be addressed in the development of transportation projects; however environmental reviews should be conducted within specified timeframes, so that a project’s environmental



- impacts can be identified and adequately addressed; and
- Safety and security must continue to be an important focus of transportation projects. *(Reaffirms previous position)*

### ***DEDICATED FUNDING FOR WMATA***

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

### ***FUNDING FOR THE VIRGINIA RAILWAY EXPRESS***

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

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

*(Updates previous position.)*

### ***LIMITS ON COMMUTER RAIL RELATED LIABILITY***

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

### ***FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS***

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

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

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

## **COMMUTER BENEFITS**

NVTA supports legislation that would permanently increase the level of tax-free transit benefits employers can provide to employees to \$230 per month, as a way to make transit service more attractive to commuters who currently drive alone. The benefit is scheduled to revert to \$120 per month on December 31, 2010. In addition, NVTA supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Reaffirms previous position.)*

## **REST AREA CONCESSIONS**

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

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

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

**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 5.C.)

**DATE:** November 12, 2010

**Recommendation:**

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

**Background:**

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

- 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

Mr. Martin E. Nohe, Chairman  
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- Examine ways for state government to be more transparent, user friendly and accountable to the citizens of the Commonwealth.

The Commission established four committees:

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

On October 15, 2010, the Commission released its list of initial recommendations. The following recommendations (all of which were endorsed by the Simplification and Operations Committee) affect various aspects of transportation:

- Privatize the Virginia Department of Alcoholic Beverage Control and establish a transportation infrastructure bank with the proceeds of the sale;
- Eliminate the Rail Advisory Board;
- Eliminate the requirement to advertise RFPs in the newspaper;
- Increase the contract approval threshold to \$5 million and clarify that a locality does not need CTB approval for locally administered projects;
- Enable VDOT to submit one annual consolidated report;
- Remove the requirement that CTB declare right-of-way as surplus prior to VDOT selling the land. This decision would be made by the commissioner;
- Remove the statutory requirement that VDOT use certified mail for certain notices;
- Allow DMV to offer special plates for businesses located within or registering their fleets in Virginia;
- Amend the Code to specify that the maximum amount a consumer can collect from one judgment is \$20,000 for the loss associated with purchasing a vehicle;
- Amend the Code to clarify that the exemption for farm machinery applies to both size and weight;
- Change the title of the VDOT Commissioner to Commissioner of Highways;
- Amend the Code to explicitly state that any oversize or overweight permit issued by DMV supersedes local size and weight permits and grant authority to the CTB to allocate a portion of road damage fees to affected localities; and
- Require that the Statewide Transportation Plan be updated every four years

Mr. Martin E. Nohe, Chairman

The following are general recommendations, but may affect transportation. They are from all four Committees:

- A criteria flow chart should be used for future recommendations on consolidation and elimination of boards and commissions;
- DGS should proactively solicit local government entities to collaborate and evaluate vehicle maintenance options that may prove to be more costly and operationally beneficial;
- Agencies should reduce or eliminate toll free numbers to move towards a single portal entry for Virginia state agencies;
- The Governor's office and the Virginia Department of Planning and Budget move forward with plans requiring state agencies to review current mandates. Mandates that are rendered obsolete or are not implementable should be eliminated or suspended;
- Agencies should justify the continuation of mandates with an eye towards cost-benefit analysis and performance-based metrics;
- The Governor should propose a Transparency Reform Act be passed so that all government spending is available online in a user friendly format and in a timely manner;
- All agencies or political subdivisions receiving government monies must publish the spending of those monies online in an accessible and timely manner and in accordance with the government's website criteria.
- All agencies or political subdivisions that are raising money on the bond market must publish information with the bond notice, identifying the existing debt levels of that organization;
- Change the budget cycle, so that the incoming Governor adopts his/her first budget in the first year in office and second budget in the third year in office;
- Produce an end-of-session final approved budget summary document.
- Set a statutory limit on government spending expressed as a percentage of Gross State Product or a similar benchmark; and
- Reduce all budget baselines by two percent as a compulsory productivity dividend each financial year

The Jurisdiction and Agency Coordinating committee believes that two of these recommendations in particular warrant NVTa consideration for providing comments to the commission. These related to proposals to eliminate the Rail Advisory Board and to restrict local ordinances regulating over-weight trucks. A letter is attached for the Authority's consideration.

November 12, 2010

Page Four

The Simplification and Operations Committee of the Reform Commission is meeting again on November 15, 2010, and the full commission is meeting on November 18, 2010. If additional transportation related recommendations are discussed or acted upon at these meetings, an update will be provided at the Authority's meeting on November 18. The Commission's subsequent report is scheduled to be issued on December 1, 2010.

JACC Members and I will be available at the Authority meeting on November 18, 2010, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

November 19, 2010

Mr. Fred Malek, Chairman  
Governor's Commission on Government Reform and Restructuring  
Patrick Henry Building  
1111 East Broad Street, Third Floor  
Richmond, Virginia 23218

Dear Chairman Malek:

On behalf of the Northern Virginia Transportation Authority, I am writing to you to express our concern about two of the recommendations contained in the Commission's Interim Report. Our objections are outlined below:

Elimination of the Rail Advisory Board

NVTA does not agree with the recommendation that Rail Advisory Board be eliminated. The Board has provided a valuable forum for dialog between the private railroad companies, the Commonwealth and the Virginia Railway Express (VRE). It has facilitated the development of partnerships that have led to investments that have improved VRE service. These investments are partly responsible for the record ridership that VRE is experiencing. Moving more people on transit systems, like VRE, is a very important strategy to reducing congestion in Northern Virginia. In addition, the proposed alternative of having the Commonwealth Transportation Board (CTB) handle rail related issues directly is less desirable than maintaining the Rail Advisory Board. The CTB is unlikely to have time to address individual issues in detail. Also, the railroads and VRE do not have a seat on the CTB and so would be unable to participate in the discussions in the same way that they do at the Rail Advisory Board.

Restricting Local Authority over Overweight Vehicles

NVTA does not support the recommendation that DMV overweight vehicle permits supersede local size and weight permits. While this might be agreeable in counties where VDOT maintains the roads, in cities, towns and Arlington County, the local government maintains the roadways. In these cases, the local government should have the ability to restrict overweight vehicles and to collect fees to offset the damage these vehicles do to the roadways.

If you have any questions or would like to discuss the Authority's positions, please call me at (703) 792-4620.

Sincerely,

Martin E. Nohe  
Chairman

Cc: Members, Northern Virginia Transportation Authority  
The Honorable Sean Connaughton, Secretary of Transportation

**5.D.**

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval of Northern Virginia Projects for Funding Identified in the VDOT Audit  
(Agenda Item 5.D.)

**DATE:** November 12, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding identified in the VDOT audit.**

**Background:**

On September 23, 2010, Governor McDonnell released the results of an independent Virginia Department of Transportation (VDOT) financial and performance audit, which identified approximately \$1.4 billion in one-time funding that may be allocated to construction and maintenance projects. These funds were compiled from several sources, including unspent maintenance funds; funding balances on inactive projects; the elimination of a federal revenue reserve fund; changing the construction reserve fund from 5.5 months to two months; using toll revenues to match federal funds; and selectively Federalizing the maintenance program rather than Federalizing the entire program.

The Governor gave the Secretary of Transportation 45 days to prepare an action plan to address the 50 audit recommendations. On November 9, 2010, the Governor released the approved Action Plan, which designates a responsible entity for each category of funding and establishes a process to select projects that will utilize the unused funds identified in the audit.

Chairman Martin E. Nohe



This includes:

- \$200 million in excess construction cash that will be administered by the Commonwealth Transportation Board (CTB)
- \$524 million in the “federal reserve” that will be allocated to specific projects by the CTB during the spring 2011 update to the Six-Year Transportation Improvement Program (SYIP)
- \$200 million in unspent maintenance allocations that will be provided to VDOT’s nine districts to meet critical maintenance needs
- \$130 million in inactive federal project balances already allocated to projects that will be re-obligated to other active projects in coordination with localities
- \$400 million in toll credits that will be allocated to specific projects by the CTB as a state match to federal projects.

While it is not clear what criteria will be used to allocate these funds, General Assembly members have indicated that they have been contacted by the McDonnell administration asking for project priorities. The General Assembly members have, in turn, asked for the local priorities.

Although specific guidance on project selection has not been provided, staff believes that the administration will likely want to use the funds to implement projects rapidly. JACC members have reviewed projects that the NVTA and/or their governing bodies have previously endorsed for various funding sources. The attached list represents a collection of highway, transit, pedestrian, and bicycle projects which could be implemented quickly, if funding becomes available. If approved, this list could be submitted to the administration, and Northern Virginia’s General Assembly delegation for consideration.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 18, 2010, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Proposed NVTA Priority Projects List for  
VDOT Audit Funds  
November 12, 2010

Transit Infrastructure and Equipment Projects - \$212,396,800

- Dulles Rail Phase II Shortfall - \$100,000,000
- Springfield Multi-Use Community Transit Hub - \$27,115,000
- Eisenhower Avenue Metrorail Station Improvements - \$18,000,000
- I-66 Vienna Ramp - \$17,344,000
- VRE Rail Cars - \$12,500,000
- CNG-Fueling Equipment for Cinder Bed Road Metrobus Garage - \$8,000,000
- DASH Buses - 6 replacement buses & 6 expansion buses - \$7,800,000
- Improved Security at West Falls Church Service and Inspection (S&I) Yard - \$7,000,000
- PRTC Bus Acquisition - \$3,537,800
- Rosslyn Metro Station Access Improvement Project - \$2,300,000
- Truncated-Dome Tiles at Additional Virginia Metrorail Stations - \$2,000,000
- Real-time Parking Pilot Program at a Virginia Metrorail Station - \$2,000,000
- Improved Passenger-Information-Display System (PIDS) at Virginia Metrorail Stations - \$2,000,000
- Richmond Highway Transit Study \$1,500,000
- Van Dorn – Beaugard Corridor Exclusive Transitway - Design / Preliminary Engineering - \$1,000,000
- Bus Stop Enhancement Project - \$300,000

Highway Infrastructure Projects - \$336,275,000

***Interstate - \$77,000,000***

- I-95 Additional and Improved Ramps to EPG - \$40,000,000
- I-66 Active Traffic Management - \$27,000,000
- I-66 Reconstruct Interchange at Route 28 – Design Only \$10,000,000

***Primary - \$141,500,000***

- Route 1 widening, Featherstone Road and Neabsco Mills Road - \$40,000,000
- Route 28 widening, Linton Hall Road and Fitzwater Drive - \$29,500,000
- Route 15/Sycolin Road Overpass - \$20,000,000
- Route 1/123 Interchange Project, Phase 1 - \$19,000,000
- Route 7 Widening (Reston Avenue to Dulles Toll Road) Design Only - \$10,000,000
- Route 15 – King Street Widening - \$8,000,000
- Route 9/Route 287 Roundabout - \$5,000,000
- Duke Street Improvements - from Wheeler Ave to Jordan Street - \$5,000,000
- Route 236 Widening (Evergreen to Markham) & Medford Dr./ McWhorter Place Improvements (Rt. 236 to Ravensworth) – Design Only \$5,000,000

***Secondary and Urban - \$117,775,000***

- Prince William Parkway widening, Old Bridge Road to Minnieville Road - \$27,000,000
- Widen Rolling Road (Old Keene Mill to Fairfax Co. Parkway) - \$25,000,000
- Fairfax County Parkway/Rolling Road Loop Ramp - \$25,000,000
- Jones Branch Drive Connector to Route 123 - \$20,000,000
- Telegraph Road (South Kings to South Van Dorn) - \$10,000,000
- Fairfax County Parkway/Neuman Street Interchange – Design Only \$5,000,000
- Holland Lane Extension - \$5,000,000
- Lakewood Street Reconstruction - \$650,000
- Dranesville Road Reconstruction project - \$125,000

**Highway and Park-and-Ride Repaving Projects - \$11,221,000**

- Preventive Maintenance of Parking Facilities at Virginia Metrorail Stations - \$9,000,000
- Follin Lane Repaving - \$500,000
- Liberia Avenue Repaving - \$485,000
- Centreville Road Repaving - \$342,000
- Hastings Avenue Repaving - \$280,000
- Center Street Repaving - \$200,000
- Mill Street Repaving - \$200,000
- VRE Parking Lot Repaving - \$114,000
- Herndon Parkway Repaving - \$100,000

**Transportation System Management Projects - \$4,395,000**

- Transportation Systems Management (Arlington) - \$2,000,000
- Maple Avenue Traffic Signal Reconstruction (Multiple Locations) - up to \$1,050,000
- Transportation Demand Management (Alexandria) - \$1,000,000
- Dumfries Road/Hastings Drive Signal Upgrade - \$345,000

**Pedestrian, Bicycle and Spot Intersection Projects - \$32,397,000**

- Tysons Metrorail Station Access Management Study – Design Only \$10,000,000
- Capital Bikeshare – up to \$6,000,000
- Pedestrian Connections Related to 1-495 HOT Lanes - \$4,500,000
- Reston Metrorail Access Group – Design Only \$4,000,000
- Pedestrian, Bicycle and Intersection Improvements (City of Fairfax) – up to \$2,320,000
- Holmes Run Multi-Modal Shared Use Trail - \$2,000,000
- Pedestrian and Intersection Improvements (Manassas) – up to \$1,027,000
- Pedestrian, Bicycle and Traffic Calming Improvements (Falls Church) – up to \$1,000,000
- Cameron Run Preliminary Engineering for Multi-Use Trail - \$1,000,000
- Sidewalk Improvements (Town of Vienna) - \$300,000
- Washington Boulevard Trail - \$250,000

# 5.E.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval of Letter Regarding I-66 Multi-Modal National Environmental Policy Act Study (Agenda Item 5.E.)

**DATE:** November 12, 2010

#### **Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority approve the attached letter to Secretary of Transportation Sean Connaughton regarding the I-66 Multi-Modal National Environmental Policy Act Study.**

#### **Background:**

During the last administration, Secretary of Transportation Pierce Homer committed to restarting the I-66 Multi-Modal National Environmental Policy Act (NEPA) Study (outside the Beltway). This study had been on hold for several years. Secretary Homer also committed to having a draft NEPA document ready by the end of 2011. VDOT's Northern Virginia district staff worked with its consultants to refresh data that was previously collected for the study, explore issues, and define the modeling needed for the study. The project data collection was underway. The consultant team was working on the following issue papers:

- Modeling Processes
- Discontinuities between I-66 HOV operations and the evolving HOT/HOV system
- Right of way constraints
- Bus Rapid transit/express bus network (studied separately by DRPT)
- Latest Federal and State Regulations

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
November 12, 2010  
Page Two

These issue papers were expected to be available for review during Summer 2010.

Based on the conclusions of the earlier Major Investment Study, it is anticipated that no one project will solve the congestion in the corridor, but a suite of multimodal projects will be needed. The study will conceivably produce a variety of different recommendations with different timelines, funding sources and sponsors.

In June 2010, the Jurisdiction and Agency Coordinating Committee was informed that the management of the study was being moved from the Northern Virginia district to VDOT's Central Office. In addition, the consultant contract was terminated and a new procurement for consultant services was issued. In September 2010, VDOT's Central Office staff released a schedule that draft Tier 1 Environmental Impact Statement (EIS) would be available in June 2012, and the final Tier 1 EIS would be completed by June 2013.

This schedule represents a six month delay. In addition, it is not clear what involvement NVTA or the local jurisdiction staffs will have in the study process. It is also unclear how previously prepared information will be used in the state, if at all. JACC members are concerned that the VDOT Central Office staff is not familiar with Northern Virginia or the dynamics of the I-66 corridor. The JACC recommends that the Authority send the attached letter to Secretary Connaughton expressing these concerns.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 18, 2010, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

DRAFT: November 12, 2010

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

Reference: I-66 National Environmental Policy Act Study

Dear Secretary Connaughton:

On behalf of the Northern Virginia Transportation Authority, I am writing to you to express our concerns that the management of the long awaited I-66 National Environmental Policy Act (NEPA) study (outside the beltway) has been transferred from VDOT's Northern Virginia District office to VDOT's Central Office in Richmond. While the Central Office staff may have more experience conducting studies, we are concerned that they do not have significant experience working in Northern Virginia. We are also concerned that it will take three years to complete the study.

I-66 needs increased road and transit capacity as soon as possible. Although short-term projects like the I-66 Active Traffic Management project and the Vienna bus/HOV ramp, if fully funded, will help, long-term solutions are needed.

Since the study is going to be managed by VDOT's Central Office, we urge you to establish a technical advisory committee of local jurisdictions and affected transit agency staffs as soon as possible to assist with the study. We also urge you to seek ways to expedite the schedule for the NEPA study.

NVTA and its member local governments are prepared to assist you in any way possible. If you have any questions or would like to discuss in more detail. Please call me at (703) 792-4620.

Sincerely,

Martin E. Nohe  
Chairman

Cc: Members, Northern Virginia Transportation Authority

**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 Letter to the Commonwealth Transportation Board Regarding Northern Virginia Congestion Mitigation and Air Quality Projects (Agenda Item 5.F.)

**DATE:** November 12, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority approve the attached letter to Secretary of Transportation Sean Connaughton, as Chairman of the Commonwealth Transportation Board (CTB), regarding Northern Virginia's Congestion Mitigation and Air Quality (CMAQ) recommendations.**

**Background:**

As part of the FY 2007 and FY 2008 CMAQ and Regional Surface Transportation Program (RSTP) programs, the Authority recommended funding the purchase of hybrid vehicles for the Town of Herndon. These recommendations were subsequently submitted to the CTB for its approval. The CTB approved NVTA's recommendations without making any changes. Over the years, the Authority has also recommended the purchase of alternative fueled vehicles for the Cities of Falls Church and Manassas and the Town of Vienna. The CTB has always concurred with these recommendations. The purchase of hybrid vehicles is a strategy that has been identified by the Transportation Planning Board of the National Capital Region and the Metropolitan Washington Air Quality Committee as a way to reduce mobile source emissions in the Washington region. If the region does not meet the National Ambient Air Quality Standards mandated by the Clean Air Act Amendments of 1990, the region risks losing Federal transportation funds. Many local governments throughout Northern Virginia have purchased hybrid vehicles (using a variety of funding sources) to assist the region in meeting its air quality goals.

Chairman Martin E. Nohe

Members, Northern Virginia Transportation Authority  
November 12, 2010  
Page Two

On October 20, 2010, VDOT staff recommended a list of amendments to the FY 2011-2016 Six Year Improvement Program to the CTB. This list included funding for the Herndon hybrid vehicles, since Herndon is ready to procure the vehicles. The item also included a variety of other projects for other parts of the Commonwealth. Before the item was approved, a CTB member made a motion to delete Herndon's hybrid vehicles from the list of amendments. Apparently, this CTB member did not feel that it was appropriate to use CMAQ funding for hybrid vehicles. Despite objections from Northern Virginia's CTB representatives, the CTB voted to remove the hybrid vehicles from the approval. This is the first time since the inception of the CMAQ and RSTP programs in FY 1993 that the CTB has objected to a project recommended by either the Transportation Coordinating Council of Northern Virginia or subsequently the NVTA.

The Jurisdiction and Agency Coordinating Committee recommends sending the attached letter to the CTB asking them to amend funding into the Six Year Program to include the Herndon hybrid vehicles, as they have done repeatedly in the past.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 18, 2010, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee



DRAFT: November 12, 2010

The Honorable Sean Connaughton, Chairman  
Commonwealth Transportation Board  
Patrick Henry Building, 3rd Floor  
1111 East Broad Street  
Richmond, Virginia 23219

Reference: Approval of Northern Virginia Congestion Mitigation and Air Quality Projects

Dear Chairman Connaughton:

On behalf of the Northern Virginia Transportation Authority, I am writing to you to express our concern about the Commonwealth Transportation Board's recent objection to including a hybrid vehicle purchase for the Town of Herndon in the FY 2011 to 2016 Six Year Program. The funds for a similar vehicle purchase were included in NVTA's recommendations for the FY 2007 and FY 2008 Congestion Mitigation and Air Quality Programs. These programs were approved by the CTB at the time.

Over the years, the Authority has also recommended the purchase of alternative fueled vehicles for the Cities of Falls Church and Manassas and the Town of Vienna. The CTB has always concurred with these recommendations. The purchase of hybrid vehicles is a strategy that has been identified by the Transportation Planning Board of the National Capital Region and the Metropolitan Washington Air Quality Committee as a way to reduce mobile source emissions in the Washington region. If the region does not meet the National Ambient Air Quality Standards mandated by the Clean Air Act Amendments of 1990, it risks losing Federal transportation funds. Many local governments throughout Northern Virginia have purchased hybrid vehicles (using a variety of funding sources) to assist the region in meeting its air quality goals. These vehicles are used throughout the day, rather than just during rush hours, and they are an effective way to reduce mobile sector emissions.

Respectfully, we believe that is very unfair for the CTB to change the rules as to what types of projects it will and will not fund using CMAQ money after NVTA has adopted its recommendations. Since the CTB delegated the ability to allocate Northern Virginia's CMAQ funding to the Authority without preconditions, it has been the Authority's expectation that its recommendations will be approved. If the CTB would like to establish conditions its approval, the Authority believes that such conditions should be made known well in advance, so that the Authority can consider those conditions during its process. In addition, since the CTB does not participate in the adoption of the State Improvement Plans for the Washington metropolitan area which are required by the Clean Air Act Amendments of 1990, it is difficult to see how the CTB could object to allocating funding to strategies that assist the region in meeting the goals of these plans.

We strongly urge the CTB to amend the FY 2011-2016 Six Year Program for the Herndon hybrid vehicles at its December meeting. In addition, we also urge to CTB to document and distribute any changes to its policies for allocating CMAQ funding not only in Northern Virginia, but in the other air quality non-attainment areas of the Commonwealth as well.

The Honorable Sean T. Connaughton

DRAFT: November 12, 2010

Page Two

If you have any questions or would like to discuss in more detail. Please call me at (703) 792-4620.

Sincerely,

Martin E. Nohe  
Chairman

Cc: Members, Northern Virginia Transportation Authority  
Members, Commonwealth Transportation Board

**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 January 2011 Meeting Date and Discussion of CY 2011 Work Program and Meeting Schedule (Item 5.G.)

**DATE:** November 12, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the NVTA approve January 13, 2011, as its next meeting and discuss the attached CY 2011 meeting schedule and work program and provide comments. The final work program will be submitted for consideration and approval at the January meeting.**

**Background:**

Following the practice established in 2002, the JACC met to discuss a proposed NVTA work program for 2011. In preparing the proposed CY 2011 work program, the JACC reviewed the CY 2009 work program and noted the progress that was made on each of the items included in the work program. A copy of the analysis is attached.

The proposed work program continues many of the activities undertaken by the NVTA during CY 2010. In addition, the JACC has prepared a draft schedule showing how these activities might be addressed during the year. The work program and meeting schedule reflect the current status of regional transportation funding and activities associated with various aspects of TransAction 2040. If the General Assembly restores funding for NVTA during the 2011 General Assembly session, the work program and schedule will likely be revised.

The schedule includes one public forum in January 2011 to give the public the opportunity to comment on NVTA's 2010 Work Program and various transportation issues. There will also be a public hearing related to TransAction 2040 in November 2011. The schedule also includes an opportunity for public comment on the NVTA's legislative program and other transportation issues at the November 2011 meeting.

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
November 12, 2010  
Page Two

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 18, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Proposed CY 2011 Meeting Schedule  
Northern Virginia Transportation Authority  
DRAFT: November 12, 2009

January 13, 2011 – 7:30 p.m.

February 3, 2011 – 5:30 p.m. (Joint Meeting with NVTC in Richmond) VaCo/VML Day schedule

May 12, 2011 – 7:30 p.m.

July 14, 2010 – 7:30 p.m.

November 10, 2010 – 7:30 p.m.

Proposed CY 2011 Work Activities  
Northern Virginia Transportation Authority  
DRAFT: November 12, 2009

Continuation of Past Activities

- Adopt an FY 2012 NVTA Budget
- Participate in Securing Federal Appropriation of Dedicated Funding for WMATA
- Discuss and Participate in the Regional TIP/CLRP Update
- Discuss regional air quality issues, including strategies to reduce greenhouse gases
- Participate in I-66 National Environmental Policy Act (NEPA) Study
- Adopt Presentation to CTB Fall Transportation Meeting (Pre-Allocation Public Hearing)
- Seek Public Input on Transportation Issues
- Follow Up on ATLAS Study Recommendations
- Endorse an FY 2013 CMAQ/RSTP Project List
- Endorse a 2012 Legislative Agenda
- Continue Development of TransAction 2030
  
- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including
  - Projects to Address the Base Realignment and Closure Commission (BRAC) Recommendations
  - I-95/395 HOT Lanes Project
  - I-495 (Beltway) HOT Lanes Program
  - Idea-66 Study & I-66 NEPA Study (Inside and Outside the Beltway, respectively)
  - I-66/Route 29 (Gainesville) Interchange Program
  - VRE Extension to Haymarket
  - 14<sup>th</sup> Street Bridget Project
  - VTrans 2035
  - Statewide Rail Plan
  
- Discuss TPB/MWAQC/MWCOG Issues, as needed

Proposed CY 2010 Work Program  
Northern Virginia Transportation Authority  
DRAFT: November 12, 2009

January 13, 2011 (NVTA Annual Meeting)

- Public Comment – Open Forum on NVTA’s 2010 Work Program and Transportation Issues
- Approval of 2011 Work Program and Meeting Schedule
- Accept FY 2010 Audit
- Receive Briefing on TransAction 2040
- Receive Briefing on the TIP/CLRP Update and Northern Virginia submissions
- Receive Briefing on I-66 NEPA Study
- Discuss TPB/MWAQC/MWCOG Issues, if any

February 3, 2011 (VaCo/VML Day in Richmond; Joint Meeting with NVTC)

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

May 12, 2011

- Discuss Outcome of Relevant Transportation Legislation Considered by the General Assembly
- Adopt Presentation for CTB Public Hearing on Six Year Program
- Receive Briefing on TransAction 2040 and Approve Public Outreach Plan
- Receive Briefing on I-66 NEPA Study
- Receive Briefing on Progress on I-95/395 HOT Lanes Project
- Receive Briefing on Regional Air Quality Activities
- Discuss TPB/MWAQC/MWCOG Issues

July 14, 2011

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

November 10, 2011

- Public Hearing – TransAction 2040
- Public Comment on Transportation Issues and Legislative Program
- Establish Nominating Committee for 2012 Officers
- Receive Briefing on TransAction 2040 and Approve Interim Report to General Assembly
- Accept FY 2011 Audit, if appropriate
- Adopt 2011 Legislative Program
- Adopt FY 2013 CMAQ/RSTP Project List
- Discuss Proposed CY 2012 Work Program and Meeting Schedule
- Receive Briefing on a Major Regional Transportation Study or Project, if appropriate
- Discuss TPB/MWAQC/MWCOG Issues, if any

CY 2010 Work Activities  
Northern Virginia Transportation Authority  
Approved: January 14, 2010  
Updated: November 12, 2010

Continuation of Past Activities

- Adopt an FY 2011 NVTA Budget
  - *Due to the lack of funding, no new budget was adopted. Funding was allocated to pay for NVTA's Virtual Officer at the Fairfax Innovation Center.*
- Participate in Securing Federal Appropriation of Dedicated Funding for WMATA and appropriate WMATA Compact Amendments
  - *Congress appropriated the first year of dedicated funding as part of the FY 2010 Federal budget. Virginia, Maryland and the District of Columbia each provided their non-federal matches.*
- Discuss and Participate in the Regional TIP/CLRP Update
  - *Received Regular Briefings on TIP and CLRP Process*
  - *Continued monthly conference calls to discuss TPB agendas*
- Discuss regional air quality issues, including strategies to reduce greenhouse gases
  - *Received Regular Briefings on air quality issues, including regional efforts to address greenhouse gases*
- Participate in I-66 Multimodal Study
  - *Received Briefings on the status of various I-66 projects and studies. The management of the I-66 NEPA study was moved from VDOT Northern Virginia District to VDOT's Central Office. This resulted in a six month delay in the project.*
- Adopt Presentation to CTB Fall Transportation Meeting (Pre-Allocation Public Hearing)
  - *Testimony will be considered at the November 2010 meeting. Testimony on the draft Six Year Program was adopted at the May 13, 2010, meeting.*
- Seek Public Input on Transportation Issues
  - *A public comment period was held at the January 2010. A second public comment period is scheduled for the November 2010 meeting.*
- Follow Up on ATLAS Study Recommendations
  - *It was proposed that TransAction 2040 test an alternative land use strategy; however, this part of the project was removed, due to funding constraints.*
- Endorse an FY 2012 CMAQ/RSTP Project List
  - *Consideration is scheduled for November 2010.*
- Endorse a 2011 Legislative Agenda
  - *Consideration is scheduled for November 2010.*
- Begin Process of Updating TransAction 2030
  - *Process underway. NVTA a scope of work and budget for the project. A consultant was selected and a contract should be signed in November 2010.*
- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including
  - Projects to Address the Base Realignment and Closure Commission (BRAC) Recommendations
    - *No specific BRAC briefing scheduled during 2010*
  - I-95/395 HOT Lanes Project
    - *Update provided at each meeting.*
  - I-495 (Beltway) HOT Lanes Program
    - *No specific briefing scheduled during 2010*
  - I-66 Multimodal Study



- *Update provided at each meeting.*
  - I-66/Route 29 (Gainesville) Interchange Program
    - *No specific briefing scheduled during 2010*
  - VRE Extension to Haymarket
    - *No specific briefing scheduled during 2010*
  - 14<sup>th</sup> Street Bridget Project
    - *No specific briefing scheduled during 2010*
  - VTrans 2035
    - *No specific briefing scheduled during 2010.*
  - Statewide Rail Plan
    - *No specific briefing scheduled during 2010*
- Discuss TPB/MWAQC/MWCOG Issues, as needed
  - *Received regular briefings on TPB/MWAQC/MWCOG Issues*
  - *Monthly conference calls continued*

**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 Fall Public Hearings on the FY 2012 to FY 2017 Six Year Program (Agenda Item 5.H.)

**DATE:** November 12, 2010

**Recommendation:**

**The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority authorize its Chairman to submit comments at the Commonwealth Transportation Board's at the Fall FY 2012 to FY 2017 Six Year Program Public Hearing, following circulation to the NVTA members for input. These comments would also be available for meetings with VDOT programming staff.**

**Background:**

Historically, the Commonwealth Transportation Board (CTB) has held public hearings around the Commonwealth each Fall to solicit input on the upcoming Six Year Program. This input is used by the Virginia Departments of Transportation and Rail and Public Transportation to prepare a draft Six Year Program that is released for public comment in the Spring of the following year. This cycle has been disrupted during the past several years by the need to cut \$4.6 billion worth of projects out of the Six Year Program as transportation revenues declined significantly. At this point, no Fall public hearings have been scheduled and it is unclear whether or not they will be scheduled. The VDOT programming staff has scheduled a meeting with Metropolitan Planning Organizations (MPO) in December to informally discuss their suggestions for the Six Year Program. Since NVTA is not expected to meet again until January 2011, the JACC recommend that that NVTA approve basic testimony which is consistent with past NVTA statements and authorize its Chairman to work with the JACC to prepare and finalize testimony on NVTA's behalf following circulation to the NVTA members for input, if Fall public hearings are scheduled. This testimony would also serve as a basis for informal discussions with VDOT's programming staff.

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
November 12, 2010  
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JACC members and I will be available at the November 18, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**Northern Virginia Transportation Authority**  
**Comments on Proposed**  
**FY 2012 to FY 2017 Six Year Program**  
**DRAFT: November 12, 2010**

Good Evening Secretary Connaughton, Commissioner Whirley, Director Drake, and members of the Commonwealth Transportation Board, I am Marty Nohe, Chairman of the Northern Virginia Transportation Authority. I am here to present the Authority's input on the FY 2012 to FY 2017 Six Year Program and several other matters. NVTAs comments are as follows:

- We appreciate the Kaine and McDonnell Administrations, VDOT and the CTB working with NVTAs to allocate the regional American Recovery and Reinvestment Act (ARRA) funding. All regional ARRA funding has been obligated. Most of the projects are under construction or in acquisition and all of the funding is expected to be expended by the February 2012 deadline. Without this federal funding, it would not be possible for these projects to proceed at this time.
  
- We appreciate historical role that the CTB has given NVTAs in the decision process for regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds by allowing NVTAs to prioritize funding for the critical transportation needs of our region. This is consistent with NVTAs authorizing statute which directs NVTAs to establish project priorities for Northern Virginia. However, we are very concerned about the CTBs October action to decline to amend hybrid vehicles for the Town of Herndon into the Six Year Program, despite NVTAs recommendation and past CTB action. The purchase of hybrid vehicles is a legitimate strategy to reduce mobile source emissions in the Washington region. If the region does not meet the National Ambient Air Quality Standards mandated by the Clean Air Act Amendments of 1990, it risks losing Federal transportation funds. Many local governments throughout Northern Virginia have purchased hybrid vehicles using a variety of funding sources to assist the region in meeting its air quality goals. These vehicles are used throughout the day, rather than just during rush hours, and they are an effectively way to reduce mobile sector emissions. We urge the CTB to CTB to amend the FY 2011-2016 Six Year Program for the Herndon hybrid vehicles at its December meeting. In addition, we also urge to CTB to

document and distribute any changes to its policies for allocating CMAQ funding not only in Northern Virginia, but in the other air quality non-attainment areas of the Commonwealth as well.

- 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 beginning in FY 2012. Not only will this mean that no new significant capacity improvements (widening and interchanges) will be initiated unless locally funded, but simple, cost effective projects like signaling new intersections, adding turn lanes and implementing pedestrian improvements will also be eliminated unless funded through other means. 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 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 continue 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 are set in April 2011, reducing the state assistance contracts mid-year (as has been done in two recent 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. The one-time funding from the VDOT audit will help in the short-term, but new transportation investments are necessary to ensure the economic viability of not only Northern Virginia, but the Commonwealth. NVTA's list of priority projects to be funded with the VDOT audit funds is attached.

- We look forward to the General Assembly addressing the Commonwealth's dire transportation funding situation soon, hopefully during the 2011 Session.
- 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 NVTA, 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, NVTA 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 consider retaining the revenue sharing program, since it is a cost effective

way for VDOT and the local jurisdictions to implement projects. In addition, support the removal of the project tiers and restore the program to the way it existed before 2006, but continue to allow cities and towns to participate. The revenue sharing program is a way to leverage scarce state transportation funds. Removal of the tiers will allow all local governments an equal opportunity to participate in the program.

- 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 policy direction, look for opportunities to enhance pedestrian and bicycle connectivity in the Northern Virginia.
- support the policy that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments.
- support retention of the Rail Advisory Board. The Board has provided a valuable forum for dialog between the private railroad companies, the Commonwealth and the Virginia Railway Express (VRE). It has facilitated the development of partnerships that have led to investments that have improved VRE service. These investments are partly responsible for the record ridership that VRE is experiencing.

# 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.**



## 6.A.

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

#### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Discussion of NVTA Statement for Virginia Transportation Conference (Agenda Item 6.A.)

**DATE:** November 12, 2010

#### **Recommendation:**

**The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority discuss the possibility of the Authority making a statement at the upcoming Virginia Transportation Conference and give staff direction in preparing the content of the statement.**

#### **Background:**

The Virginia Transportation Conference is scheduled for December 8-10, 2010, in Roanoke. The conference agenda is attached. Chairman Nohe has suggested that it would be beneficial for the Authority to make a statement regarding Northern Virginia's transportation funding needs at the conference. Talking points could be taken from the Authority's draft testimony to the CTB and/or the Eight Principles for Transportation Funding adopted by the Authority in April 2008.

The JACC seeks the Authority's guidance in preparing a draft statement for the conference. This statement can be circulated to Authority members for review and comment before the transportation conference.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 18, 2010, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

# Preliminary Agenda

Agenda will be updated as new information becomes available

## Wednesday, December 8, 2010

Noon - 8:00  
p.m.

**Registration**

Prefunction Area between Exhibit Halls (Crystal Ballroom  
and Roanoke Ballroom C-H)

**Conference Kick-Off**  
**3:30 p.m. - 9:30 p.m.**

3:30 - 3:55  
p.m.

**Master of Ceremonies and Conference  
Welcome**

Gary R. Allen, Ph.D.  
Conference Director  
Chief of Technology, Research, and Innovation  
Virginia Department of Transportation

**Welcome**

David A. Bowers  
Mayor  
City of Roanoke, Virginia

**Welcome**

The Honorable Sean T. [Connaughton](#)  
Secretary of Transportation  
Commonwealth of Virginia

**Presentation of Colors**

Virginia State Police

**Pledge of Allegiance**

Led by Secretary Connaughton

Roanoke Ballroom A-B  
Overflow in Washington  
Lecture Hall

3:55 - 5:00  
p.m.

**Opening Remarks and Conference Goals:  
Reforming and Revitalizing Transportation**

Roanoke Ballroom A-B  
Overflow in Washington  
Lecture Hall

	<p><b>in Virginia</b></p> <p>Moderator: The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia</p> <p>Panelists: The Honorable Yvonne B. Miller Chairman, Senate Transportation Committee Vice-Chairman, Joint Commission on Transportation Accountability General Assembly of Virginia</p> <p>The Honorable Joe T. <a href="#">May</a> Chairman, House Transportation Committee Chairman, Joint Commission on Transportation Accountability General Assembly of Virginia</p> <p>Clinton S. <a href="#">Morse</a> Chairman Virginia Chamber of Commerce</p> <p><b>Audience Question and Answer Period</b></p>	
<p>5:00 - 6:15 p.m.</p>	<p><b>Plenary Session</b></p> <p><b>Setting the Stage for the Future: A Review of Virginia's Multi-Modal Strategic Plan</b></p> <p>Moderator and Presenter: David Tyeryar Deputy Secretary of Transportation Commonwealth of Virginia</p> <p>Panelists: <a href="#">Trip Pollard</a> Director, Land and Community Program Southern Environmental Law Center</p> <p>Quintin C. <a href="#">Kendall</a> Regional Vice President for State Government Affairs CSX Transportation, Inc.</p> <p><b>Audience Question and Answer Period</b></p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>6:30 - 9:30 p.m.</p>	<p><b>Reception, Strolling Buffet Dinner, Visit Exhibits</b></p>	<p>Exhibit Halls: Roanoke Ballroom C-H and Crystal Ballroom</p>

## Thursday, December 9, 2010

7:00 - 8:00 a.m.	<b>Continental Breakfast</b>	Exhibit Halls: Roanoke Ballroom C-H and Crystal Ballroom
7:00 a.m.	<b>Registration</b>	Prefunction Area between Exhibit Halls (Crystal Ballroom and Roanoke Ballroom C-H)
8:00 - 9:30 a.m.	<p><b>Plenary Session</b></p> <p><b>Improving Highway Transportation</b> Moderator and Presenter: Gregory A. Whirley, Sr. Commonwealth Transportation Commissioner Virginia Department of Transportation</p> <ul style="list-style-type: none"> <li>● <b>Perspectives and Comments from the Transportation Construction Industry</b> <a href="#">Jeffrey C. Southard</a> Executive Vice President Virginia Transportation Construction Alliance</li> <li>● <b>A View from the Local Level: the Gap between Needs and Funds</b> Thomas P. Biesiadny Transportation Division Chief Fairfax County Department of Transportation</li> <li>● <b>Transportation Funding - Have We Come to the End of the Road?</b> <a href="#">Mahlon G. "Lon" Anderson</a> Managing Director, Public and Government Affairs AAA Mid-Atlantic</li> <li>● <b>The Role of the PPTA in Funding Highway Transportation</b> <a href="#">D. J. Gribbin</a> Managing Director Macquarie Capital (USA) Inc.</li> </ul> <p><b>Audience Question and Answer Period</b></p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall
9:30 - 9:45 a.m.	<b>Break</b>	

<p>9:45 - 11:00 a.m.</p>	<p><b>Plenary Session</b></p> <p><b>Driving Digital Government: Reform, Revitalization and the "One-Stop" Experience (Present and Future)</b> Moderator and Presenter: Richard D. <a href="#">Holcomb</a> Commissioner Virginia Department of Motor Vehicles</p> <p>Panelists: <a href="#">Tom Klingman</a> Operating Tax Manager United Parcel Service, Inc.</p> <p><a href="#">Kevin Reilly</a> President Alexandria Hyundai</p> <p>Christina L. Naugle, PMP Executive Director Accenture</p> <p>C. L. "Chuck" Wilson President Wilson Trucking Corporation</p> <p><b>Audience Question and Answer Period</b></p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
<p>11:00 a.m. - 12:15 p.m.</p>	<p><b>Plenary Session</b></p> <p><b>On Sea and On Land: Ensuring The Port of Virginia is a Gateway to World Markets</b> Moderator and Presenter: <a href="#">Jerry A. Bridges</a> Executive Director Virginia Port Authority</p> <ul style="list-style-type: none"> <li>● <b>Impacts of the Panama Canal Expansion on East Coast Ports</b> Rodolfo R. Sabonge Vice President of Market Research and Analysis Panama Canal Authority</li> <li>● <b>Efficient Multi-Modal Transportation: Impacts on Shipping Line Service Schedules, Ports of Call, and Port Volumes</b> TBA</li> </ul>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>

	<ul style="list-style-type: none"> <li>● <b>How Transportation Investments Influence the Location of Logistics Facilities</b> Richard Gabrielson Director of International Transportation Target Corporation</li> <li>● <b>Managing Competitive Client Supply Chains: Requirements for the Transportation System</b> Keith Helton Executive Vice President Givens, Inc.</li> </ul> <p><b>Audience Question and Answer Period</b></p>	
12:15 - 1:30 p.m.	<b>Buffet Lunch, Visit Exhibits</b>	Exhibits Halls: Roanoke Ballroom C-H and Crystal Ballroom
1:30 - 2:00 p.m.	<p><b>Plenary Session</b></p> <p><b>Transportation and the Motor Vehicle Retail Industry in Virginia</b> Moderator and Presenter: <a href="#">Bruce Gould</a> Executive Director Virginia Motor Vehicle Dealer Board</p> <p>Panelists: Donald L. Hall President Virginia Automobile Dealers Association</p> <p>David W. <a href="#">Boling</a> Director of Government Relations Virginia Independent Automobile Dealers Association</p> <p><b>Audience Question and Answer Period</b></p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall
2:05 - 3:35 p.m.	<p><b>Plenary Session</b></p> <p><b>Revitalizing Transportation from a Transit and Rail Perspective</b> Moderator and Presenter: <a href="#">Thelma D. Drake</a> Director Virginia Department of Rail and Public Transportation</p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall

	<ul style="list-style-type: none"> <li>● <b>Strategies for Improving Passenger Rail Service in Virginia</b>  <a href="#">Stephen Gardner</a>  Vice President, Policy and Development  Amtrak</li>   <li>● <b>Telework and Commuter Incentive Programs</b>  Chris Hamilton  Transportation Bureau Chief for Commuter Services  Arlington County Commuter Services Bureau</li>   <li>● <b>Encouraging Transit Use in a Growing Urban Area</b>  <a href="#">Philip A. Shucet</a>  President and Chief Executive Officer  Hampton Roads Transit</li>   <li>● <b>Increasing Freight Rail Capacity in Virginia</b>  John H. Friedmann  Vice President, Strategic Planning  Norfolk Southern Corporation</li> </ul> <p><b>Audience Question and Answer Period</b></p>	
3:40 - 4:00 p.m.	<b>Break</b>	
4:00 - 4:30 p.m.	<b>A Transportation Investment and Funding Plan for Virginia</b> <a href="#">The Honorable Robert F. McDonnell</a> Governor Commonwealth of Virginia	Roanoke Ballroom A-B Overflow in Washington Lecture Hall
4:30 - 5:30 p.m.	<b>Plenary Session</b>  <b>The Role Aviation Plays in a Robust Transportation Network</b> Moderator and Presenter: <a href="#">Randall P. Burdette</a> Director Virginia Department of Aviation  <ul style="list-style-type: none"> <li>● <b>Dulles Airport as a Gateway to World Markets</b>  Leo <a href="#">Schefer</a>  President  Washington Airports Task Force</li> </ul>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall

	<ul style="list-style-type: none"> <li>• <b>State Roles in the National Aviation System</b> Henry M. Ogrodzinski President and Chief Executive Officer National Association of State Aviation Officials</li> <li>• <b>NexGen - The Next Generation of Air Traffic Management</b> Paul Fontaine Manager, Technology Development and Prototyping Group Federal Aviation Administration</li> </ul> <p><b>Audience Question and Answer Period</b></p>	
6:00 - 7:00 p.m.	<b>Reception</b>	Exhibit Halls; Roanoke Ballroom C-H and Crystal Ballroom
7:00 - 9:00 p.m.	<b>Buffet Dinner</b>	Roanoke Ballroom A-B and Roanoke Foyer
6:30 - 10:30 p.m.	<b>Special Event - Sports Lounge Multiple LCD screens broadcasting an NFL game</b>	Shenandoah Room
<b>Friday, December 10, 2010</b>		
7:00 - 8:00 a.m.	<b>Continental Breakfast</b>	Exhibit Halls: Roanoke Ballroom C-H and Crystal Ballroom
8:00 - 10:30 a.m.	<p><b>Plenary Session</b></p> <p><b>A Review and Discussion of Transportation Funding in Virginia</b> Moderator: The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia</p> <p>Panelists: William S. Pittard Chief Financial Officer Virginia Department of Rail and Public Transportation</p> <p>John W. Lawson Chief Financial Officer Virginia Department of Transportation</p> <p>David Tyeryar</p>	Roanoke Ballroom A-B Overflow in Washington Lecture Hall



	<p>Deputy Secretary of Transportation Commonwealth of Virginia</p> <p>The Honorable Richard D. Brown Secretary of Finance Commonwealth of Virginia</p>	
10:30 - 10:50 a.m.	<b>Break</b>	
10:50 - 11:50 a.m.	<p><b>Closing Session</b></p> <p><b>The Steps We Take from Here to Reform and Revitalize Transportation in Virginia</b> The Honorable Sean T. Connaughton Secretary of Transportation Commonwealth of Virginia</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
11:50 - 12:30 p.m.	<p><b>Announcements and Award of Prizes</b> Richard L. Caywood, P.E. Salem District Administrator Virginia Department of Transportation</p>	<p>Roanoke Ballroom A-B Overflow in Washington Lecture Hall</p>
12:30 p.m.	<b>Adjourn</b>	

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on TransAction 2040 (Agenda Item 7.A.)

**DATE:** November 12, 2010

At its July 8, 2010, NVTA Board meeting, the Authority reviewed and considered recommendations from the subcommittee established to review the scope of work for TransAction 2040 Northern Virginia Long Range Transportation Plan Update. Following the discussion, the Authority approved a revised budget of \$500,000 for the project.

The Authority approved the evaluation committee's recommendation of Cambridge Systematics as the preferred consultant for the Plan Update but directed that the scope of work for the project be revised to match the project budget. In addition, the Authority authorized 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.

Based on the Authority's direction, the TransAction 2040 evaluation committee negotiated a new base project scope of work that limited the consultant's tasks to those listed below and described in more detail in Attachment I:

- Create a scope of work and finalize project schedule
- Compile and assembling summaries of existing plans from jurisdictional staff
- Assemble a summary document featuring Transportation Plans and Projects for Analysis
- Conduct and Analyze Model Runs on Transportation Project List
- Create transit and highway level of service (LOS) maps only
- Develop a prioritization approach for selecting projects
- Conduct a cost-benefit analysis

Chairman Martin E. Nohe  
Members, Northern Virginia Transportation Authority  
November 12, 2010  
Page Two

- Create a summary brochure
- Hold one public “open house” meeting
- Produce an electronic version of the final report and technical appendices on a CD for duplication by the NVTa and jurisdictions.

During the negotiation process, the evaluation team identified a number of optional complementary tasks. These tasks are no longer included in the base scope of work for the study; however, they remain as options in the contract. They include:

- Examine and Analyze Land Use Plans
- Include Bicycle and/or Park & Ride Facility level of service (LOS) Maps
- Conduct a “Feedback Loop” Analysis Exercise on Transportation Projects
- Conduct market research through telephone or web-based public surveys
- Create project newsletters
- Establish a TransAction 2040 project website (will be undertaken by JACC members)
- Increase the number of public workshops

The evaluation committee, in conjunction with NVTC staff, has worked with Cambridge Systematics to solidify the scope of work and contract provisions. NVTC’s Executive Director is expected to execute a contact with Cambridge Systematics on prior to the November 18, 2010, meeting.

In addition, the Authority’s Technical Advisory Committee has meet twice to discuss TransAction 2040. The committee have been briefed on the status of the project and been asked to assist in developing a list of new projects to be consider for the plan, assist with developing the public outreach program for the plan and assist in the prioritization of projects within the plan.

Jurisdiction and Agency Coordination Committee members and I will attend the November 18, 2010, NVTa meeting to answer questions.

Attachments: a/s

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

TransAction 2040 Revised Project Scope  
Effective: November 2010

The following table outlines a revised base project scope developed through our negotiation process which ties to a \$500K budget limit, per NVTA's Board Action on July 8, 2010.

<b>Task 1 – Finalize Work Plan</b>			
<b>Item(s):</b>	<b>Notes</b>	<b>Estimated Cost</b>	<b>Cumulative Total</b>
Summary of Scope of Work / Finalize Project Schedule		\$13k	\$13k
Finalize Public Outreach Plans	Eliminated (covered in Task 5.3.0 & 5.1)	\$0	\$13k
<b>Task 2: Inventory of Regional Transportation Needs</b>			
Task 2.1: Review Existing Plans	Jurisdictional Staff responsible for reviewing plans and developing summarizes through a template provided by consultant	\$9K	\$22K
Task 2.2: Identify Demographic Data for Analysis	Consultant will not perform analysis or summaries of this data	\$0	\$22K
Task 2.3: Identify Transportation Plans and Projects for Analysis	The client (e.g., NVTA) will provide project lists and source cost information/ consultant will assemble a summary document and check for major issues	\$16K	\$38K
Task 2.4: Identify New Projects for Inclusion in Plan	The client will provide all information required for any new projects, which must be included in the plan.	\$0	\$38K
Task 2.5: Identify Land Use Plans for Analysis	Eliminated	\$0	\$38K
<b>Task 3 - Analysis</b>			
Task 3.1: Travel Demand Model Runs	Adopted MWCOG land use assumption would be used for Plan. TPB Model Version 2.3 would be used for model platform. This task would not begin until the adopted model version is available (expected January 2011).	\$89K	\$127K
Task 3.2: Analysis of Model Output		\$37K	\$164K
Task 3.3: Development of Level of Service Maps	Base project retains transit and highway level of service maps, but eliminates park and-ride lot and bicycle/pedestrian level of service maps.	\$74K	\$238K
Task 3.4: Feedback Loop	Eliminated (Option to Restore: \$55k)	\$0	\$238K

<b>Task 4 – Prioritization of Improvements</b>			
<b>Item(s):</b>	<b>Notes</b>	<b>Estimated Cost</b>	<b>Cumulative Total</b>
Task 4.1 – Develop Prioritization Approach		\$36K	\$274K
Task 4.2 – Quantitative and Qualitative Prioritization Process	Streamlined to eliminate major changes due to public input and the number of measures	\$46K	\$320K
Task 4.3 - Cost/Benefit Analysis	Methodology at a reduced-resource and less-tailored level	\$30K	\$350K
<b>Task 5 – Public Information and Participation</b>			
Task 5.1 – Plan and Schedule	Prepare a plan for media contacts and public information	\$12K	\$362K
Task 5.2 – Market Research	Eliminated Option to Restore (\$104k)	\$0	
Task 5.3 – Public Information	5.3.0 Media Plan – Eliminated <b>5.3.1 Final Report Document (no hardcopy printing) - \$37k</b> <b>5.3.2 TransAction 2040 Summary Brochure - \$17k</b> 5.3.3 Project Fact Sheets – Eliminated 5.3.4 Project Website – Eliminated <b>5.3.5 Project Newsletters (2) - \$21k</b>	\$75K	\$437K
Task 5.4 – Public Participation in Workshops and Hearings	Eliminated Option 1 to Restore (\$56k) – 1 round of workshops  Option 2 to restore (\$198k)	\$0	
Task 5.4a – Single Open House	Single open house event, including logistics, minimal strategy, email notifications, exhibits, staff attending, meeting summaries, etc.	\$23K	\$460K
<b>Task 6 – Project Coordination</b>			
Task 6	Reduces consultant participation to TAC meetings and eliminates external meetings with PCAC, TPB, CTB, JACC and NVTA Board (staff to cover)	\$40K	\$500K

# 7.B.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on I-95/395 HOT Lanes Project (Agenda Item 7.B.)

**DATE:** November 12, 2010

Since the July 8, 2010, NVTA meeting, activities related to the I-95/395 HOT Lanes project include:

- Alexandria has undertaken a study of alternatives for direct access to the Mark Center from the I-95/395 HOT lanes;
- Additional discussions of options for transit service to the Mark Center site have also taken place.
- Alexandria Mayor Bill Euille, Arlington County Board Chairman Jay Fissette and Fairfax County Board of Supervisors Chairman Sharon Bulova met with Governor Robert McDonnell and Secretary of Transportation Sean Connaughton to discuss the project and offer suggestions to advance the project so that when the legal and financing issues are resolved, the project can move forward expeditiously.
- On November 1, 2010, Governor McDonnell responded to these suggestions. The Governor expressed a willingness to work with the local governments to resolve issues related to the project, but indicated that the Commonwealth must first win or resolve the Arlington County lawsuit related to the project. He also indicated that he was interested in forming a technical working group to focus on all transportation challenges facing Northern Virginia inside the Beltway and developing a plan to increase mobility in the region.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 18, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on I-66 Projects and Studies (Agenda Item 7.C.)

**DATE:** November 12, 2010

The following is a summary of changes to several I-66 projects and studies since the May 13, 2010, NVTVA meeting.

**I-66 Spot Improvements**

The first spot improvement, between Fairfax Drive and North Sycamore Street, is under construction. The second and third spot improvements are estimated to cost a total of \$49.6 million. These improvements will be funded after the I-66 study (Inside the Beltway) described below is completed.

**I-66 Tier I Environmental Impact Statement (Outside the Beltway)**

During the week of June 14, 2010, the management of the project was transferred from VDOT's Northern Virginia District office to VDOT's Central Office in Richmond. VDOT subsequently solicited for a new consultant to assist with this study. Proposals were received and interviews have been conducted. The contract award is expected in December 2010.

In September 2010, VDOT's Central Office staff released a schedule indicating that the draft Tier 1 Environmental Impact Statement (EIS) will be available in June 2012, and the final Tier 1 EIS will be completed by June 2013. Two staff members from VDOT's Northern Virginia District Office have been named to the study team. They are Bill Cutler and Lee Ann Hall.

Martin E. Nohe, Chairman

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### **I-66 Long Term Needs Study (Inside the Beltway)**

It is anticipated that another 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 is anticipated to 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. A draft request for proposals for consultant support for this study has been prepared, but has not been released.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 18, 2010, NVTAA meeting to answer questions.

Cc: Members, NVTAA Jurisdiction and Agency Coordinating Committee



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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on Federal Transportation Investments Generating Economic Recovery  
(TIGER) Grant Awards (Agenda Item 7.D.)

**DATE:** November 12, 2010

In February 2010, USDOT awarded , the Transportation Planning Board \$58 million Regional Priority Bus Projects. Northern Virginia projects received approximately \$30 million. They include:

- Route 1 (\$8.5 million)
  - Transitway in Alexandria
- Route 7 (\$1.3 million)
  - Signal priority and skip-stop service
  - Part of WMATA Priority Corridor Network
- I-95/395 (\$19.3 million)
  - Bus facility improvements at Pentagon and Franconia-Springfield Metrorail Stations;
  - ITS improvements for several systems.
- Van Dorn Street (\$0.7 million)
  - Signal priority and other priority treatments

TPB staff is working to complete grant agreements with the Federal Transit Administration and each of the subreipients. A project schedule has also been developed.

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On April 26, 2010, the U.S. Department of Transportation (USDOT) announces a National Infrastructure Investment Grant program, also known as TIGER II. This program is a similar multi-modal Transportation Investments Generating Economic Recovery discretionary grant program that USDOT administered in 2009. Total TIGER II funding is \$600 million. Of this amount \$140 million is set aside for rural areas, and there is an additional \$35 million allocation for planning projects. Multi-jurisdictional projects were encouraged. Pre-applications were due on July 30, 2010. Final applications were due on August 23, 2010.

The Transportation Planning Board coordinated a regional application to facilitate bike sharing and bike access for Metrorail stations and transit facilities. Several Northern Virginia jurisdictions, including Alexandria, Arlington and Fairfax County are participating in this regional application. Unfortunately, this project was not funded by the U.S. Department of Transportation. Only one Virginia project related to a busway in Richmond was funded.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 18, 2010, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on Regional Air Quality (Agenda Item 7.E.)

**DATE:** November 12, 2010

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

- The 2010 Ozone Season ended on September 30, 2010. Over the summer there were three actual Code Red Days and 31 actual Code Orange days. This compares with four actual Code Orange days during the summer of 2009. Although they were mostly categorized as Code Orange days, there were 34 days which exceeded the 75 parts per billion federal standard for ozone, compared to four days last summer. In addition, there were four days which violated the federal particulate matter standard of 35 micrograms per cubic meter, compared to no days last summer.
- The Environmental Protection Agency has released a production version of a new mobile emission calculation model, known as MOVES. This model is much more sophisticated than the current MOBILE 6 model. MWAQC and Transportation Planning Board (TPB) staff are evaluating the new model. TPB staff replaced default data in the model with region-specific data. While EPA will not require air quality conformity to be conducted using the MOVES model until 2012, model runs have indicated that the production version of the MOVES model calculates significantly higher mobile emissions than MOBILE 6. The use of regional data versus the default data reduced the projected emissions levels somewhat. TPB staff is continuing to incorporate adjustments into the model. Ultimately, MWAQC may need to consider amending the emissions budgets in the State Implementation Plans (SIPs) to address changes in mobile source emissions estimates resulting from this change in the model. A joint TPB-MWAQC Task Force is working on the transition to MOVES model and is looking into all aspects including potential changes to the existing mobile source emission budgets in the SIPs.

- Beginning in December, MWAQC and TPB staff will use the new MOVES model to project the amount of emissions that will be generated by the newly adopted Constrained Long Range Plan. The emissions will be compared to the level of emission generated by the MOBILE 6 model. There are indications that other regions of the country are also experiencing significant increases in vehicle emissions using the new MOVES model.
- On January 6, 2010, the Environmental Protection Agency (EPA) proposed strengthening the 8-hour national ambient air quality standards for ground-level ozone. The current standard is 75 parts per billion (ppb). The EPA proposed tightening the standard by lowering the design hour value to between 60 to 70 ppb. In addition, the EPA is also proposing to establish a seasonal secondary standard to protect sensitive vegetation and ecosystems. The EPA conducted public hearings on its proposed standards in several locations around the country. EPA expected to issue final standards on August 31, 2010; however, the new standard has not been issued yet. It is expected to be issued at any time. Based on the original issue date, EPA expected to make final regional non-attainment designations by July 2011. Non-attainment areas will have until December 2013 to complete their State Implementation Plans (SIPs). New regulations would need to be in place by 2014. EPA states that it intends to maintain the original target dates but changes in some of these dates is likely given the amount of work involved in the different phases of this process.
- In April 2010, the Environmental Protection Agency and the U.S. Department of Transportation issued a joint rulemaking on greenhouse gas emissions. The rulemaking proposes new Corporate Average Fuel Efficiency (CAFÉ) standards for cars that would increase to 35.5 miles per gallon by 2016. The new CAFÉ standards could significantly assist the region in meeting its greenhouse gas emission goals by 2050.
- The U.S. Environmental Protection Agency has reissued the Clean Air Interstate Rule (CAIR) strengthening it by adding some additional controls. The proposal would replace and improve upon the 2005 Clean Air Interstate Rule (CAIR), which the U.S. Court of Appeals for the D.C. Circuit ordered EPA to revise in 2008. The court allowed CAIR to remain in place temporarily while EPA works to finalize the replacement rule proposed today. The transport rule would reduce power plant emissions of sulfur dioxide (SO<sub>2</sub>) and nitrogen oxides (NO<sub>x</sub>) to meet state-by-state emission reductions. By 2014, the rule and other state and EPA actions would reduce SO<sub>2</sub> emissions by 71 percent over 2005 levels. NO<sub>x</sub> emissions would drop by 52 percent.
- On October 25, 2010, the EPA and the U.S. Department of Transportation (DOT) announced proposed greenhouse gas (GHG) and fuel efficiency standards for medium- and heavy-duty on-road vehicles and engines. In general, the proposed standards would apply to model year (MY) 2014 to 2018 vehicles with a gross vehicle weight at or above 8,500 pounds. Affected vehicles include combination tractors, heavy-duty pickup trucks and vans and vocational vehicles. Combined, these types of vehicles are the transportation sector's second largest oil consumers and GHG emitters. The proposal includes a series of fuel consumption standards based on vehicle type, as well as carbon dioxide standards and standards to, in effect, cap nitrous oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>) emissions. EPA and DOT estimate that the program

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Members, Northern Virginia Transportation Authority  
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would reduce GHG emissions by approximately 250 million metric tons and save 500 million barrels of oil over the lives of the vehicles produced within the program's first five years and provide \$41 billion in net benefits over the lifetime of the affected vehicles. Public hearings will be held November 15, 2010, in Chicago and November 18, 2010, in Boston; a 60-day public comment period will begin following publication of the proposal in the Federal Register.

JACC members and I will be available at the Authority meeting on November 18, 2010, to answer questions.

Cc: Members, NVTJ Jurisdiction and Agency Coordinating Committee

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) Development, include Financial Analysis (Agenda Item 7.F.)

**DATE:** November 12, 2010

On November 17, 2010, the Transportation Planning Board (TPB) is expected to adopt the 2010 CLRP and the FY 2011-2016 TIP. In addition, as part of this year's update, the TPB is updating the financial plan element of the CLRP. The financial plan element of the CLRP documents the total revenues and expenditure for all projects and programs included in the TIP and CLRP. The revenues are an estimate of the amount of transportation funds that are reasonably expected to be available to during the CLRP period (2010 to 2040). The expenditures reflect not just the latest scopes for the projects and programs, but more importantly are constrained by the estimated amount of revenues available. Federal regulations require the MPOs to undertake such an analysis once every four years.

Financial Analysis

Staff from TPB, and state, regional and local transportation and transit agencies has completed the Northern Virginia financial analyses for the 2010 CLRP and FY 2011-2016 TIP. A draft of both the financial plan and the list of projects/programs for inclusion in the 2010 CLRP and FY 2011-2016 TIP were submitted to the TPB on April 2, 2010.

Points of interest, for Virginia, from the updated financial plan include:

1. Funding for highway projects in Virginia has been significantly reduced. In the past, short term reductions were considered temporary; however, as part of this update, with no significant new revenue sources on the horizon, revenue estimates have been reduced over the life of the analysis.

2. Projected annual average growth in Maintenance cost (about 3.5%) is higher than projected Revenue growth (about 1%). Consequently, greater amounts of construction funds are forecasts to be used for operations and maintenance tasks. During the 2010 CLRP period proportion of State & Federal funds forecast to be spent on Highway Maintenance increased by about 24% points (from about 50% to about 74%) compared to the 2006 CLRP.
3. With funding available for construction forecasts to decrease significantly formula funding for Primary, Secondary and Urban programs have been mostly eliminated (reduced by about 90 %) in this financial plan. Proportion of total State & Federal funds spent on Highway Capital/Expansion projects decreased by about 17% points (from 41% to 24%).
4. Although 10 years have been added to the CLRP, no new federal/state funding was available either to advance projects already in the CLRP or add new previously prioritized projects in to the CLRP. Instead, numerous projects are being delayed and some removed from the CLRP due to reduced funding available for construction.
5. About \$1.5 billion in new source of local funds (Commercial and Industrial Real Estate Tax) has been added to the CLRP. This funding has helped retain many projects in the CLRP and minimize cuts to the projects/program in the CLRP.
6. The financial plans for the “mega projects” in the region (Woodrow Wilson Bridge - Interchanges; Dulles Corridor Rail; I-495 HOT Lanes project; I 95 4<sup>th</sup> Lane) have been updated. These projects indicate availability of funding to complete the projects per schedule.
7. The Metropolitan Washington Airports Authority planned future toll increases which will be used to fund improvements in the corridor. These tolls will be used to fund improvements in the Dulles Corridor, including the Dulles Corridor Metrorail Project.
8. New state funds (\$500 million) dedicated for WMATA (to match dedicated federal grants) for the 2011-2020 period has been included in the CLRP. The source of funding to continue this match for the 2021 to 2040 period has not yet been identified nor has the federal commitment for its share of money for this period been secured. As such these funds have been excluded from the CLRP.

The summary tables from the financial analysis are attached.

#### Air Quality Conformity

On May 19, 2010, TPB approved a proposed list of projects/programs for inclusion in the air quality conformity analyses. This conformity analysis was conducted during the summer. The analysis indicates that the emissions generated by the implementation of these projects, between now and 2040, will be within the emissions limits established for mobile sector in the State Implementation Plans. In general, mobile emissions have been declining and are forecast to decrease between now and 2030. This decrease in mobile emissions in spite of growth in vehicle trips and vehicle miles traveled is due to improvements in vehicle technology and fuel efficiency.

Martin E. Nohe, Chairman

However, the benefits of these vehicle technologies and fuel efficiencies are now forecasts to be fully realized by 2030 and thus unable to offset increased emissions from vehicle trips and vehicle miles traveled after 2030. As such the air quality conformity analyses shows a slight increase in regional mobile source emissions between 2030 and 2040. Travel will increase between 2030 and 2040, due to increases in population, employment and housing. On average the CLRP assumes an increase of 28 percent in population and 37 percent in employment in the region between now and 2040. The analyses also shows that per capital vehicle miles traveled are forecasts to decrease by about four percent compared to current levels. Additionally the analyses shows that percentage of work trips made by transit will be higher than those by automobiles

### TIP/CLRP

VDOT, the regional transportation agencies and the local jurisdictions submitted a list of projects that can be supported, based on the financial analysis. No new projects are being proposed for Virginia or Maryland. (The District is proposing to add four projects). In Virginia, numerous highway projects are being delayed or removed from the CLRP.

The following is a summary of the Virginia project and program changes:

- Project Completion Delayed
  - 1) Build Bus Right Turn Lane U.S. Route 1 (between Va. 235 to I-95): 2025 to 2035
  - 2) Widen Va. 7 Bypass from 4 to 6 lanes (Va. 7 West to U.S. 15 East): 2025 to 2035
  - 3) Widen U.S. Route 15 from 2 to 4 lanes (U.S. Route 29 to I-66): 2030 to 2040
  - 4) Build HOV Lanes on Fairfax Co. Parkway (I 66 to Dulles Toll Rd.) 2015 to 2035
  - 5) Build Tri-County Parkway (I-66 to Loudoun County line): 2025 to 2035.
  
- Project proposed to be removed from CLRP
  - 1) Build SOV Access Ramp To/From I-95 & Franconia-Springfield Parkway
  - 2) Widen U.S. Route 1 from 4 to 6 lanes (Stafford County line to Joplin Road)
  - 3) Widen U.S. Route 1 from 4 to 6 lanes (Featherstone Road to Va. 235)
  - 4) Widen Va. 7 from 4 to 5 lanes (Va. 9 to Market Street)
  - 5) Widen U.S. Route 15 from 2 to 4 lanes (Va. 234 to Loudoun County line)
  - 6) Widen Va. 28 from 4 to 6 lanes (N. Manassas Park City Limit to Old Centreville Road)
  - 7) Widen U.S. Route 50 from 6 to 8 lanes (I-66 to the west city limit of Fairfax City)
  - 8) Widen Va. 123 from 6 to 8 lanes (I-495 to Va. 267)
  - 9) Widen Va. 234 from 4 to 6 lanes (South of Manassas to I-66)
  - 10) Widen Fairfax County Parkway from 4 to 6 lanes (Va. 636 to Va. 640)
  - 11) Build Fairfax County Parkway HOV Lanes (Va. 640 to the Franconia-Springfield Parkway).



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Based on current revenue and expenditure forecasts even with 10 additional years added to the long range plan Northern Virginia is: (1) not able to retain all of its planned transportation improvement projects/programs in the plan; and (2) more of its projects/programs in the plan are being delayed by ten years or more. Most of the revenues available are being used for maintenance needs. Significant new revenues are needed, urgently, to implement the prioritized transportation improvements in Northern Virginia.

The proposed financial analysis, the air quality conformity analysis, and TIP/CLRP were released for public comment on October 14, 2010. So far the only comment received has been from the Metropolitan Washington Air Quality Committee (MWAQC). MWAQC is pleased that mobile emissions remain below the established budgets, but expressed concern about the projected increase in emissions between 2030 and 2040. MWAQC also urges the region to continue its commitments to public transit, ride-sharing, transit oriented development and Transportation Emission Reduction Measures (TERMS). The TPB is scheduled to consider adoption of the updated 2010 CLRP and FY 2011-2016 TIP, the financial analysis and the air quality conformity analysis at its November 17, 2010, meeting.

A summary of Northern Virginia's submission is attached. Jurisdiction and Agency Coordinating Committee staff and I will be available at the Authority's November 18, 2010, meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**7.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:** Update on TIP Amendments (Agenda Item 7.G.)

**DATE:** November 12, 2010

VDOT submitted an FY 2010-2015 Transportation Improvement Program (TIP) amendment to the Transportation Planning Board (TPB) for approval in November (attached). The amendment, affecting two projects, is summarized below. Construction on some phases of the two projects is currently underway. The TPB Steering Committee approved the amendment on November 5, 2010.

- I-66 Reconstruction of Route 29 Interchange at Gainesville, including Route 29/Linton Hall Interchange: This amendment will add \$18.6 million for construction in FY 2011, including \$10.9 million in advanced construction funds and \$7.7 million in SAFETEA-LU funds. It will also release \$5.5 million in advanced construction funding. It will also move \$121 million from earlier fiscal years to FY 2011 to match the construction schedule.
- Route 29 Widening, including Intersection Improvements at Gallows Road: This will add \$5.8 million in regional Surface Transportation Program funds and \$33.8 million in advanced construction funds to the construction phase of the project. It will also release \$1.2 million in Surface Transportation Program funds, \$9.5 million in bonus equity funds and \$1.5 million in advanced construction funds.

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 18, 2010, NVT A meeting to answer questions.

Cc: Members, NVT A Jurisdiction and Agency Coordinating Committee