

# Northern Virginia Transportation Authority

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## AGENDA

**Thursday, May 10, 2012**

**7:30 p.m.**

Fairfax City Hall

10455 Armstrong Street – Rooms 111A & B

Fairfax, Virginia 22030

1. **Call to Order**.....Chairman Nohe
2. **Roll Call**
3. **Approval of the Minutes of the February 9, 2012, Meeting**
4. **Action Items**
  - A. Approval to Reallocate CMAQ funds for Prince William County
  - B. Approval of Projects for TransAction 2040 Second Model Run
5. **Discussion Items**
  - A. Update on the 2012 General Assembly Session
  - B. Update on the Efficiency and Consolidation Task Force
6. **Information Items**
  - A. Update on VTrans 2035
  - B. Update on I-95 HOT Lanes Project
  - C. Update on I-66 Projects and Studies
  - D. Update on the SUPERNOVA Study
  - E. Update on Air Quality and Climate Change Initiatives
7. **Other Business**
8. **Adjournment**

### **NEXT MEETING:**

November 8, 2012 – 7:30 p.m.

Fairfax City Hall

10455 Armstrong Street – Rooms 111A & B

Fairfax, Virginia 22030

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

**February 9, 2012  
General Assembly Building  
Richmond, Virginia**

**Voting Members:**

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

**Non-Voting Members:**

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

**Staff:**

Monica Backmon  
Steve Maclsaac  
Various jurisdictional staffs

**Item I: Call to Order**

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

## **Item II: Roll Call**

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

## **Item III: Approval of the Minutes**

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

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

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

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

## **ITEM V. Discussion and Action Items**

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

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

## **ITEM VI: Other Business**

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

## **ITEM VII: Adjournment**

The meeting adjourned at 5:39 P.M.

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

**4.A.**

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Approval to Reallocate Congestion Mitigation Air Quality Program Funds for Prince William County (Agenda Item 4.A.)

**DATE:** May 10, 2012

**Recommendation:**

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

**Background:**

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

- Reallocate \$1,200,000 of previously approved Congestion Mitigation Air Quality (CMAQ) funds from the Glenkirk Road (UPC 100390), Vint Hill and Kettle Run Road Sidewalk Projects, to the Gideon Road Sidewalk project. The Glenkirk Road project is fully funded. As such, the overage was recently allocated (as part of the FY13-FY18 CMAQ allocations) to the Vint Hill Road and Kettle Run Sidewalk projects (anticipated to be approved by the Commonwealth Transportation Board in May 2012). However, due to the immediate need for the Gideon Road Sidewalk completion, the County requests that \$1,000,000 that was allocated to the Kettle Run Sidewalk in FY 13 and \$200,000 allocated to the Vint Hill Road Project in FY14, be transferred to the Gideon Sidewalk project.

This request was discussed at the JACC meeting on January 26, 2012, and no objections were raised. Since the Gideon Road Sidewalk project was not previously approved by NVTA, JACC is not able to move the funds without NVTA approval.

Prince William County staff, JACC Members and I will be available at the Authority meeting on May 10, 2012 to answer questions.

Cc: Members, NVTA Jurisdictional and Agency Coordinating Committee

# Northern Virginia Transportation Authority

4031 University Drive, Suite 200  
Fairfax, Virginia 22030

May 10, 2012

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

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

Dear Mr. Moore:

On May 10, 2012, the Northern Virginia Transportation Authority was scheduled to consider the attached request from Prince William County to reallocate the following Congestion Mitigation Air Quality (CMAQ) funds:

- Reallocate \$1,200,000 of previously approved Congestion Mitigation Air Quality (CMAQ) funds from the Glenkirk Road (UPC 100390), Vint Hill and Kettle Run Road Sidewalk Projects, to the Gideon Road Sidewalk project. The Glenkirk Road project is fully funded. As such, the overage was recently allocated (as part of the FY13-FY18 CMAQ allocations) to the Vint Hill Road and Kettle Run Sidewalk projects (anticipated to be approved by the Commonwealth Transportation Board in May 2012). However, due to the immediate need for the Gideon Road Sidewalk completion, the County requests that \$1,000,000 that was allocated to the Kettle Run Sidewalk in FY 13 and \$200,000 allocated to the Vint Hill Road Project in FY14, be transferred to the Gideon Sidewalk project.

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

Sincerely,

Monica Backmon, Chairman  
Jurisdiction and Agency Coordinating Committee

Cc: Martin E. Nohe, Chairman, Northern Virginia Transportation Authority  
Members, Northern Virginia Transportation Authority  
Claudia Illana, Transportation Planning Section, VDOT  
Randy Hodgson, Transportation Planning Section, VDOT  
Thomas Blaser, Director, Prince William County Department of Transportation  
Ricardo Canizales, Prince William County Department of Transportation

# 4.B.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

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

**DATE:** May 10, 2012

The Authority will be briefed on the model run summary results from the approved project list and comments received during the project Open House; and asked to approve the recommended projects from the Subcommittee to be included in the second model run (see attached)

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

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

Below is the status of some of the major tasks:

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

**TransAction 2040**  
**Proposal for 2<sup>nd</sup> modeling run**

<b>Item #</b>	<b>Facility</b>	<b>Location</b>	<b>Issue to be addressed</b>	<b>Proposed action</b>
1	I-495	North of Tysons Corner. Dulles Access Road to American Legion Bridge.	1) LOS deficiency. 2) Surplus transit capacity.	1) Extend HOT lanes from Tysons Corner to George Washington Parkway. 2) Convert Bethesda-to-Dunn Loring Metrorail line to light rail.
2	Wilson Bridge	Potomac River.	Surplus transit capacity.	Convert Branch Avenue-to-Eisenhower Avenue Metrorail line to light rail.
3	14th Street Bridge	Potomac River.	1) LOS deficiency. 2) Inadequate rail capacity.	1) Add bus lanes to the Rochambeau Bridge, following the scenario tested as part of FHWA's 14 <sup>th</sup> Street Bridge EIS. 2) Add 2 additional tracks to the Long Bridge, one for freight/VRE, and the other to connect Arlington and DC streetcar projects.
4	Braddock Road	Beltway to Burke Lake Road.	LOS deficiency.	Add HOV lanes from I-495 to Burke Lake Road.
5	Route 123	GMU/Braddock Road to Georgetown Pike, via Tysons Corner.	LOS deficiency.	Add priority bus/BRT. Bus lanes to be provided where practical. May deviate to Nutley Street and Old Lee Highway through Fairfax.
6	Route 50	Rosslyn to Route 15, via Fairfax.	LOS deficiency.	Add priority bus/BRT. Bus lanes to be provided where practical, following the scenario tested as part of VDOT's I-66 Multimodal Study.
7	Route 236	GMU/Chain Bridge Road to Beauregard Street, via Annandale.	LOS deficiency.	Add priority bus/BRT. Bus lanes to be provided where practical.
8	Gallows Road	Tysons Corner to Inova Fairfax Hospital.	LOS deficiency.	Extend light rail (per Item #1 – I-495) from Dunn Loring to Fairfax Hospital.



Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
May 10, 2012  
Page Two

The Technical Advisory Committee and the Planning Coordination Advisory Committee have met and commented on the preliminary model run results as well as the t newsletter.

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the May 19, 2012 NVTA meeting to answer questions.

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

# TransAction 2040 Schedule

Date	Major Topic(s)
<b>Sept. 2011</b>	30 <sup>th</sup> - Use most current available Version 2.3 for model run at this date (Release 28)
<b>Oct. 2011</b>	20 <sup>th</sup> - Subcommittee conference call: revised project schedule / briefing to respective boards / revised project ratings / update on modeling / PCAC meeting date recommendations  28 <sup>th</sup> – <i>Note: Last date for transitioning model activity to focus on output processing (i.e., last <u>start date</u> for calculating quantitative project ratings and benefits; drafting LOS maps)</i>
<b>Nov. 2011</b>	4 <sup>th</sup> - Submit a draft summary of the model results (tables and graphs) for all-project run compared with our CLRP run. Project ratings and benefits calculations and LOS maps will not be part of this package.  7 <sup>th</sup> - Management conference call – discussion of draft summary model run results; scope for LOS maps; details on plans for generating project ratings  7 <sup>th</sup> – <i>Consultant Notified of Issue with Version 2.3 Release 28; suspended work that would require repeating</i>  Obtain Conformity Release of model and initiate re-do of Existing 2007, CLRP 2040, and Build 2040 runs and associated post-processing (requires additional resources or in-kind contribution)  28 <sup>th</sup> – <i>Note: Last date for starting re-do of model application</i>
<b>Dec. 2011</b>	5 <sup>th</sup> - TPB staff confirm 12/30 delivery plan for model results  30 <sup>th</sup> – <i>Note: Last date for transitioning model activity to focus on output processing (i.e., last <u>start date</u> for calculating quantitative project ratings and benefits; drafting LOS maps)</i>
<b>Jan. 2012</b>	6 <sup>th</sup> - Submit a draft summary of the model results (tables and graphs) for all-project run compared with our CLRP run. Project ratings and benefits calculations and LOS maps will not be part of this package.  9 <sup>th</sup> - Management conference call – discussion of draft summary model run results; scope for LOS maps; details on plans for generating project ratings  16 <sup>th</sup> - Submit updated summary results (revised for technical corrections or adjusted presentation)  19 <sup>th</sup> - Subcommittee meeting (Agenda: summary model results)  31 <sup>st</sup> – <i>Note: Last finish date for “Analysis of Model Output” subtask</i>
<b>Feb. 2012</b>	4 <sup>th</sup> - Submit draft model output materials resulting from Jan. 31 completion and draft Newsletter #1

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

<b>Date</b>	<b>Major Topic(s)</b>
	<p>commence project rating and prioritization update</p> <p>18<sup>th</sup> - Management conference call to discuss subcommittee meeting</p> <p>21<sup>st</sup> - Subcommittee meeting; progress report; summary model run information; finalize Newsletter #2</p>
<b>July 2012</b>	<p>14<sup>th</sup> - Analysis of model output complete</p> <p>16<sup>th</sup> - Management conference call to discuss model output and meeting</p> <p><i>Make Newsletter #2 Available in July</i></p> <p>19<sup>th</sup> - Subcommittee meeting; second model run results; project rating updates; preliminary draft deliverables</p> <p>PCAC / TAC meetings - possible dates July 24, 25, 26<sup>th</sup></p>
<b>Aug. 2012</b>	<p>11<sup>th</sup> - Preliminary deliverables submitted</p> <p>13<sup>th</sup> - Management conference call to discuss deliverables and meeting</p> <p>16<sup>th</sup> - Subcommittee meeting; draft plan; draft final deliverables</p>
<b>Sep. 2012</b>	<p>8<sup>th</sup> - Final deliverables submitted</p> <p>10<sup>th</sup> - Management conference call to discuss deliverables</p> <p>17<sup>th</sup> - Management conference call to discuss subcommittee meeting</p> <p>20<sup>th</sup> - Subcommittee meeting; final plan</p>
<b>Oct. 2012</b>	Endorsement of Plans
<b>Nov. 2012</b>	8 <sup>th</sup> - NVTA Meeting: Adoption of TransAction 2040
<b>Dec. 2012</b>	31 <sup>st</sup> - Contract End

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

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

# 5.A.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Review of Legislation Introduced during the 2012 General Assembly Session  
(Agenda Item 5.A.)

**DATE:** May 10, 2012

#### **Background:**

The General Assembly's 2012 session began on January 20, 2011 and all work, except for the passage of the 2012-2014 Budget, has concluded. An annotated version of NVTA's 2012 Legislative Program showing the activities on each legislative initiative is included as Attachment A. Also attached is a matrix of transportation funding, allocation and constitutional amendment related bills and their status (Attachment B) and a side-by-side of SB 639/HB 1248, the Governor's Transportation Bill (Attachment C). All have been updated since the February 9, 2012 NVTA meeting.

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

**STATE**

***TRANSPORTATION FUNDING***

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

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

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

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

Last session, the General Assembly approved legislation to provide short-term funding for transportation projects. These efforts are appreciated, but the General Assembly

must now work to adopt a long-term solution to fully address the needs of our transportation operations, maintenance, and construction programs; one that must include new dedicated, sustainable, reliable, and permanent multimodal revenues. Further, it must work with the Federal Government to ensure that it, too, provides sufficient resources to address transportation needs. A case in point is the need for continuing the \$50-million Virginia contribution to the \$300-million annual program over 10 years for Metro. This represents a significant commitment to maintaining Metro's assets and ensuring that Metro can continue to safely and efficiently meet the region's transportation needs. So long as both Maryland and DC provide their \$50 million each, Virginia needs to provide \$50 million.

The federal government's \$150-million share is very important, but should that not be provided, the \$150-million, non-federal share would be even more critical to Metro.  
*(Revises and updates previous transportation funding position)*

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

## **SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS**

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

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

*(Revises and reaffirms previous position)*

***The final version of the Governor's 2012 Transportation Plan (H.B. 1248/S.B. 639) did not include language regarding a devolution study. However, House version of the 2012-2014 budget (H.B. 1301) did include language requiring the Secretary of Transportation, in consultation with VDOT, VACO, VML, local government officials, and other stakeholders, to develop a proposal for the devolution of secondary roads in counties with populations greater than 200,000: Fairfax, Prince William, Chesterfield, and Loudoun Counties. The language states that findings will be presented to the General Assembly in October 2012. This language was not included in the Budget passed by the General Assembly on April 17, 2012. As of May 2, 2012, the Governor has not acted on the Budget.***



## **EQUAL TAXING AUTHORITY FOR COUNTIES, CITIES AND TOWNS**

NVTA supports granting counties the authority cities and towns currently have to enact local excise taxes, including the cigarette tax, admissions tax, transient occupancy tax and meals tax. Doing so would allow counties to raise additional revenues for transportation projects. *(Reaffirms previous position)*

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

NVTA supports the inclusion of sufficient funding in the 2012-2013 budget to ensure significant fiscal resources to address the enormous planning and transportation issues associated with the Base Realignment and Closure Commission recommendations. This is particularly critical, because the BRAC relocations began to occur in 2011, and Northern Virginia localities are facing significant shortfalls in the capacity of current infrastructure to support the additional military and civilian jobs. *(Revises and reaffirms previous position)*

## **PEDESTRIAN SAFETY**

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

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

## **CHAPTER 527 TRAFFIC IMPACT ANALYSES**

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

***HB 625 (LeMunyon) provides that when a locality in Northern Virginia submits a proposed comprehensive plan or amendment to VDOT for review, VDOT will determine the extent to which the proposal will increase traffic congestion or reduce the mobility of citizens in the event of a homeland security emergency and shall include such information as part of its comments on the proposed plan as amendment. HB 625 was passed by the House 91-6 and the Senate 39-0, and has been approved by the Governor.***

## **URBAN DEVELOPMENT AREAS**

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

Density – recommend changes to the density requirements to allow Northern Virginia Jurisdictions to comply with more appropriate density requirements, since current density requirements for jurisdictions with a population over 130,000 are too restrictive.

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

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

## **TRANSPORTATION CORRIDOR STUDIES**

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

## **FEDERAL**

### **SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION**

The current Federal Surface Transportation Program was authorized in July 2005 by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This legislation authorizes both highway and transit funding over a six-year period (FY 2004 to FY 2009) and establishes the policies and grant programs for distributing these funds. This authorization expired on September 30, 2009. Congress has extended SAFETEA-LU until June 30, 2012. Efforts are underway to develop a new surface transportation program.

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

As discussions on this legislation continue, NVRTA believes that a number of significant changes should be considered. These changes include:

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

*(Revises and reaffirms previous position)*

***On March 14th, the Senate passed MAP-21, a \$109 billion two-year transportation bill. While the House has not passed its version, on April 18<sup>th</sup>, it passed another short-term extension, expiring September 30th, so that the two chambers can work on a long-term bill.***

## **DEDICATED FUNDING FOR WMATA**

WMATA is the only major transit provider in the country without a permanent dedicated revenue source for a significant part of their revenue base. Congress passed legislation that authorizes \$1.5 billion for WMATA over ten years, if the region adopts a dedicated funding source(s) and provides an additional \$1.5 billion to match the federal funds. All three signatory jurisdictions have passed the compact amendments required to receive the federal funding, and the non-Federal matches are in place. This authorization must

continue to be accompanied by annual appropriations. *(Revises and reaffirms previous position)*

***The House and Senate are currently working on their FY2013 Appropriations bills. The Senate bill that funds Transportation programs includes \$150 million for WMATA capital investments and language requiring WMATA to place the highest priority on projects that will improve the safety of the transit system. This bill has been passed by the Senate Committee on Appropriations, but has yet to be considered by the full Senate. The House has not yet acted on a bill.***

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

NVTA calls upon Congress to authorize Virginia Railway Express to secure federal appropriations under the new proposed Transportation Reauthorization legislation for the following items: core system-wide requirements, including the acquisition of rolling stock, mid-day storage of rail equipment, parking expansion and platform extensions. *(Updates previous position)*

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

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

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

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

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

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

### **COMMUTER BENEFITS**

NVTA supports legislation that would permanently increase the level of tax-free transit benefits employers can provide to employees to \$230 per month, as a way to make

transit service more attractive to commuters who currently drive alone. The IRS is considering adjusting the benefit to \$125 per month. In addition, NVTa supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Reaffirms previous position)*

***The Commuter Benefits were reduced back to \$125 per month on January 1, 2012. The Senate version of the Federal Surface Transportation Authorization includes language creating parity between the Transit Benefit and Parking Benefits (which is currently \$240 per month).***

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

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

## 2012 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Notes
<b>Bills Restricting Future Funding</b>					
<b>HOUSE</b>					
HB 1068	Hugo	Real estate tax; commercial and industrial property in localities in Northern Virginia.	S Floor	Passed House, 98-0; Passed Senate, 39-0; Approved by Governor	Extends the sunset date from June 30, 2013, to June 30, 2018, for the law that decreased the maximum tax rate for the special real property tax on commercial and industrial property in the localities encompassed by NVTA from \$0.25 cents per \$100 of assessed value to \$0.125 per \$100 of assessed value.
<b>Transportation Funding Bills</b>					
<b>HOUSE</b>					
HB 806	May	Overweight and oversize vehicle permits and fees; provides a method of assigning cost-based fees.	S Floor	Passed House, 100-0; Passed Senate 40-0; Approved by Governor	Provides a uniform method of assigning cost-based fees based on the amount that a vehicle is overweight. The bill also allocates payment of fees into specific funds. The bill has a delayed effective date of January 1, 2013.
HB 959	Bell	Retail Sales and Use Tax; applicable to public transportation companies operated by locality.	Acts of Assembly	Passed House, 98-0; Passed Senate, 40-0; Approved by Governor	Clarifies that the sales and use tax is not applicable to any company that is owned, operated, or controlled by any county, city, or town and provides public transportation services.
HB 1248	Lingamfelter	Transportation construction, operation and maintenance, and funding.	S Floor	Passed House, 63-35; Senate conformed to SB 639 and passed, 36-14. Conference Report approved by the House, 59-34; and the Senate, 20-20, with the Lt. Governor voting Yes; Approved by Governor	The conference report authorizes the CTB to name highways, bridges, interchanges, and other transportation facilities for private entities if an annual naming rights fee is paid, with the revenue dedicated to highway maintenance and operation, charges the CTB with greater responsibilities involving integration of land use and transportation planning, and authorizes the CTB to withhold federal and state funds for certain local or regional capital improvement projects if those projects are inconsistent with the Statewide Transportation Plan or the SYIP. It allows "revenue-sharing" funds to be used for secondary highway system maintenance projects. The bill also provides for special allocations by the CTB for bridge reconstruction, high priority highway projects, and reconstruction of highways with particularly deteriorated pavements.
<b>SENATE</b>					
SB 639	Wagner	Transportation funding and transportation.	S Floor	Passed House, 63-35; Senate conformed to SB 639 and passed, 36-14. Conference Report approved by the House, 58-36; and the Senate, 20-20, with the Lt. Governor voting Yes; Approved by Governor	The conference report authorizes the CTB to name highways, bridges, interchanges, and other transportation facilities for private entities if an annual naming rights fee is paid, with the revenue dedicated to highway maintenance and operation, charges the CTB with greater responsibilities involving integration of land use and transportation planning, and authorizes the CTB to withhold federal and state funds for certain local or regional capital improvement projects if those projects are inconsistent with the Statewide Transportation Plan or the SYIP. It allows "revenue-sharing" funds to be used for secondary highway system maintenance projects. The bill also provides for special allocations by the CTB for bridge reconstruction, high priority highway projects, and reconstruction of highways with particularly deteriorated pavements.
<b>Transportation Allocation Formula Bills</b>					
<b>HOUSE</b>					
<b>SENATE</b>					
<b>Transportation Trust Fund</b>					
<b>House</b>					
<b>Senate</b>					
<b>Other Transportation Bills</b>					
<b>House</b>					
HB 876	Rust	Motor vehicle fuel sales tax; transfer administration and collection to DMV.	S Floor	Passed House, 100-0. Passed Senate, 40-0; Approved by Governor	Transfers the administration and collection of the motor vehicle fuels sales tax imposed in certain transportation districts from the Department of Taxation to the Department of Motor Vehicles, effective July 1, 2013.

## 2012 General Assembly Session Transportation Funding/Allocation Bills

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

## 2012 General Assembly Session Transportation Funding/Allocation Bills

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



## 2012 General Assembly Session Transportation Funding/Allocation Bills

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

## 2012 General Assembly Session Transportation Funding/Allocation Bills

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

## 2012 General Assembly Session Transportation Funding/Allocation Bills

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

## HB1248 (Lingamfelter)/SB 639 (Wagner) - Omnibus Transportation Bill

### As Introduced

### HB 1248 (as passed by House: 63-35)

### SB 639 (as passed by Senate: 26-14)

### Conference Report (as passed by House 58-36; the Senate, 20-20; and approved by the Governor)

Funding and Allocation				
§2.2-1509	In years with General Fund revenue growth over 5%, provides at least 1% of the General Fund revenue growth to the Transportation Trust Fund for construction improvements.	In years when the projected General Fund revenue growth is over 8%, provides at least 1% to the Transportation Trust Fund.	Not included	Not included
§2.2-1514	Increases transportation's dedicated portion of a year-end surplus in the General Fund, following other restricted funding (including deposits into the Revenue Stabilization Fund and the Virginia Water Quality Improvement Fund), from $\frac{2}{3}$ to $\frac{3}{4}$ .	Same	Not included	Not included
§33.1-12	Requires localities within a Metropolitan Planning Organization (MPO) to reimburse VDOT for all state and federal funds expended on a transportation project, if the locality or MPO requests the termination or alteration of a project, or if it does not advance a project to the next phase of construction. For such projects, localities must reimburse VDOT for all funds expended on the project or additional project costs above the original estimates for making the alteration.	The localities within the MPO may be required to reimburse VDOT for all funds expended on the project if it is terminated or does not advance to the next phase of construction. Localities within the MPO may be required to reimburse VDOT for additional project costs above the original estimates for making such alterations if the alterations requested, in the aggregate, exceed 10% of the total project costs.	Not included	The localities within the MPO may be required to reimburse VDOT for all funds expended on the project if it is terminated or does not advance to the next phase of construction. Localities within the MPO may be required to reimburse VDOT for additional project costs above the original estimates for making such alterations if the alterations requested, in the aggregate, exceed 10% of the total project costs.
§33.1-12	Authorizes the sale of advertising, naming and sponsorship rights for the transportation infrastructure. Revenues from fees paid by purchasers of sponsorships and naming rights will be deposited in the Highway Maintenance and Operating Fund.	Same as introduced, but also includes provisions to ensure that the naming is appropriate and prohibits the granting of naming rights to a facility that has been previously named unless the naming incorporates that name.	Not included	Authorizes the sale of advertising, naming and sponsorship rights for the transportation infrastructure. Revenues from fees paid by purchasers of sponsorships and naming rights will be deposited in the Highway Maintenance and Operating Fund. Also includes provisions to ensure that the naming is appropriate and prohibits the granting of naming rights to a facility that has been previously named unless the naming incorporates that name.
§33.1-23	Authorizes CTB to allocate, on an annual basis, up to \$500 million in transportation funds from the Transportation Trust Fund for: bridge reconstruction and rehabilitation (25%); advancing high priority transportation construction projects (25%); reconstructing deteriorated interstate and primary pavements (25%); Public Private Partnership Transportation (PPTA) projects (15%); paving unpaved secondary roads carrying 500 or more vehicles per day (5%); and smart roadway technologies (5%). Additionally, at the discretion of the CTB, the percentages may be adjusted in any given year to meet project cash flow needs or when funds cannot be expended due to legal, environment, or other project management considerations.	Same as introduced	Not included	Same as introduced

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§33.1-466 – 33.1-468	Authorizes the CTB to designate transportation improvement districts when approved by the Governor. 25% of the growth in state tax revenues within the district will be transferred to a Transportation Improvement District Fund. Following substantial project completion, these funds will be transferred to the Transportation Trust Fund to fund other projects in the SYIP.	Not included	Not included
§58.1-549	Not Included	Not included	Eliminates the current 5 year limitation on the imposition of the local option income tax of up to 1% allowed in Northern Virginia and Hampton Roads. A local referendum to impose this tax would continue to be required.
§58.1-638	Increases the share of sales tax revenues dedicated to transportation from .5% to .75% over the next eight years. For the upcoming biennium, this would result in approximately \$110 million from the General Fund going to transportation.	Same as introduced	Not included
§58.1-2217	Not Included	Not included	Provides that the current 17.5 cent/gallon fuels tax will be indexed annually to the change in the cost of materials used for highway construction.
§58.1-2249	Not Included	Not included	Clarifies that the current \$50 registration fee for alternatively fuel vehicles applies to electric cars. Provides that beginning 2012, the amount of thee license tax will be adjusted by the same percentage adjustment to the gas tax rate.
<b>Revenue Sharing</b>			
§33.1-2305	Expands the revenue sharing program to include maintenance. The amount of funding available for maintenance projects per locality is capped at \$5 million.	Same as introduced	Same as introduced
§33.1-2305	Reduces the amount of time that any project using revenue sharing funds must begin expending the funds from two years to one year.	Same as introduced	Same as introduced
§33.1-2305	Gives priority to those pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure is below the Department of Transportation's maintenance performance targets.	Gives priority first to allocations that will accelerate projects in the SYIP or the locality's capital plan and next to maintenance projects.	Gives priority first to allocations that will accelerate projects in the SYIP or the locality's capital plan and next those pavement resurfacing and bridge rehabilitation projects where the maintenance needs analysis determines that the infrastructure is below the Department of Transportation's maintenance performance targets.

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Devolution				
Enactment Clause 4	Requests the Secretary of Transportation to develop a proposal for the devolution of secondary roads Fairfax, Prince William, Chesterfield, and Loudoun Counties.	Not included – Language included in House Budget proposal	Not included	Not included
Northern Virginia MPO				
Enactment Clause 3	Requests the Secretary of Transportation to study the feasibility of establishing a new Northern Virginia Metropolitan Planning Organization.	Not included –Language included in House Budget proposal.	Not included	Not included
Land Use				
§15.2-2223	Requires that the transportation components of a local comprehensive plan be consistent with Statewide Transportation Plan (SWTP), the Six-Year Improvement Program (SYIP) and the location of routes that are part of the state highway systems.	Requires that the transportation components of a local comprehensive plan be consistent with Statewide Transportation Plan (SWTP), the Six-Year Improvement Program (SYIP) and the location of routes that are part of the state highway systems. The locality will consult with VDOT to assure consistency is achieved. The transportation plan need only reflect only those changes in the annual update of the SYIP that are deemed to be "significant new, expanded, or relocated roadways."	Not included	Requires that the transportation components of a local comprehensive plan be consistent with Statewide Transportation Plan (SWTP), the Six-Year Improvement Program (SYIP) and the location of routes that are part of the state highway systems. The locality will consult with VDOT to assure consistency is achieved. The transportation plan need only reflect only those changes in the annual update of the SYIP that are deemed to be "significant new, expanded, or relocated roadways."
§15.2-2223	Prior to adoption, the transportation-related components of a local comprehensive plan must be reviewed by VDOT.	If VDOT determined that the transportation plan or amendment is not consistent with the provisions, VDOT will notify the CTB, which may take appropriate action. Each locality's amendments or updates must be made on or before its ongoing scheduled date for updating the plan.	Not included	If VDOT determined that the transportation plan or amendment is not consistent with the provisions, VDOT will notify the CTB, which may take appropriate action. Each locality's amendments or updates must be made on or before its ongoing scheduled date for updating the plan.
§33.1-12	Authorizes CTB to withhold state and federal transportation funds from localities or regional entities if transportation components of a local comprehensive plan are not consistent with SWTP, SYIP or state highway route.	If the CTB determines that the plan is inconsistent with the state's plans, it will notify the locality and request that the applicable plan or program be amended accordingly. If, after a reasonable time, the Board determines that there is a refusal to amend the plan or program, the CTB may reallocate funds that were allocated to the non-conforming project.	Not included	If the CTB determines that the plan is inconsistent with the state's plans, it will notify the locality and request that the applicable plan or program be amended accordingly. If, after a reasonable time, the Board determines that there is a refusal to amend the plan or program, the CTB may reallocate funds that were allocated to the non-conforming project.
Enactment Clause 2	Not Included	Requires that each locality's initial amendments to its comprehensive plan to conform to the provisions on this action shall be no later than the date currently set for its next update of the plan. Each locality must notify VDOT of the date of such next update by January 1, 2013.	Not included	Requires that each locality's initial amendments to its comprehensive plan to conform to the provisions on this action shall be no later than the date currently set for its next update of the plan. Each locality must notify VDOT of the date of such next update by January 1, 2013.

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Tolling				
§33.1-23.04	Authorizes local governments to contribute funds from their general funds to VDOT or any other entity authorized to construct, maintain or operate toll-financed facilities, to reduce toll rates. Does not allow these funds to be used for facilities where the toll rate is varied based on actual traffic volumes to manage traffic flow.	Not included	Same as introduced	Not included
§33.1-470-33.1-488	Creates the Virginia Toll Road Authority to construct, maintain and operated toll roads throughout Virginia. The new Authority is exempt from state requirements, including provisions of the Virginia Public Procurement Act, the Virginia Personnel Act, the Administrative Process Act, and all other general or special laws inconsistent with any provision of this act are inapplicable to the provisions of this act and to any project constructed by the Authority pursuant to this act.	Not included	Not included	Not included

# 5.B.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Review of Efficiency and Consolidation Task Force Meeting  
(Agenda Item 5.B.)

**DATE:** May 10, 2012

#### **Background:**

On March 10, 2012, the Members of the Northern Virginia General Assembly Delegation sent a letter to the Martin E. Nohe, the Chairman of the Northern Virginia Transportation Authority (NVTA) and the Northern Virginia Regional Commission (NVRC); Jay Fiset, Chairman of the Northern Virginia Transportation Commission (NVTC), and Michael C. May, the Chairman of the Potomac and Rappahannock Transportation Commission (PRTC). The letter noted that the General Assembly has spent much time discussing issues related to regional transportation planning. The letter then asked the Chairs to engage the organizations in “an effort to determine whether consolidation and/or improved coordination would enhance regional planning, including transportation planning and services.” The letter asked that the recommendations be presented to the Delegation by October 1, 2012.

The Chairmen arranged a meeting of local elected officials to begin discussions on this effort, which took place on May 2, 2012 at the NVRC Offices. The elected officials attending included:

The Hon. Martin E. Nohe	Prince William County Board of Supervisors; Chairman, NVTA and NVRC
The Hon. Jay Fiset	Arlington County Board of Supervisors; Chairman, NVTC
The Hon. Michael C. May	Prince William County Board of Supervisors; Chairman, PRTC



Martin E. Nohe, Chairman  
Members, Northern Virginia Transportation Authority  
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The Hon. Sharon Bulova	Chairman, Fairfax County Board of Supervisors
The Hon. Wally Covington	Prince William County Board of Supervisors; Chairman, VRE Operations Board
The Hon. Catherine M. Hudgins	Fairfax County Board of Supervisors; Chairman, WMATA Board
The Hon. Frank Jones	Mayor, Manassas Park; Vice-Chairman, PRTC
The Hon. Paul Smedberg	Councilman, Alexandria City Council
The Hon. David Snyder	Vice Mayor, City of Falls Church
The Hon. Scott K. York	Chairman, Loudoun County Board of Supervisors; Vice-Chair, Transportation Planning Board

Staff for various jurisdictions, planning and transportation agencies, and members of the public also attended.

During the meeting, the attendees discussed the background of different consolidation and reorganization efforts; their thoughts on the goals and scope of the effort; the approach for conducting the effort, including staff support; and a tentative schedule for future meetings. It was decided that Tom Biesiadny, Director of Fairfax County Department of Transportation, and Monica Backmon, Chairman of the JACC would lead the staff support effort, with assistance from the JACC and other jurisdictional staff. It was also decided that meetings should be held monthly, with the next meeting scheduled for May 24, 2012 at 6:00pm, at the NVRC Offices. A further update may be provided by Authority Members and staff.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

# **Discussion of Consolidation of Northern Virginia Transportation and Planning Agencies**

Northern Virginia Regional Commission  
3060 Williams Drive  
Fairfax, Virginia 22031  
May 2, 2012

**6:30 p.m. – Please Note Time Change**

- I. Welcome and Introductions: Marty Nohe, Chairman, NVTA and NVRC  
Jay Fissette, Chairman, NVTC  
Mike May, Chairman, PRTC
  
- II. Background
  - a. 2011 General Assembly Session
    - i. HB 2016 (Albo) - Consolidation
  - b. 2012 General Assembly Session
    - i. HB 1291 (Gilbert)/SB 678 (McDougle) - Consolidation
    - ii. Budget – Northern Virginia MPO
  
- III. Review of Letter from General Assembly
  - a. Request
  - b. Timing
  
- IV. Discussion of Goals and Scope of Effort
  - a. Goals Identified in Letter
    - i. Explore how to fulfill the responsibilities of the four regional organizations more efficiently and to analyze consolidation options
    - ii. Explore the idea of a Northern Virginia Metropolitan Planning Organization
  - b. Scope of Work
  
- V. Discussion of Approach for Conducting Effort
  - a. Guidance/Recommendations (Steering Committee – Chairs and Vice Chairs?)
  - b. Role of Agency Governing Bodies
  - c. Role of Jurisdictions and Other Organizations (VRE, TPB, WMATA, FAMPO, etc.)
  - d. Technical Support
    - i. Agency and Jurisdictional Staff
    - ii. Consultant

- e. Resources
  - i. Previously Prepared Materials
  - ii. Budget?
- f. Role/Amount of Public Involvement
- g. Requests for Information
  
- VI. Schedule
  - a. Meetings of Agency Governing Bodies (Currently Scheduled)
  - b. Meetings of Steering Committee
    - i. Topics for Discussion
  - c. Deadline for Preparation of Draft Report
  
- VII. Initial Report/Recommendations to Agencies (NVTA, NVTC, NVRC, PRTC)
  
- VIII. Interim Response to General Assembly Letter?
  
- IX. Direction to Staff
  
- X. Other Items for Discussion
  
- XI. Next Meeting

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on VTrans 2035 (Agenda Item 6.A.)

**DATE:** May 10, 2012

The following is a summary of the VTrans 2035 Study

The Code of Virginia directs the Commonwealth Transportation Board (CTB) to create an inventory of all construction needs for all transportation systems to be used in the development of Virginia's Statewide Multimodal Transportation Plan, known as Vtrans. Vtrans creates a policy framework and provides structure to the individual transportation modes planning efforts, including the State Highway Plan, the State Rail Plan, the State Transit Plan, the State Port Plan and the State Aviation Plan. Vtrans is a policy document that frames the vision for the future and identifies critical steps that must be taken to make the vision a reality. In addition, it identifies the critical steps that must be taken to make the vision a reality. Currently, the Office of Intermodal Planning and Investment and transportation agencies within the Transportation Secretariat are facilitating the third iteration of the Plan which is known as Vtrans 2035. In the past, the legislative timeline for updating the Plan was five years. This is being changes to four years to coincide with the Gubernatorial Timeline.

Phase I of the Vtrans 2035 update process began in the Fall/Winter of 2011, when public meetings were held and input on the goals and investment priorities were sought. Currently, during the winter/spring of 2012, stakeholder/Interest group meetings are occurring where performance measurements will be discussed. In the summer of 2012, the updated Plan document and its implementation plan will be outlined at public meetings and through the internet. Some of the results of Phase I public input process included the following:

- Investment priorities made more consistent, comprehensive and multimodal
- Created clear linkages between the goals and investment priorities; and the investment strategies and performance measures
- Added specific reference to "multimodal" transportation and land use "linkages"

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- Addressed bicycle/pedestrian safety and education comments
- Addressed comments of the importance of moving people onto modes that reduce roadway demand, affected by both transit and land use.

The evaluation screening process's framework will examine each investment priority by looking at its ability to improve, its affordability, its ease of implementation and which have the most associated risk if not implemented. Attachment A shows a draft flow chart which outlines the Goals, Investment Priorities and Investment Strategies for implementing priorities. Attachment B further refines the strategies for implementing priorities by arranging them under the goals of Environmental Stewardship, Economic Vitality, Coordination of Land Use and Transportation and Program delivery.

The Office of Intermodal Planning and Investment in the Secretary of Transportation's office is continuing to develop, test, validate and confirm performance based planning process by formulating a draft document. At the June 2012 Commonwealth Transportation Board meeting, the Board will be updated on the status of Vtrans 2035.

As stated above, Vtrans 2035 is the overarching Plan which forms the framework for the five component plan i.e. the State Highway Plan, the State Rail Plan, the State Transit Plan, the State Port Plan and the State Aviation Plan. According to the VDOT web site, the 2035 Virginia State Highway Plan will incorporate pedestrian and bicycle facilities, transit, intermodal connectors and park and ride lots as essential components of the highway network. The 2035 State Highway Plan will serve as a key component to Vtrans 2035, Virginia's Statewide Long-Range Multimodal Transportation Plan. Vtrans 2035 will rely heavily on the findings of the State Highway Plan to ensure that other modes of travel, including rail, transit, aviation and shipping, seamlessly blend with the highway network to form one single, integrated network.

Jurisdiction and Agency Coordinating Committee members and I will be available at the May 10, 2012, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** Update on I-95 High Occupancy Toll (HOT) Lanes Project (Agenda Item 6.B.)

**DATE:** May 10, 2012

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

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

Jurisdiction and Agency Coordination Committee members and I will be available at the May 10, 2012

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

# 6.C.

## Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

### MEMORANDUM

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

Members  
Northern Virginia Transportation Authority

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

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

**DATE:** May 10, 2012

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

#### **I-66 Multi-Modal Study (DC line to I -495)**

This planning level study will determine options and recommend strategies which promote and enhance multi-modal transportation in the I-66 corridor inside the Beltway. Market research in the corridor was completed in the fall of 2011, and an interim study report was produced in December. Public meetings were held in Arlington and Falls Church/Fairfax County in December to get feedback on specific mobility options. These options have been evaluated and combined into four (4) separate multimodal “packages” (or group of projects). Public meetings were held in April to get feedback on the analysis of the multimodal “packages” and its potential modeled impacts on the transportation network. The study is advised by a Participating Agency Review Committee (PARC), comprised of local and federal staff and operating agencies. Study details are available on the VDOT website. The study is scheduled to be completed in Summer of 2012.

#### **I-66 TIER 1 EIS (I-495-Rt. 15)**

The I-66 EIS study team has collected and is compiling environmental resource data into GIS mapping. The team is indentifying transportation needs for the corridor and will incorporate them into a formal statement of Purpose and Need. Traffic data from previous studies as well as available traffic/accident data from VDOT, Fairfax and Prince William Counties has also been collected. A public meeting was held on Tuesday, January 31 in Manassas and Thursday, February 2, at VDOT’s NOVA office. The study is expected to be completed July 2012. The first public meetings were held in June 2011 and a second round of meetings took place on Jan. 31 and Feb. 2, 2012, as the team solicited input on the purpose and need statement for the study. A draft EIS is expected by June 2012 for public review and final EIS anticipated by June 2013.

### **I-66 Vienna Metro Access Ramp (I-66 at Vaden St.)**

This project would construct a ramp to provide inbound and outbound access between I-66 high occupancy vehicle (HOV) lane and the Vienna Metrorail station for mass transit buses. The ramps would improve peak-hour mass transit accessibility and enhance ridership.

#### **Project Schedule**

Adopt location/design - August 2012  
Advertise for construction - January 2014

#### **Cost Estimate**

Preliminary engineering - \$2.7 million  
Construction - \$37.5 million  
Total - \$40.2 million

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

### **I-66 ATM - Active Traffic Management (DC line - Rt.15)**

This project will install an active traffic management system on I-66 through Arlington, Fairfax and Prince William counties from the Washington, D.C. line to Route 15 in Haymarket. The system would improve safety and incident management and include new sign gantries, shoulder and lane control signs, speed displays, incident and queue detection, and increased traffic camera coverage.

The total estimated cost is about \$32 million (\$5.4 million for preliminary engineering and \$26.9 million for construction). There is no required right of way anticipated. Planning and design begin this summer with construction starting as early as fall 2012/winter 2013.

Design-Build project delivery of phased deliverables including gantry structures, lane/shoulder control display, queue/incident detectors, robust CCTV coverage, queue/speed warning DMS for lane/shoulder control, responsive incident management, emergency areas with detection/surveillance to enhance mobility/safety.

### **I-66 Improvements/Widening (Rt. 29 - Rt. 15)**

This project will add one high occupancy vehicle (HOV) and one general purpose lane to I-66 in each direction from just west of Route 15 to just west of Route 29 in Prince William County (about 2.6 miles). This will bring I-66 to a total of four lanes in each direction through this area (see typical section below), improving traffic flow to and from Haymarket, western Prince William and eastern Fauquier counties.



The project also includes:

- 12-foot paved shoulders/Reconstruction of two overpasses at Catharpin Road and Old Carolina Road with ten-foot shared-use paths/Intelligent Transportation Systems (ITS) components for managing traffic volumes, improving flow and enhanced incident response/Overhead sign structures/Utility relocations/Storm drainage and storm water management facilities/Retaining walls, sound barriers and roadway lighting, if necessary

The project will also include related modifications to the existing westbound exit ramp at Route 15.

#### **Cost**

Preliminary Engineering - \$6.6 million  
Right of Way - \$5 million  
Construction - \$66.5 million  
Total - \$78.1 million

#### **Schedule**

Design approval - 2011  
Advertise design-build project - Mid 2012  
Begin construction - 2013  
Complete construction – 2015

### **I-66 and Route 15 Interchange-Constructing a new interchange in Prince William County**

This project will reconstruct the interchange at I-66 and Route 15 (James Madison Highway) to relieve congestion, enhance safety and capacity, and accommodate forecasted traffic demand in the area. Two concepts are being considered:

Based on engineering and operational analyses, the preferred alternative selected was a semi-directional ramp to facilitate southbound Rt. 15 traffic to eastbound I-66, along with modifications to the existing ramp terminal intersections Preliminary design is underway.

The project also includes improvements to the Rt. 15 intersections at Heathcote Boulevard and Route 55, and a shared-use path along the eastern side of Rt. 15.

#### **Project cost**

Preliminary engineering - \$6 million  
Right of way acquisition, relocation assistance and utility relocation - \$10 million  
Construction - \$62 million  
Total - \$78 million

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This project will be financed with federal and state funds. Costs are subject to change since project development is in the early design stage.

### **Project Schedule**

Public hearing - Fall 2012  
Design approval - Early 2013  
Advertise project (anticipate design-build) - 2013  
Begin construction - 2014

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

### **I-66 Reconstruction Project**

This project includes the rehabilitation of 6.5 miles of badly deteriorated pavement on I-66 between the Capital Beltway and Route 50 in Fairfax County. Work began in April 2011 and is approximately 75% complete as of February 2012. To minimize impacts to motorists, most lane closures are taking place at night. However, this spring daytime shoulder and single lane closures are occurring during off-peak commuting hours to facilitate construction of detailed work.

With all concrete patching complete, crews will now focus on guard rail improvements, ITS improvements, and final surface paving through summer 2012 with a November 2012 final completion date.

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

### **I-66/I-495 HOT Lanes**

Two new ramps connecting I-66 with the beltway will mean that motorists will no longer merge into the left lanes of the Beltway. Motorists traveling from eastbound I-66 to northbound I-495 or from westbound I-66 to southbound I-495 will merge into the right lanes of the Beltway. The new ramps are part of the Beltway HOT lanes project which will open to traffic at the end of 2012.

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

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### **I-66 Spot Improvements**

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

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

### **Route 29/Linton Hall Rd. Interchange**

The new Route 29/Linton Hall Road interchange is one of the largest construction projects in Virginia.

The centerpiece is a pair of overpasses: one carrying Route 29 over the Norfolk Southern Railroad, and one carrying Linton Hall and Gallerher roads over the railroad and Route 29. To further improve traffic flow, crews will also widen Route 29 to six lanes and eliminate driveway entrances and two traffic signals between I-66 and Virginia Oaks Drive.

The new, grade-separated interchange at Route 29/Linton Hall Road will create a limited-access facility on Route 29 between Virginia Oaks Drive and Heathcote Boulevard.

Jurisdiction and Agency Coordinating Committee members and I will be available at the May 10, 2012, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

**6.D.**

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

**MEMORANDUM**

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

Members  
Northern Virginia Transportation Authority

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

**SUBJECT:** DRPT SuperNova Transit / TDM Vision Plan (Agenda 6.D.)

**DATE:** May 10, 2012

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

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

DRPT has initiated public and stakeholder involvement activities to obtain input on the needs and "gaps" of transit and TDM services in the study area. In January 2012, DRPT held two stakeholder meetings with designees from regional planning agencies, local government staff, TDM and transit agencies, and private operators. In February 2012, the agency sponsored three separate public meetings in Leesburg, Warrenton, and Fredericksburg and one open house forum in Crystal City. Last month, DRPT held two stakeholder work session meetings in Culpeper and Arlington to share the latest information on data analysis and to solicit feedback on the mobility needs in the region. This month, DRPT will conduct a 2<sup>nd</sup> round of public meetings at three separate locations: National Museum of the Marine Corps (May 15<sup>th</sup>), Warren County Government Center (May 22<sup>nd</sup>), and Navy League Building (May 24<sup>th</sup>).

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

JACC members and I will be available at the Authority meeting on May 10, 2012, to answer questions.

Cc: Members, NVTJ Jurisdiction and Agency Coordinating Committee