

Northern Virginia Transportation Authority

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AGENDA

Thursday, April 14, 2011

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 4, 2011, Meeting**
4. **Action Items**
 - A. Approval of FY 2013 to FY 2017 CMAQ/RSTP Recommendations
 - B. Approval of Performance Measures
 - C. Approval of Testimony for CTB Public Hearing on Six Year Improvement Program
 - D. Approval of Acting Jurisdiction and Agency Coordinating Committee Chair
5. **Discussion and Action Items**
 - A. Review of 2011 General Assembly Session
6. **Information Items**
 - A. Update on TransAction 2040 and Review of Project Submissions and Comments Received
 - B. Update on Request to Exchange CMAQ and Enhancement Funds with FAMPO
 - C. Update on I-95 HOT Lanes Project
 - D. Update on I-66 Projects and Studies
 - E. Update on the TIP/CLRP
 - F. Update on Air Quality and Climate Change Initiatives
7. **Other Business**
8. **Adjournment**

NEXT MEETING:

July 14, 2011 – 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 3, 2011
GENERAL ASSEMBLY BUILDING
RICHMOND, VIRGINIA

Voting Members:

Martin Nohe, Chairman	Prince William County
Chairman Sharon Bulova	Fairfax County
Council Member William Euille	City of Alexandria
Council Member Harry J. "Hal" Parrish, Jr.	City of Manassas
Council Member Bryan Polk	City of Manassas Park
Council Member David Snyder	City of Falls Church
Chairman Scott York	Loudoun County
Board Member Chris Zimmerman	Arlington County
Senator Mary Margaret Whipple	Virginia Senate
Kerry Donley	Governor's Appointee
F. Gary Garczynski	Governor's Appointee (CTB)

Non-Voting Members:

David Awbrey	DRPT
Garrett Moore	VDOT
Mayor Jane Seaman	Town Representative

Staff:

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 Euille at 5:30 P.M. NVTC Chairman Euille noted that a quorum was present for both NVTC and NVTA. He suggested that NVTC conduct its business first followed by NVTA and then the meeting would conclude with a joint legislative discussion. There were no objections.

At the conclusion of NVTC's business meeting, NVTC Chairman Euille handed the gavel to Chairman Nohe.

Chairman Nohe called the NVTA meeting to order.

Item II: Roll Call

Members present are noted above.

Item III: Approval of the Minutes of the January 13, 2011 NVTA Meeting

Mr. York moved, with a second by Mr. Zimmerman, to approve the minutes. The motion carried unanimously.

Item IV: Discussion and Action Items**(A) Review of Legislation Introduced During the 2011 General Assembly Session**

Chairman Nohe noted that this item will be a joint discussion with NVTC at the end of the meeting.

(B) Review of CMAQ/RSTP Program Discussions, Changes and New Requirements

Chairman Nohe reminded board members that the Commonwealth Transportation Board (CTB) initially declined a request for CMAQ funding for a Herndon hybrid vehicle project. This led to a discussion at CTB about the process. Some CTB members suggested taking the allocation of CMAQ funding away from the Metropolitan Planning Organizations (MPOs). A subcommittee was formed to look at this issue, which concluded that it was important for the local region, through the MPO (NVTA for Northern Virginia), to still provide the allocation recommendations but also to have CTB members more involved in the process. Hence, a CTB resolution has been drafted on which action will be requested at the February 16th CTB meeting.

Mr. Garczynski further explained that CTB members felt that they have a responsibility for the funds and therefore instead of “rubber stamping” allocation requests, they want to have more interaction between the CTB and the MPOs. He stated that CTB’s current membership is fairly strong in regionalism and wants to make sure that the Commonwealth gets the “biggest bang for the buck” as far as relieving congestion and doing the most for the citizens of Virginia.

Mrs. Drake stated that there was also concern that not all of the federal funds were being obligated. Chairman Nohe noted that some of the issues discussed by the CTB were not necessarily Northern Virginia issues; in fact CTB recognized the existing connections between CTB and NVTA since a CTB member serves on NVTA.

Chairman Nohe explained that several MPO’s (including NVTA) only allocate CMAQ funding on an annual basis. However, VDOT now requires that all CMAQ and RSTP allocation requests be submitted in a six-year program. FY 2012-2017 regional submissions are due by March 15, 2011. Mr. Biesiadny reported that staff has been diligently working to meet this March 15th deadline. In the past, staff has brought the submission request to NVTA for approval prior to the submission date. However, since NVTA will not meet again before the deadline, there are

several options to address this issue. NVTA could schedule a special meeting to take action on this or staff could submit the application with the understanding that NVTA can ratify the submission at its April meeting.

Mr. York moved, with a second by Mrs. Bulova, to authorize staff to submit the application by the March 15th deadline. The motion carried unanimously.

Item V: Information Items

(A) Update on the TransAction 2040 Plan

A report will be provided at the April meeting.

(B) Update of I-66 Projects and Studies

There was no discussion.

(C) Update on the TIP/CLRP

Mr. Biesiadny provided a brief update, including that Governor McDonnell has issued a new proposal for a revised I-95/395 HOT Lanes project which will result in changes to the project lists for the TIP/CLRP.

Chairman Nohe noted that this concludes NVTA's business and returned to a joint meeting with NVTC.

Item IV: (A) Joint NVTC/NVTA Legislative Discussion

Mr. Biesiadny gave a presentation on the various legislative initiatives occurring during the General Assembly session. Of particular interest to NVTA and NVTC, HB 2016 (which would consolidate NVTA, NVTC and PRTC) was recommended by the House Transportation Committee Subcommittee to be passed on to the Joint Commission on Transportation Accountability.

Ms. Dominguez reviewed the elements of the Governor's Transportation Plan, which totals \$4 billion in funding. Mr. Zimmerman questioned whether Northern Virginia's local governments (with Triple AAA or AA bond ratings) would do better by issuing their own bonds compared to applying for loans from the proposed Virginia Transportation Infrastructure Bank (VTIB). Mrs. Drake explained that local governments, regional transportation agencies and the private sector would be eligible to apply for grants or loans from the VTIB. Mr. Biesiadny noted that the grants would probably not be available to Northern Virginia jurisdictions, but they would be eligible for the loans. The grants will only be available to those jurisdictions that could not reasonably finance a project another way. In response to a question from Delegate Ebbin, Ms. Dominguez stated that repayment of loans would start five years after the project was completed and would continue over a 20-25 year period until the loan was repaid.

Mr. Zimmerman asked if there is a list of all the projects to be funded under the governor's plan and if it includes how much is being allocated to the HOT Lanes project. Mr. Biesiadny stated that there is a list of the 900 projects and allocated amounts that staff can provide to Board members.

Mr. McKay asked about the status of HB1892 which would raise revenue in Northern Virginia for transportation. Mr. Biesiadny replied that it has not been heard in committee and it is unlikely to advance given the schedule. Mr. McKay asked if there is a way to know if GARVEE bonds are available at the federal level. Mr. Biesiadny stated that they could be a part of the reauthorization bill which is currently two years behind schedule. Currently, they are a tool available to the states. Virginia receives about \$1 billion in transportation funding from the federal government on an annual basis. The McDonnell Administration has indicated that \$125 million annually would be used to repay GARVEE bonds, which is approximately 12-15 percent of the Commonwealth's Federal funding allocation.

In response to a question from Mrs. Bulova, Mrs. Drake explained that the toll road credits (\$400 million) in the transportation plan are used as a match for the GARVEE bonds. Mrs. Bulova stated that the Fairfax County Board of Supervisors requests that toll credits are used for the area in which they are generated.

Mrs. Bulova stated that she was pleased to see that the intent of the governor's plan is not meant to be a "be all, end all" solution but a beginning, which provides some transportation funding for this year. Mrs. Drake agreed. Mr. Snyder asked if there is any analysis that compares what Northern Virginia is currently receiving versus what is being proposed. Mr. Biesiadny answered that of the list of approximately 900 projects, 21 percent are in Northern Virginia. Depending on how all the pieces of the governor's transportation plan get passed through the General Assembly, the list of projects most likely will be reduced. Senator Whipple stated that the project list is not included in any legislation. Chairman Nohe stated that in real terms projects will be funded faster, but in relative terms it is not clear how Northern Virginia will fair in comparison to the rest of the Commonwealth.

Senator Whipple stated that she voted against the transportation bill in committee (vote was 13-2). She had several concerns, including the acceleration of the bonds. If \$600 million is sold in bonds each year for the next three years, for the following three years only \$50 million would be available in each of those years, which is just enough for the Metro payment. There would be no additional bonding authority after that. Chairman Nohe stated that Northern Virginia wants new sustainable funding. This plan does not provide that. That does not mean that it is all bad, but it is not what the region has consistently requested—new sustainable funding. He stated that the question becomes how do we translate what is being proposed into what the region needs for the next year and beyond. Board members did agree that one benefit to the governor's plan is that jobs are being created.

Mr. Cook stated that when advocating for statewide funding, the region is paying 40 percent in and only getting 21 percent back. This makes the point that the region may be better off if the region was raising the revenue and keeping it all.

Mr. Snyder stated that it is important to be clear that this transportation plan does not solve the problems for Northern Virginia. Mrs. Drake replied that Governor McDonnell knows this, but this is what can be done this year. Mrs. Hudgins stated that the missing piece is what will be proposed for the future. NVTC Chairman Euille stated that the governor has said that it is part of a three-year funding plan. Mrs. Hynes questioned if the transportation plan is approved, what incentive will there be for the General Assembly to act next year.

Item VI: Other Business

There was no other business.

Item VII: Adjournment

NVTC Chairman Euille and NVTA Chairman Nohe adjourned the joint meeting at 6:22 P.M. There were no objections.

Next Meeting:

April 14, 2011

7:30 P.M.

Fairfax City Hall

10455 Armstrong Street, Rooms 111 A&B

Fairfax, VA 22030

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: FY 2013 – FY 2017 Congestion Mitigation and Air Quality Program/
Regional Surface Transportation Program Recommendations (Agenda Item 4.A.)

DATE: April 8, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding through the FY 2013 - FY2017 Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP).

Background:

At the January 31, 2011, NVTA meeting, the Authority directed the JACC to follow up on discussions regarding the Authority's allocation of CMAQ and RSTP funds. Virginia Department of Transportation (VDOT) staff has been concerned that they are having trouble obligating all of the Federal funds coming to Virginia. Obligating all available funding is important to ensuring the Commonwealth does not lose Federal transportation funds. The problem is partially due to the fact that several metropolitan planning organizations (MPOs), including NVTA, have only allocated CMAQ and RSTP funding on an annual basis. The Commonwealth Transportation Board subsequently requested that all MPOs allocate six years worth of CMAQ and RSTP funds. To accomplish this, VDOT needed regional submissions for FY 2012 – FY 2017, by March 15, 2011.

NVTA adopted its FY 2012 recommendations on November 18, 2010. The JACC set February 15, 2011, as the submission deadline for FY 2013 – FY 2017 applications. Typically, CMAQ and RSTP recommendations are approved by the Authority before they are submitted.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

Since NVTA's next scheduled meeting was not until April 14, 2011, the Authority directed the JACC to prepare and submit CMAQ and RSTP recommendations to the CTB before the March 15, 2011, deadline. The Authority is now being asked to ratify the submission as part of this Action Item.

VDOT staff provided estimates of the CMAQ and RSTP funding that will be available for distribution in FY 2013 – FY 2017.

The funding available for distribution is:

Projected FY 2013 – FY 2017 Regional Funding
(subject to change based on final Federal allocations)

- **FY 2011 carryover funds available for distribution in the FY 2012-2017 Six Year Program:**
 - CMAQ up to \$ 3.187 million
 - RSTP \$ 4.193 million

- **Projected funding available for FY 2013 – FY 2017, per FY 2012-2017 Six Year Program:**
 - CMAQ up to \$143.679 million
 - RSTP \$197.828 million

- **Total funding projected available for NVTA FY 2013 – FY 2017 Program:**
 - CMAQ up to \$146.867 million
 - RSTP \$202.022 million
\$348.889 million

VDOT provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

NVTA received 31 CMAQ applications and 31 RSTP Applications, totaling \$518.675million. The JACC reviewed the projects, made recommendations, and submitted the applications to VDOT and the Commonwealth Transportation Board for approval, pending final endorsement by the NVTA of the project list. The JACC recommends that the NVTA endorse the attached list of CMAQ and RSTP projects, which includes the entire Six-Year program allocations for FY 2012 – FY 2017.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Three

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on April 14, 2011, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

CMAQ/RSTP Allocations for Northern Virginia - April 14, 2011

Final Allocation	FY11 Reserve	FY12	FY13	FY14	FY15	FY16	FY17	Totals
CMAQ NoVA	\$2,649,798	\$20,720,000	\$22,024,675	\$22,546,565	\$22,996,479	\$23,464,710	\$23,921,409	\$139,213,636
CMAQ Match NoVA	\$637,450	\$5,180,000	\$5,506,169	\$5,636,641	\$5,749,120	\$5,863,678	\$5,980,352	\$34,553,410
CMAQ Total	\$3,187,248	\$25,900,000	\$27,530,844	\$28,183,206	\$28,745,599	\$29,318,388	\$29,901,761	\$172,767,046
RSTP NoVA	\$3,354,955	\$28,177,600	\$30,503,911	\$31,067,729	\$31,641,968	\$32,226,821	\$32,822,484	\$189,795,468
RSTP Match NoVA	\$838,739	\$7,044,400	\$7,625,978	\$7,766,932	\$7,910,492	\$8,056,705	\$8,205,621	\$47,448,867
Total	\$4,193,694	\$35,222,000	\$38,129,889	\$38,834,661	\$39,552,460	\$40,283,526	\$41,028,105	\$237,244,335
Regional Combined Total	\$7,380,942	\$61,122,000	\$65,660,733	\$67,017,867	\$68,298,059	\$69,601,914	\$70,929,866	\$410,011,381

FY 2012 - 2017 Proposed Strawman

CMAQ	FY 2011 Reserve	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2013 - 2017
	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)
Regional Projects								
Commuter Connections Operations Center	\$0	\$170	\$185	\$194	\$203	\$209	\$212	\$1,173
Metropolitan Area Transportation Operations Coordination (MATOC)	\$0	\$100	\$100	\$100	\$100	\$100	\$100	\$600
Clean Air Partners	\$0	\$150	\$150	\$150	\$150	\$150	\$150	\$900
I-66 Active Traffic Management Initiative	\$0	\$0	\$5,400	\$0	\$0	\$0	\$0	\$5,400
Commuter Assistance and Transportation Demand Management Projects								
Commuter Services Program (ACCS) - Arlington	\$0	\$4,200	\$4,305	\$4,413	\$4,523	\$4,636	\$4,752	\$26,829
Countywide Transit Stores - Fairfax County	\$0	\$450	\$500	\$500	\$500	\$500	\$500	\$2,500
PRTC Commuter Assistance Program	\$0	\$300	\$300	\$300	\$300	\$300	\$300	\$1,800
Transportation Demand Management - Alexandria	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$400
Bus Replacement								
DASH Bus Replacement	\$0	\$0	\$1,950	\$2,500	\$2,050	\$2,100	\$2,870	\$11,470
PRTC Commuter Bus Replacements (45 ft. Buses)	\$0	\$2,000	\$0	\$0	\$0	\$2,000	\$600	\$4,600
WMATA Virginia Metrolbus Replacement	\$3,187	\$4,800	\$1,613	\$4,800	\$4,800	\$4,800	\$4,800	\$28,800
Transit Infrastructure Improvements								
Braddock Road Metro Multimodal Connections	\$0	\$0	\$0	\$250	\$900	\$0	\$0	\$1,150
Columbia Pike Streetcar Project (also see project below)	\$0	\$0	\$5,000	\$2,511	\$4,932	\$2,656	\$5,099	\$20,198
Springfield Multimodal Transportation Hub	\$0	\$0	\$1,068	\$4,500	\$2,000	\$7,444	\$6,161	\$21,173
Leesburg Supplemental Park & Ride (300 spaces)	\$0	\$0	\$1,500	\$1,500	\$2,500	\$0	\$0	\$5,500
Dulles North Transit Center Canopy	\$0	\$0	\$1,068	\$0	\$0	\$0	\$0	\$1,068
Broadlands South Park & Ride Lot Lease	\$0	\$0	\$75	\$75	\$75	\$77	\$79	\$381
Lowe's Island Park & Ride Lot Lease	\$0	\$0	\$27	\$28	\$29	\$30	\$31	\$145
PRTC Western Facility	\$0	\$0	\$0	\$1,000	\$1,000	\$0	\$900	\$2,900
Telegraph Road Park and Ride Lot in Prince William County	\$0	\$0	\$500	\$500	\$0	\$0	\$0	\$1,000
VRE Lorton Platforms	\$0	\$0	\$2,000	\$2,000	\$1,500	\$1,920	\$500	\$7,920
VRE Rippon Platforms	\$0	\$0	\$0	\$0	\$2,100	\$2,000	\$2,000	\$6,100
VRE Rolling Road Platform Extension	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Preliminary Engineering of Exclusive Transitway Improvements - Alexandria	\$0	\$240	\$0	\$0	\$0	\$0	\$0	\$240
I-66/Vienna Metrol Accessability & Capacity Improvements	\$0	\$4,505	\$0	\$0	\$0	\$0	\$0	\$4,505
Traffic Signal and Intersection Projects								
Traffic Signal Optimization - Arlington	\$0	\$0	\$0	\$400	\$0	\$0	\$450	\$850
Traffic Signal Improvements - Manassas	\$0	\$0	\$270	\$315	\$410	\$0	\$0	\$995
Traffic Signal Reconstruction, Sidewalks to Metrol - Vienna	\$0	\$335	\$335	\$335	\$335	\$330	\$330	\$2,000
Incident Management Corridor Intersections Improvement Project - City of Fairfax	\$0	\$186	\$0	\$0	\$0	\$0	\$0	\$186
Bicycle and Pedestrian Projects								
Bicycle Sharing Initiative	\$0	\$243	\$400	\$0	\$0	\$0	\$0	\$643
W&OD Trail Crossing Improvements (Bridge Overpass at Crestview Road)	\$0	\$0	\$225	\$250	\$275	\$0	\$0	\$750
Glenkirk Road Sidewalk Project	\$0	\$1,000	\$500	\$1,500	\$0	\$0	\$0	\$3,000
I-495 HOT Lanes Bike and Pedestrian Connectivity Improvements	\$0	\$4,500	\$0	\$0	\$0	\$0	\$0	\$4,500
Hybrid Vehicles								
Purchase Hybrid/Alternative Fuel Vehicles in Manassas	\$0	\$121	\$60	\$62	\$64	\$66	\$68	\$441
City of Fairfax - Hybrid Boom Truck	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$200
	\$3,187	\$25,900	\$27,531	\$28,183	\$28,746	\$29,318	\$29,902	\$172,767

RSTP	FY 2011 Reserve	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2013 - 2017
	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)	Proposed Amount (\$000)
Major Infrastructure Improvements								
Restore FY 2011 Funding - Route 1/Route 123 Interchange	\$0	\$1,674	\$0	\$0	\$0	\$0	\$0	\$1,674
Repaving of Various Streets in the City of Fairfax	\$0	\$0	\$850	\$750	\$0	\$0	\$0	\$1,600
Vienna Ramp (I-66/Vienna Metrol Accessability & Capacity Improvements)	\$0	\$4,450	\$6,000	\$6,500	\$0	\$0	\$0	\$16,950
Tysons Corner Roadway Improvements	\$0	\$0	\$4,000	\$3,569	\$3,000	\$7,000	\$5,000	\$22,569
Columbia Pike Streetcar Project (also see project above)	\$0	\$0	\$0	\$2,489	\$3,318	\$7,344	\$1,384	\$14,535
Rolling Road Loop Ramp	\$0	\$1,000	\$3,000	\$5,000	\$5,000	\$0	\$0	\$14,000
East Elden Street Widening & Improvements	\$0	\$0	\$293	\$1,000	\$1,066	\$0	\$0	\$2,359
Route 1 North in Prince William County	\$0	\$0	\$4,403	\$0	\$9,393	\$4,625	\$16,750	\$35,171
Route 7 Truck Climbing Lane	\$2,476	\$5,028	\$0	\$1,980	\$980	\$0	\$0	\$10,464
Route 15 (South King Street) Widening	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$769	\$0	\$8,769
Route 28 Widening Project in Manassas	\$0	\$700	\$940	\$1,160	\$1,100	\$700	\$0	\$4,600
Route 28 Widening from Linton Hall Rd to Filzwater Drive	\$1,718	\$6,100	\$3,282	\$0	\$0	\$0	\$0	\$11,100
Route 50 Widening - Poland Road to Route 28	\$0	\$0	\$2,400	\$3,050	\$1,650	\$0	\$0	\$7,100
Purcell Road Widening	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$300
Lexington Drive Overpass	\$0	\$0	\$1,000	\$1,000	\$2,545	\$7,821	\$7,969	\$20,335
Prince William Parkway @ Hillandale	\$0	\$0	\$1,006	\$1,272	\$3,500	\$0	\$0	\$5,778
Intersection Improvements								
Herdon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	\$0	\$750	\$0	\$0	\$0	\$0	\$0	\$750
Fuller Road/Route 1 Improvements	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
Piper Lane/Route 28 Intersection Improvement	\$0	\$1,100	\$0	\$0	\$0	\$0	\$0	\$1,100
Transit Vehicles								
DASH Bus Acquisition	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$1,300
Transportation System Management								
Transportation System Management & Communications Plant Upgrade	\$0	\$0	\$1,000	\$700	\$700	\$700	\$700	\$3,800
Transportation System Management & Operations - Arlington	\$0	\$160	\$0	\$0	\$0	\$0	\$0	\$160
Traffic Signal at Chain Bridge Road and Fairfax County Judicial Center	\$0	\$0	\$20	\$230	\$0	\$0	\$0	\$250
Visual Messaging Boards in Manassas	\$0	\$0	\$0	\$210	\$0	\$0	\$0	\$210
Bicycle, Pedestrian and Spot Improvement Projects								
Bicycle Parking at Major Metro Stops - Alexandria	\$0	\$380	\$0	\$0	\$0	\$25	\$225	\$630
Bike Racks on Buses - Alexandria	\$0	\$180	\$0	\$0	\$0	\$0	\$0	\$180
Holmes Run Pedestrian/Bicycle Tunnel Construction Phase II	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$500
Critical Sidewalk Construction - City of Fairfax	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$300
Rebuilding the Mt. Vernon Trail Parallel to E. Abingdon Drive	\$0	\$0	\$50	\$450	\$0	\$0	\$0	\$500
Dumfries Multimodal Enhancements	\$0	\$0	\$236	\$0	\$0	\$0	\$0	\$236
Roberts Road Sidewalk Improvements	\$0	\$0	\$50	\$175	\$0	\$0	\$0	\$225
Tysons Metrol Access Improvements	\$0	\$4,000	\$3,000	\$3,000	\$2,000	\$5,000	\$4,000	\$21,000
Reston Metrol Access Group (RMAG) Recommendations	\$0	\$4,000	\$3,000	\$3,000	\$2,000	\$5,000	\$4,000	\$21,000
Pedestrian, Bicycle and Traffic Calming Improvements in Falls Church	\$0	\$300	\$300	\$300	\$300	\$300	\$300	\$1,800
Herdon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street)	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$600
Commuter Assistance and Transportation Demand Management Projects								
Alexandria Transit Store	\$0	\$0	\$0	\$500	\$0	\$500	\$0	\$1,000
Alexandria Transit Analysis Study	\$0	\$0	\$0	\$0	\$500	\$0	\$0	\$500
Transportation Demand Management - Alexandria	\$0	\$0	\$700	\$500	\$500	\$700	\$0	\$2,900
	\$4,194	\$35,222	\$38,130	\$38,835	\$39,552	\$40,284	\$41,028	\$235,571
	\$7,381	\$61,122	\$65,661	\$67,018	\$68,298	\$69,602	\$70,930	\$408,338

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval of Performance Measures (Agenda Item 4.B.)

DATE: April 8, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority (NVTA) approve the performance measures included in Attachment I and authorize staff to transmit them to the Commonwealth Transportation Board (CTB) for approval.

Background:

In 2009, the Virginia General Assembly passed legislation (HB 2019/SB 1398) requiring Virginia Metropolitan Planning Organizations (MPOs) with urbanized area populations over 200,000 to develop and implement regional performance measures. The legislation states that the MPOs must adopt these performance measures to continue to receive the 20 percent state match to Federal Regional Surface Transportation Program (RSTP) funds. For Northern Virginia, this match is approximately \$8 million per year. The National Capital Region Transportation Planning Board (TPB) is the MPO for the Washington metropolitan area. However, since it is a multi-state MPO, complying with Virginia specific requirements generally is NVTA's responsibility.

The Office of Intermodal Planning and Investment (OIPI) under the Secretary of Transportation has provided guidance on the minimum performance measures that each MPO must adopt to comply with HB 2019/SB 1398. These performance measures are included in Attachment II. The JACC has reviewed these measures and believes that data is available from a variety of sources to track the performance measures requested by the General Assembly. NVTA previously adopted performance measures for TransAction 2030, the regional long-range transportation plan. These measures are included as Attachment III. The TransAction 2030 measures were project specific and also related to the entire TransAction 2030 transportation network. The measure identified by the General Assembly are more operational.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

The regional performance measures must be approved by the CTB by July 1, 2011. To accomplish this, MPOs must submit their performance measures to the CTB for consideration by May 1, 2011. The first performance report is due to OIPI on October 15, 2011.

JACC members and I will be available at the April 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Proposed Northern Virginia Transportation Authority
Regional Performance Measures
April 8, 2011

<u>Measure</u>	<u>Source</u>
1. Annual Hours of Delay per Peak Period Traveler	Texas Transportation Institute Urban Mobility Report
2. Annual Gallons of Fuel Lost Due to Congestion per Peak Period Traveler	Texas Transportation Institute Urban Mobility Report
3. Number of Highway Fatalities and Rate per 100 Million Vehicle Miles Traveled	Department of Motor Vehicles and VDOT
4. Number of Highway Crashes and Rate per 100 Million Vehicle Miles Traveled	Department of Motor Vehicles and VDOT
5. Number of Transit Crashes and Fatalities	Department of Rail and Public Transportation
6. Annual Transit Crashes per 100 Million Passenger Miles Traveled	Calculation based on other factors collected
7. Annual Transit Injuries per 100 Million Passenger Miles Traveled	Calculation based on other factors collected
8. Annual Transit Fatalities per 100 Million Passenger Miles Traveled	Calculation based on other factors collected
9. Number of Aviation Crashes and Fatalities	Department of Aviation
10. Annual Aviation Crashes	Department of Aviation
11. Annual Aviation Fatalities	Department of Aviation
12. Number of Transit Trips per Capita	Department of Rail and Public Transportation
13. Annual Transit Revenue Miles Per Capita	Department of Rail and Public Transportation
14. Annual Number of Transit Revenue Miles	Department of Rail and Public Transportation
15. Annual Transit Passenger Miles Traveled per Capita	Department of Rail and Public Transportation
16. Number of Persons per Hour per HOV Lane During during Peak Period	VDOT
17. Number of Persons per Hour per SOV Lane During	VDOT

during Peak Period

18. Number of Park-and-Ride Lots and Spaces	VDOT and jurisdictions
19. Number of Occupied Park-and-Ride Spaces per 100,000 Population	VDOT and jurisdictions
20. Ratio of Jobs to Households at the Regional and Local Level	Transportation Planning Board
21. Regional Linear Jobs-to-Household Imbalance	Transportation Planning Board
22. Ratio of Jobs to Work Force	Virginia Workforce Connection
23. Inter and Intra Regional Commuting Data	Transportation Planning Board
24. Mean Travel Time to Work	Transportation Planning Board
25. Percentage of Households in TAZs Served by Transit	Transportation Planning Board
26. Percentage of Employment in TAZs Served by Transit	Transportation Planning Board
27. Percentage of Households in TAZs with a 1%+ Walk To Work Mode Share	Transportation Planning Board
28. Annual Number of Days Ozone Levels are Above 8 Hour Standard	Metropolitan Washington Air Quality Committee
29. Greenhouse Gas Emissions Produced by the Transportation Sector	Transportation Planning Board
30. Grams of CO2 per capita per day	Transportation Planning Board
31. Amount of Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) emitted by the Mobile Sector	Transportation Planning Board
32. Grams of VOC and NOx emitted per capita by day by the Mobile Sector	Transportation Planning Board
33. Percentage of Freight Transported by Rail or Barge	Transportation Planning Board
34. Truck and Rail Mode Share by Value	Transportation Planning Board
35. Truck and Rail Mode Share by Ton	Transportation Planning Board
36. Vehicle Miles Traveled per Capita	Transportation Planning Board

Regional Performance Measure Guidelines

January, 2011

Prepared by:
The Office of Intermodal
Planning and Investment



Introduction

In 2009 the Virginia General Assembly passed legislation that requires Metropolitan Planning Organizations (MPO) with urbanized area populations over 200,000 to develop and implement regional performance measures. The following MPOs in Virginia have urbanized areas over 200,000 and are required to develop regional performance measures:

- Fredericksburg Area MPO
- Hampton Roads MPO
- Northern Virginia MPO
- Richmond Area MPO
- Roanoke Valley Area MPO (expected to have over 200,000 population in the 2010 Census)
- Tri-Cities MPO: Part of the Richmond Urbanized Area

Chapter 670 of House Bill 2019 and Chapter 690 of Senate Bill 1398 state that the implementation of performance measures is required for MPOs to receive matching federal Surface Transportation Program funds. Additionally, the legislation is intended to give transportation projects that improve safety, address congestion relief and are multimodal in nature, consideration or even priority when evaluating transportation investments.

The Office of Intermodal Planning and Investment (OIPI) provided guidance to the affected MPOs on the types of performance measures that would satisfy the legislative requirements and the data requirements needed to report each performance measure. This involved:

- formulating a matrix;
- highlighting performance measures included in the Annual Performance Report, and
- identifying performance measures included in best practice documents from FHWA and other state DOTs.

In addition, OIPI identified key data sources associated with each performance measure in order to aid MPOs in their data collection efforts. After completing the matrix of performance measures and data sources, OIPI held a webinar with MPOs to share its findings and to gain feedback from the MPOs. The MPOs shared their ideas and examples of possible performance measures and data sources.

Based on the feedback received from MPOs, OIPI is providing this template to ensure the validity of selected regional performance measures and consistency across MPOs with regard to implementation and reporting. The template identifies the annual schedule for MPOs to report their regional performance measures, as well as suggestions for how MPO regional performance measures can be

calculated. Furthermore, the performance measure reporting template identifies preferred trends for performance measures in accordance with the Annual Performance Report.

Timeline

Beginning July 1st, 2011, the Commonwealth Transportation Board (CTB) will only allocate the federal Regional Surface Transportation Program funds to those MPOs that have developed regional performance measures in consultation with OIPI. In order to coordinate the MPO performance data with the statewide performance reporting, the Office of Intermodal Planning and Investment asks that all MPOs prepare their performance measures by October 15th of each year.

Submitting Performance Measures on MPO Web-Site

The regional performance measures will not be submitted directly to OIPI. Instead, OIPI prefers that the regional performance measures be placed on each MPOs respective web-site, which will then be linked to from the Annual Performance Report. OIPI should be notified when the measures are completed and posted. This will provide the MPOs with more flexibility in how they calculate their performance measures and remove the need to submit hard copies of the performance measures to OIPI.

Required Regional Performance Measures

The Virginia General Assembly Legislation specifically requires that quantifiable performance measures address the following elements related to the transportation infrastructure of the Commonwealth:

- Congestion reduction
- Safety
- High-Occupancy Vehicle Usage
- Transit Usage
- Jobs-to-Housing ratios
- Job and housing access to transit and pedestrian facilities
- Air Quality
- Freight movement by rail
- Per capita Vehicle Miles Traveled (VMT)

The following matrix was developed to provide the MPOs with guidance as to how each regional performance measure (RPM) can be satisfied. In order to provide the MPOs with flexibility in the development of RPMs, the measures included in the matrix offer MPOs a list of measures that will satisfy legislative requirements. The matrix was compiled using the Annual Transportation Performance Report as a base in an attempt to ensure that the RPMs are consistent with the statewide performance measures. Not all of the legislatively required measures are addressed by the Annual Performance

Reports. The Statewide measures were augmented with additional performance measures that can be derived from MPO tools such as regional travel demand models.

In addition to listing RPMs that will satisfy the legislative requirements, the matrix also includes:

- data requirements and sources;
- geographic level;
- desired trend;, and
- preferred reporting format for each RPM provided.

The majority of RPMs can be calculated on a regional basis using readily available data from a variety of sources including the federal Census and American Community Survey; statewide data from DEQ and other state agencies, as well as data from regional travel demand models. Due to the geographic differences in data sources, it is understood that geographic coverage will vary across RPMs. For example, census data is easily collected at the County and therefore PDC level, while regional travel demand models typically cover the urbanized areas within the MPO. As a result, it is recommended that MPOs report the geographic coverage of each RPM to ensure that the RPMs can be used correctly in other planning efforts.

Conclusion

In conclusion, legislation passed by the Virginia General Assembly in 2009 requires MPOs with urbanized area populations over 200,000 to develop and implement regional performance measures. In efforts to assist MPOs in meeting the legislative requirements, OIPI has developed this document to provide suggested regional performance measures along with the data sources and requirements for each measure.

Beginning July 1st, 2011, the Commonwealth Transportation Board (CTB) will only allocate the federal Regional Surface Transportation Program funds to those MPOs that have developed regional performance measures in consultation with OIPI. In order to meet this deadline, OIPI would like MPOs to submit their list of intended regional performance measures by April 30, 2011 so that the measures can be presented to the CTB in May. The prepared measures must be placed on each MPOs web-site by October 15th of each year, which will then be linked to/from the Annual Performance Report. By developing regional performance measures, MPOs will be able to maintain federal STP funding and will have a tool to quantifiably measure and monitor the performance of the MPOs transportation network.

GUIDANCE FOR DEVELOPING REGIONAL PERFORMANCE MEASURES

Regional Performance Measures from MPOs do not need to be submitted to OIPI, but instead should be placed on the MPOs web-site by October 15th of each year, which will then be linked to the Annual Performance Report.

Rows in light blue are categories of regional performance measures that are mandated by General Assembly legislation. Rows in white are suggested performance measures to fulfill the legislative requirements.

Performance Measures with an X in the "Included in Performance Report" column are measures reported by the state and are shown simply to inform MPOs of what is collected and reported at the State Level.

Performance Measure Matrix

Performance Measure	Data Requirements	Data Source	Level of Data Collection	Included in Performance Report	Desired Trend	Preferred Reporting Format
Congestion Reduction						
Annual Hours of Delay per Peak Period Traveler	Annual hours of delay and number of peak period travelers	Texas Transportation Institute Urban Mobility Report	PDC (Metro Area)	X	Downwards	Table and Line Chart Graph
		Regional Model data (V/C and LOS) and travel time and speed data from MPO CMP plans.				Table and Line Chart Graph
Annual Gallons of Fuel Lost Due to Congestion per Peak Period Traveler	Annual gallons of fuel lost to congestion and number of peak period travelers	Texas Transportation Institute Urban Mobility Report	PDC (Metro Area)		Downwards	Table and Line Chart Graph
Safety						
Number of Highway Fatalities and Fatality Rate per 100 million VMT	Number of Fatalities on Highways and VMT	DMV & VDOT	PDC	X	Downwards	Table and Bar Chart
Number of Highway Crashes and Crash Rate per 100 million VMT	Number of crashes on Highways and VMT	DMV & VDOT	PDC	X	Downwards	Table and Bar Chart
Number of Transit Crashes and Fatalities	Number of Transit Crashes and Fatalities	FTA; DRPT	System	X	Downwards	Table and Bar Chart
Annual Transit Crashes per 100 million PMT	Number of Collisions per 100 million Passenger Miles Travelled (PMT)	FTA	System		Downwards	Table
Annual Transit Injuries per 100 million PMT	Number of injuries per 100 million PMT	FTA	System		Downwards	Table
Annual Transit Fatalities per 100 million PMT	Number of fatalities per 100 million PMT	FTA	System		Downward (If 0 fatalities then Steady)	Table
Number of Aviation Crashes and Fatalities	Number of aviation crashes and fatalities	NTSB Aviation Database, DOAV	Statewide	X	Downwards	Table and Bar Chart
Annual Aviation Crashes	Number of aviation crashes	NTSB Aviation Database, DOAV	Regional		Downwards	Table
Annual Aviation Fatalities	Number of aviation fatalities	NTSB Aviation Database, DOAV	Regional		Downward (If 0 fatalities then Steady)	Table
Transit Usage						
# of Transit Trips Per Capita	# of transit trips and VA population	DRPT	System	X	Upwards	Table and Bar Graph
Annual Transit Revenue Miles per Capita	Revenue miles and regional population	DRPT	System		Upwards	Table
# of Annual Transit Revenue Miles	Transit Revenue Miles as reported by service providers	DRPT	System	X	Upwards	Table and Bar Graph
Annual Transit Passenger Miles Travelled per Capita	Transit Passenger Miles and regional population	DRPT	System		Upwards	Table
HOV Usage						
Number of Persons per Hour per HOV Lane During Peak Period	Count Stations for People using HOV Lanes during Peak Period	VDOT	System	X	Upwards	Table
# of Park and Ride Lots and Spaces	Number of P-n-R lots and spaces	VDOT	PDC	X	Upwards	Table and Line Chart Graph
Number of Occupied Park and Ride Spaces per 100,000 population	Regional population and survey of P-n-R lots to determine occupied spaces	MPO Surveys	PDC		Upwards	Table

Performance Measure Matrix						
Performance Measure	Data Requirements	Data Source	Level of Data Collection	Included in Performance Report	Desired Trend	Preferred Reporting Format
Jobs-to-Housing Ratio						
Ratio of jobs to households at the regional & county levels	Jobs and Housing census data	Bureau of Economic Analysis for # of jobs; ACS Table 2501 Occupancy Characteristics of Households	By locality for PDC	X	Steady	Table and Line Chart Graph
Regional Linear Jobs-Households Dissimilarity index (0.0 to 1.0) *	Number of Jobs/ Households	Bureau of Economic Analysis for # of jobs; ACS Table 2501 Occupancy Characteristics of Households	By locality for PDC		Below 0.5	Table
Ratio of jobs to work force	Number of Jobs/ Civilian Labor Force	Bureau of Economic Analysis for # of jobs; Virginia Workforce Connection for labor market data (http://www.vawc.virginia.gov/analyzer/default.asp)	By locality for PDC		Upwards	Table
Inter and Intra regional commuting data	Commuting pattern data; % of workers working in the County in which they live	Census Journey to Work data can be found at: www.bea.gov/regional/reis/jtw	PDC		Upwards	Table or Map at PDC level
Mean Travel Time to Work	Commuting pattern data from Census	ACS; Table S0802. Means of Transportation to Work	PDC		Downwards	Table or GIS Map by locality for PDC
* VRTC Study "Feasibility of Using Jobs/Housing Balance in Virginia Statewide Planning www.virginiadot.org/vtrc/main/online_reports/pdf/11-r1.pdf p. 26						
Job and Housing Access to Transit						
% of households in TAZs served by transit	Transit GIS layer and % of households in TAZ's served by transit	TAZ Model Data and Transit GIS shapefiles	MPO Urban Areas		Upwards	GIS Map by TAZ
% of employment in TAZs served by transit	Transit GIS layer and % of workers in TAZ's served by transit	TAZ Model Data and Transit GIS shapefiles	MPO Urban Areas		Upwards	GIS Map by TAZ
Job and Housing Access to Pedestrian Facilities						
% of Housing Units Living in TAZ's/Census Block with 1%+ walk-to-work mode share	Housing Units in TAZs with 1%+ Walk-to-Work Mode Share	CTPP; TAZ data	MPO (TAZ data)		Upwards	GIS Map by TAZ
	Census Blocks with 1%+ Walk-To-Work Mode share	Census commute to work data	PDC (Census Data)			Table and Line Chart by locality
Air Quality						
Annual # of Days when Ozone Levels were Above 8-Hour Standard	# of days Ozone levels were above 8-hour standard	DEQ	PDC	In report as a statement, but not a measure	Downwards	Table and Bar Graph
Greenhouse Gas Emissions produced by the transportation sector in Virginia #	GHG Emissions in Million Metric Tons	DEQ- Air Division, Inventory and Projection of Greenhouse Gas Emissions (2000-2025), Department of Taxation	MPO as part of Air Quality Analysis	X	Downwards	Table and Bar Graph over time
Grams of CO2 (greenhouse gas from motor vehicles) per capita per day, near future #	DEQ calculations of Carbon emission levels for near future year	DEQ	MPO as part of Air Quality Analysis		Downwards	Table
Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx) emitted into the air from highway vehicles	Vehicle emissions of VOC and NOx	DEQ	MPO as part of Air Quality Analysis	X	Downwards	Table and Line Chart over time
Grams of VOC per capita per day and NOx per capita per day, near future	DEQ calculations of grams of VOC emission levels for near future year	DEQ	MPO as part of Air Quality Analysis		Downwards	Table
Movement of Freight						
% of Freight Transported by Rail or Barge	Volume of containerized cargo moved through the Port of Virginia by rail or barge	Virginia Port Authority	PDC	X	Upwards	Table and Bar Graph
Truck & Rail Mode Share, by value	Value of freight by mode share	Census Commodity Flow Data or Transearch data; FAF3 data	PDC		Upwards	Table and Bar Graph
Truck & Rail Mode Share, by tons	Tonnage of freight by mode share	Census Commodity Flow Data or Transearch data; FAF3 data	PDC		Upwards	Table and Bar Graph
Daily Vehicle Miles Traveled per Capita						
Vehicle Miles Traveled Per Capita	Same year data for population and VMT	ADT Count information from VDOT Transportation Mobility Planning Division, data aligned by PDC's	PDC	X	Downwards	Table and Line Chart Graph
		Regional VMT as forecasted by regional TAZ Model Data	MPO (TAZ Data)			



PROJECT-BASED PERFORMANCE EVALUATION CRITERIA

These criteria are organized according to the goals of the 2020 Plan, adopted by the Transportation Coordinating Council (TCC) in December 1999, and reaffirmed by the NVTA during the TransAction 2030 Plan update. These criteria were used to prioritize TransAction 2030 Plan projects.

TCC Resolution:

The Northern Virginia 2020 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the 2020 Plan is implemented.

ACTIVITY CENTER CONNECTIONS

Projects that improve connections between multiple activity centers.

Full moon = Improves connectivity between three or more activity centers

Half moon = Improves connectivity between two activity centers

Empty moon = Improves connectivity to one activity center only.

MULTIMODAL CHOICES

Projects that create multimodal choices for travelers. Modes are methods of travel by car, train, bus, bicycle or on foot.

Full moon = Adds new mode or extension of existing mode to corridor

Half moon = Major service improvement to existing mode in corridor

Empty moon = Minor service improvement to existing mode in corridor

Note: Major service improvements could include: 1) roadway widening, 2) multiple grade separations along one roadway, 3) widening of High Occupancy Vehicle (HOV lanes), 4) transit service improvements such as increased frequency and other capacity improvements to an existing line, 5) addition of park-and-ride lots, 6) enhancements to existing Intelligent Transportation Systems (ITS) and/or 7) construction of bicycle or pedestrian trails.

Minor service improvements could include: 1) expansion of park-and-ride lot, 2) intersection/interchange reconstruction, 3) grade separation of existing intersections and/or 4) access and parking improvements.

PERSON THROUGHPUT

Projects that provide for increased person-capacity within a corridor, with the goal of moving the most people, rather than vehicles.

Full moon = Project significantly increases corridor person throughput

Half moon = Project has minor effect on corridor person throughput

Empty moon = No effect on corridor person throughput

INTERMODAL CONNECTIONS (I.E., BETWEEN EXISTING MODES)

Projects that provide enhanced connections among modes (auto, bus, rail, bicycle, walking).

Full moon = Adds new intermodal connection

Half moon = Improves existing intermodal connection

Empty moon = No effect on intermodal connection

MANAGEMENT AND OPERATIONS – TECHNOLOGY

Projects that improve the management and operation of existing facilities through technology applications.

Full moon = Project improves technological management and operations of an existing transportation facility

Half moon = Project improves technological management and operations of an expansion of an existing transportation facility

Empty Moon = No improvement to management and operations of a facility

TCC Resolution:

The transportation improvements called for by the Plan's Year 2010 timeframe shall be designated as TCC Regional Priority projects. The annual legislative programs, Six-Year Plan Pre-Allocation Hearing testimony, and federal advocacy efforts of the TCC shall further prioritize these projects to facilitate their timely construction.

URGENCY

Projects that address existing significant Level of Service (LOS) deficiencies for all modes of transportation.

Full moon = Project addresses existing LOS F or G condition

Half moon = Project addresses existing LOS E condition

Empty moon = Project addresses existing LOS A, B, C or D condition

NEED FOR REHABILITATION

Projects that address major maintenance for aging infrastructure, whether roads, bridges, or transit facilities.

Full moon = Facility is seriously dilapidated (e.g. weight restrictions put into effect)

Half moon = Facility is in need of more than routine maintenance

Empty moon = Facility does not need rehabilitation (maintenance inferred)

TCC Resolution:

... individual projects will be evaluated based on whether they promote protection of sensitive environmental, cultural, historical and neighborhood locations.

RIGHT-OF-WAY (ROW)

Project ROW impacts on sensitive areas.

Full moon = No additional ROW needed.

Half moon = Minimal ROW required and project does not impact sensitive area

Empty moon = Additional ROW required and project does impact sensitive area

TCC Resolution:

... individual projects will be evaluated based on whether they reduce, rather than increase, vehicle miles traveled (VMT) and VMT per capita.

MODE SHARE

Projects' effects on mode share.

Full moon = Project will generally encourage an increase in non-Single Occupant Vehicle (SOV) travel through the addition or expansion of an HOV or transit facility.

Half moon = Project will generally encourage an increase in non-SOV travel through addition or expansion of bicycle or pedestrian trails, park and ride lots and/or operational improvements to existing transit services.

Empty moon = Project will result in no discernable reduction in non-SOV travel

REDUCE VMT

Projects' effects on vehicle miles traveled (VMT).

Full moon = Project directly reduces VMT (i.e., transit project, park-and-ride lot, new high occupancy vehicle (HOV) lane(s), new pedestrian and bicycle trail)

Half moon = Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement or expansion)

Empty moon = Project does not reduce VMT

TCC Resolution:

... individual projects will be evaluated based on whether they provide for multiple use development patterns that reduce automobile dependency, with a mix of jobs, housing, and services in a walkable environment.

TCC Resolution:

... individual projects will be evaluated based on whether they encourage development to be located where it can be served by existing infrastructure.

TCC Resolution:

... individual projects will be evaluated based on whether they

provide incentives for concentrations of residential and commercial development along transportation/transit corridors within and near the regional core and regional activity centers, such as zoning, financial incentives, transfer of development rights, priority infrastructure financing, and other measures.

TCC Resolution:

... individual projects will be evaluated based on whether they take advantage of supportive zoning regulations and other tools that will help promote concentration of development within walking distances of transit facilities, and generally promote a pedestrian orientation in new development.

COMPATIBILITY WITH LOCAL COMPREHENSIVE PLANS

Projects are included in transportation element of jurisdiction comprehensive plans.

- Full moon = Project is in adopted transportation plan for jurisdiction or agency strategic plan
- Half moon = Project is being considered for adoption into transportation plan or agency strategic plan
- Empty moon = Project is not being considered for adoption into transportation plan or agency strategic plan

LAND-USE SUPPORTS TRANSPORTATION INVESTMENT

Projects within each corridor to be scored based on relative number of jobs and households within ¼ mile of investment based on jurisdictions comprehensive plan.

- Full moon = High number of jobs and households within ¼ mile of investment
- Half moon = Moderate number of jobs and households within ¼ mile of investment
- Empty moon = Low number of jobs and households within ¼ mile of investment

IMPROVED NON-MOTORIZED TRAVEL OPTIONS (BICYCLE AND PEDESTRIAN) TO AND WITHIN ACTIVITY CENTERS

Project supports multiple use development patterns in a walkable environment.

- Full moon = Project adds or extends non-motorized facility to and within activity center
- Half moon = Project improves existing non-motorized facility to and within activity center
- Empty moon = Project does not improve or provide a non-motorized facility to and within activity center

IMPROVED TRANSPORTATION SYSTEM OPERATIONS TO AND WITHIN ACTIVITY CENTERS

Project encourages development to be located where it can be served by existing infrastructure.

- Full moon = Project improves operation of existing transportation system to and within activity center
- Half moon = Project improves operation of an expanded transportation system to and within activity center
- Empty moon = No improvement to operations of existing transportation system to and within activity center

ADDITIONAL CRITERIA:

REDUCE ROADWAY CONGESTION

Project reduces roadway congestion.

- Full moon = Project will significantly improve traffic flow
- Half moon = Project will moderately improve traffic flow
- Empty moon = Project will have minimal to no effect on traffic flow

SAFETY

Project improves the safety of the transportation system.

- Full moon = Project designed to specifically improve system safety and/or address an existing safety deficiency
- Half moon = Project will generally result in a safety improvement
- Empty moon = Project will have no discernable or negative effect on safety

COST

Project cost for each 2030 Plan project.

COST SHARING

Project leverages private or other outside funding.

Full moon = Project leverages private or other outside funding (e.g. tax districts, ROW donations, proffers, and/or Federal and State funds beyond/above normal allocations)

Half moon = Project leverages modest private or other outside funding

Empty moon = Project has no leveraged private or other outside funding

FREIGHT MOVEMENT

Projects that improve the capacity, reliability of freight - while also improving other impacted systems such as highways or passenger rail

Full Moon = Project increases the reliability and capacity of freight and passenger rail, and improves overall highway system

Half Moon = Project improves reliability and capacity of freight rail and passenger rail but has little or no impact on the overall system

Empty Moon = Project improves freight rail capacity and reliability but has no or negative impact on passenger rail efficiencies or overall system efficiencies

- Construct a trail along Fairview Avenue from Center Street to Prince William Parkway
- Construct a trail along Interstate Bike Route 1 (Aden Road) from Fleetwood Drive to Dumfries Road
- Construct a trail along Algonkian Parkway/Holly Knoll Road from Harry Byrd Highway to Atlantic Blvd.
- Construct a trail along Old Bridge Road from Prince William Parkway to Poplar Lane
- Construct a trail along Spriggs Road from Hoadly Road to Dumfries Road
- Construct a trail along Mt. Vernon Trail Extension/Potomac Heritage Trail to George Washington Memorial Parkway
- Construct a trail along US 50 from Fauquier County Line to Pleasant Valley Drive

3.2 System Level Performance Evaluation Criteria

A comprehensive set of system-level performance criteria was developed to evaluate the benefits of adding the TransAction 2030 Plan projects. These criteria were related to the transportation planning objectives established for this study and utilized data that was available from this study. The criteria described below were used to measure the performance of the entire transportation system; that is, all of the projects working together as a whole. The project team first looked at current conditions in 2005 and then evaluated conditions in 2015, 2025, and 2030. This Plan document will present the findings of The TransAction 2030 Plan network as compared to the 2005 and 2030 CLRP networks. The remainder of the interim years and 2030 CLRP+ results can be found in the Technical Appendix to this document.

The system-level performance criteria, keyed to the plan objectives, are described below.

Provide an Integrated Multimodal Transportation System

This objective looks at the locations and extent of facilities such as park-and-ride lots, rail and bus stations, bicycle trails and sidewalks and how heavily they are used. This information can be used to improve transfers between automobiles, bicycles, buses or Metrorail, so the public can travel more easily to work, shopping or recreation.

1. Number of intermodal transfer stations (an intermodal transfer station is defined as a facility that facilitates transfers between travel means, such as park-and-ride lots, rail stations and bus stations)
2. Miles of bicycle and pedestrian trails
3. Park-and-ride lot level of service

Improve Personal Mobility

This objective compares the travel experience on each mode of transportation (auto, rail, bus, bike, and walking) to verify that the planned projects result in travel improvements for each mode.

1. Multimodal corridor level of service
2. Highway system performance
3. Screenline volume-to-capacity ratios
4. Transit passenger load level of service (estimates transit level of service based on passenger demand vs. available capacity)
5. Vehicle miles of travel by level of service by route type for each jurisdiction
6. Percent vehicle miles of travel by level of service category

Improve Personal Accessibility

This objective informs planners and decision-makers on the number of jobs that can be reached within 45 minutes of travel by both car and public transportation. It also looks at the number of jobs accessible to low-income persons within the same amount of travel time. An efficient transportation system will maximize the availability of the greatest number of jobs to the greatest number of people within a reasonable travel time. It is particularly important that the transportation system not marginalize transit-dependent persons by serving job locations only by auto travel.

1. Average number of jobs within 45 minutes of households in each jurisdiction via auto
2. Average number of jobs within 45 minutes of households in each jurisdiction via transit
3. Average number of jobs within 45 minutes of disadvantaged households in each jurisdiction via auto
4. Average number of jobs within 45 minutes of disadvantaged households in each jurisdiction via transit

Improve Transportation – Land Use Linkage

This objective looks at places of business, recreation and employment (activity centers) and the ways people get to those areas. A well-integrated land use and transportation system will minimize the miles people need to travel to get to work, school, run errands, and enjoy leisure activities. It will also maximize the number of those trips that people take on public transportation and non-motorized modes.

1. Activity center level of service – highway and transit
2. Transit service coverage level of service
3. Trips by mode and purpose between activity centers

4. Vehicle miles of travel per capita by jurisdiction
5. Percent transit and High Occupancy Vehicle (HOV) trips by activity center

Protect the Environment

Vehicle miles traveled (VMT) is an indicator of the amount of emissions released from motor vehicles and is used in determining the level of pollution in our air. A reduction in VMT on arterial and collector facilities generally improves air quality.

1. Vehicle miles of travel (VMT) by roadway facility type for each jurisdiction

3.3 System Performance for 2005, 2030 CLRP and TransAction 2030 Networks

3.3.1 Integrated Multimodal System

Table 3 presents a summary of the number of multimodal transfer stations found under the 2005, 2030 CLRP and TransAction 2030 Plan networks.

Table 3 Multimodal Transfer Station Summary

Transfer Stations	2005	2030 CLRP	2030 Plan
Metrorail Stations	20	31	41
VRE Stations	17	18	22
LRT/BRT Stations	0	0	54
P&R Lots	<u>74</u>	<u>74</u>	<u>74</u>
TOTAL	111	123	191

The TransAction 2030 Plan network provides a 72% increase in intermodal transfer stations over the current 2005 network. The number of Metrorail stations will double and the VA Route 7, VA Route 28, Crystal City-Potomac Yard Transitway, and the Columbia Pike light rail transit (LRT) or bus rapid transit (BRT) lines add up to 54 transfer stations.

Miles of Bicycle and Pedestrian Trails

According to the VDOT Northern Virginia Regional Bikeway and Trail Network Study, there are currently approximately 2600 miles of existing and funded trails in Northern Virginia. The 2030 CLRP will add approximately 45 miles to this total, an increase of only 2%. The TransAction 2030 Plan includes an additional 600 miles of on-road and off-road trails resulting in a significant 23% increase in trail mileage.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Endorsement of Testimony for the Commonwealth Transportation Board's Public Hearings on the FY 2012 to FY 2017 Six Year Program (Agenda Item 4.C.)

DATE: April 8, 2011

Recommendation:

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

Background:

Historically, the Commonwealth Transportation Board (CTB) has held public hearings around the Commonwealth each Fall to solicit input on the upcoming Six Year Program. This input is used by the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) to prepare a draft Six Year Program that is released for public comment in the Spring of the following year. This cycle has been disrupted during the past several years by the need to cut \$4.6 billion worth of projects out of the Six Year Program as transportation revenues declined significantly. Public hearings were not held in the Fall of 2010. The VDOT programming staff scheduled a meeting with Metropolitan Planning Organizations (MPO) in December 2010 to informally discuss their suggestions for the Six Year Program. The Commonwealth Transportation Board is now expected to release the draft FY 2012 to FY 2016 Six Year Program on April 21, 2011. The Northern Virginia public hearing is scheduled for May 4, 2011 at 7 p.m. in VDOT's Northern Virginia District Office, 4975 Alliance Drive, Fairfax, Virginia.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

Since NVTA is not expected to meet again until July 2011, the JACC recommends that that NVTA approve basic testimony which is consistent with past NVTA statements. In addition, the JACC recommends that the NVTA authorize its Chairman to work with the JACC after the draft Six Year Program is released to prepare and finalize testimony on NVTA's behalf following circulation to the NVTA members for input. This testimony would also serve as a basis for informal discussions with VDOT's programming staff.

JACC members and I will be available at the April 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority
Comments on Proposed
FY 2012 to FY 2017 Six Year Program
DRAFT: April 8, 2011

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

- We appreciate the Kaine and McDonnell Administrations, VDOT and the CTB working with NVTAs to allocate the regional American Recovery and Reinvestment Act (ARRA) funding. All regional ARRA funding has been obligated. Most of the projects are under construction or in acquisition and all of the funding is expected to be expended by the February 2012 deadline. Without this federal funding, it would not have been possible for these projects to proceed at this time.
- Given the serious transportation problems in our region, we emphasize that construction projects that were previously funded must be implemented as originally scheduled.
- We understand that the CTB has been charged with allocating the approximately \$2.8 billion in additional transportation revenues approved by the General Assembly this session. The NVTAs has previously submitted a list of projects for the CTB's consideration (attached). We have projects that are ready to implement. These projects can give the Commonwealth a large return on its investment. We ask that you ensure that Northern Virginia receive a fair share of these funds, i.e. at least what Northern Virginia would receive through the allocation formulas. These funds are appreciated, but they do not address the long-term transportation funding needs of the Commonwealth.
- While we understand the difficult position that the CTB faces due to the lack of revenue and recognize that this public hearing is primarily about the Interstate and primary road programs, we are deeply concerned about the total elimination of secondary and urban construction funding beginning in FY 2012. Not only will this mean that no new significant

capacity improvements (widenings and interchanges) will be initiated unless locally funded, but simple, cost effective projects like signaling new intersections, adding turn lanes and implementing pedestrian improvements will also be eliminated unless funded through other means. Secondary and urban road improvements are at a stand-still. This is unsustainable for urban areas like Northern Virginia. If not addressed, this situation will seriously impact our economy and compromise the movement of people and goods to and from Northern Virginia and other parts of the Commonwealth.

- On the transit side, thank you for including the Virginia match for Federal dedicated funding for the Washington Metropolitan Area Transit Authority. We appreciate this significant commitment to maintaining Metro's assets and ensuring that Metro can continue to safely and efficiently meet the region's transportation needs. Please continue to provide these funds, even if the Federal government does not provide their match, so long as Maryland and the District of Columbia provide their \$50 million each. If the Federal government does not provide its \$150 million, these non-Federal funds will be even more critical to Metro.
- We urge you not to reduce transit funding levels once they are approved. Since local government budgets and tax rates are set in April 2011, reducing the state assistance contracts mid-year (as has been done in two recent fiscal years) may result in service cuts and fare increases. At a time when transit usage has increased, and the region is relying on transit to reduce congestion, making such cuts is extremely counter-productive.
- NVTA is hopeful that new revenue sources for transportation will be implemented, consistent with NVTA's Eight Principles for Transportation Funding adopted in April 2008, attached. These principles are still valid, including the need for stable, reliable, on-going regional and statewide transportation funds. As cuts to the Six Year Program illustrate, the Commonwealth cannot afford to wait for Congress to act on a new transportation authorization bill. New State revenues are needed, as soon as possible. Failure to build infrastructure now will only cause the costs to the public to be much greater in the future.
- In addition to addressing the foregoing major issues, NVTA requests that:
 - the CTB continue to provide the \$50 million in capital funds for Metro;

- the CTB treat transit operating expenses like VDOT maintenance expenses and make these expenses a higher priority than new capital projects;
- funding for VRE's track leases continue to be provided from federal funds;
- environmental reviews for locally administered projects be simplified and shortened;
- VDOT, DRPT and the CTB work with Northern Virginia to resolve remaining concerns about the I-95 High Occupancy Toll project, including the development and funding of a reasonable transit service plan and commuter parking plan for the project.
- the CTB, DRPT and VDOT support, promote, and encourage walking and bicycling as more viable modes of transportation, and in concert with Secretary of Transportation Ray LaHood's policy direction, look for opportunities to enhance pedestrian and bicycle connectivity in the Northern Virginia.
- the CTB support the policy that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments.
- the Commonwealth to adopt policies that streamline transportation project review by further delegating the design review process from VDOT to the local governments and by adopting a uniform timeframe for plan reviews that remain under VDOT jurisdiction. These efforts would save Virginia taxpayers money and simultaneously result in timely approvals of contextually appropriate projects.

THE EIGHT PRINCIPLES

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

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

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

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

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

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

Highway Infrastructure Projects - \$336,275,000

Interstate - \$77,000,000

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

Primary - \$141,500,000

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

Secondary and Urban - \$117,775,000

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

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

- Preventive Maintenance of Parking Facilities at Virginia Metrorail Stations - \$9,000,000
- Repaving Various Arterials – City of Fairfax - \$4,200,000
- Follin Lane Repaving - \$500,000
- Liberia Avenue Repaving - \$485,000
- Centreville Road Repaving - \$342,000
- Hastings Avenue Repaving - \$280,000
- Center Street Repaving - \$200,000
- Mill Street Repaving - \$200,000
- VRE Parking Lot Repaving - \$114,000
- Herndon Parkway Repaving - \$100,000

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

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

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

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

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Appointment of Interim Chairman and Vice Chairman for the NVTA Jurisdiction and Agency Coordinating Committee (Agenda Item 4.C.)

DATE: April 8, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority appoint Monica Backmon of Prince William County as the Interim Chairman and Jay Guy of Fairfax County as the Interim Vice Chairman of the JACC.

Background:

I have chaired the NVTA Interim Technical Committee and subsequently the Jurisdiction and Agency Coordinating Committee since NVTA's inception in 2002. In February 2011, I was appointed Acting Director of Fairfax County's Department of Transportation. This appointment requires me to focus primarily of Fairfax County transportation activities. It may be several months before a permanent director for Fairfax County's Department of Transportation is selected. To ensure that both NVTA and Fairfax County receive adequate staff support, I believe it is advisable for NVTA to appoint an interim chairman and vice chairman for the JACC.

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority appoint Monica Backmon as the Interim Chairman and Jay Guy as the Interim Vice Chairman of the JACC.

Ms. Backmon has represented Prince William County on the JACC for more approximately four years. She has served as chairman in my absence during the past two and one half years. She has also chaired NVTA's TransAction 2040 Long Range Transportation Plan effort. She also represents Prince William County at the Transportation Planning Board.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

Mr. Jay has worked for Fairfax County's Department of Transportation for more than seven years. He has supported numerous NVTA activities during that time period. Most notably, he has coordinated the NVTA's Congestion Mitigation and Air Quality/Regional Surface Transportation Program funding allocation process for the past two years. One of his principle assignments at Fairfax County is to secure transportation funds for various types of transportation projects and services.

To allow Ms. Backmon to chair the JACC, several other JACC members have agreed to take on a greater role with TransAction 2040 to ensure that the project continues to proceed as planned.

Both Ms. Backmon and Mr. Guy are well respected by the JACC members.

JACC members and I will be available at the April 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

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

SUBJECT: Update on the 2011 General Assembly Session

DATE: April 8, 2011

Attached is the final summary of the 2011 General Assembly session. The following documents are enclosed:

- An annotated version of NVTA's 2011 Legislative Program showing progress on specific items within the program, and other transportation legislation of regional interest.
- A side-by-side summary of the Governor's Transportation plan.
- The proposed NVTA Priority Projects List for VDOT Audit Funds
- A summary of transportation funding and allocation legislation that was introduced and its status.
- A summary of transportation related budget amendments considered by the General Assembly.

Several bills aimed at addressing the Commonwealth's crumbling transportation infrastructure were introduced this session. The most notable among them was a plan proposed by the Governor. As introduced, SB 1446 (Wampler) / HB 2527 (Howell, W.J.) would:

- accelerate the issuance of HB 3202 (2007) bonds (\$1 billion would be sold over three years);
- allow the issuance of \$1.2 billion in Federal GARVEE Bonds;
- create a Virginia Transportation Infrastructure Bank (VTIB);
- change the Revenue Sharing program by increasing the total program maximum and eliminating the project cap and the tiered allocation structure;

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

- direct two percent of revenue growth in the General Fund to transportation, when General Fund revenue grows by more than five percent; and
- dedicate two-thirds of annual budget surpluses to transportation, immediately after deposits are made into the Revenue Stabilization Fund.

The Conference Report, passed by both chambers, includes language that accelerates the issuance of the HB 3202 Bonds, allows the issuance of the Federal GARVEE Bonds, creates the VTIB, and changes the Revenue Sharing program to eliminate the tiered structure and raise both the project cap and the total program maximum. It does not include any provisions related to budget surpluses or the General Fund.

The Governor has also released a list of more than 900 projects that could be funded by the transportation plan. 125 projects totaling approximately \$834 million (~21 percent) are located in Northern Virginia. Several were included on the list of regional projects endorsed by NVTAA on November 18, 2010. Others were previously endorsed by NVTAA for other funding sources. It appears some of the funding allocated to projects is supplementing these previous funding sources. Subsequently, the Secretary of Transportation indicated that this list is just illustrative and actual projects will be selected by the Commonwealth Transportation Board.

Other significant transportation or transportation related legislation that passed the General Assembly include:

- HB 1432 (Greason)/HB 1754 (Plum) extends until July 1, 2012, the sunset on use of HOV lanes by clean special fuel vehicles, regardless of the number of occupants.
- HB 1648 (Cosgrove) eliminates the Rail Advisory Board and creates additional flexibility in the Rail Enhancement Fund.
- SB 1112 (Miller) specifies the role of MPOs in the Commonwealth's transportation decision-making process, by providing MPOs and regional transportation planning bodies a meaningful opportunity for input into decisions that impact the transportation system within their boundaries.
- SB 1206 (Obenshain) removes the requirement that a supplemental traffic analysis accompany a plat or plan submitted to VDOT if such plat or plan is permissible by right under the local zoning ordinance. If a supplemental traffic analysis is required by a local ordinance, that requirement must be met. A substitute that is not as far reaching, but still eliminates the TIA requirement for by right development, passed.
- SB 1221 (Barker) requires VDOT to have a more limited review of traffic impact analyses at the rezoning stage, if VDOT has reviewed a traffic impact analysis at the comprehensive plan stage. A Governor's amendment states this is only if a traffic impact statement that met the requirements of a rezoning submittal had been submitted with the comprehensive

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Three

plan and the rezoning is consistent with the assumptions contained in that traffic impact statement.

- SB 1221 (Barker) requires VDOT to have a more limited review of traffic impact analyses at the rezoning stage, if VDOT has reviewed a traffic impact analysis at the comprehensive plan stage. The Governor offered an amendment allowing the limited review only if a traffic impact statement that met the requirements of a rezoning submittal had been submitted with the comprehensive plan and the rezoning is consistent with the assumptions contained in that traffic impact statement. The Governor's amendment was rejected by the Senate.
- SB 1339 (Puller) allows population projections to be based on official government projections required for federal transportation planning purposes.

Transportation related budget amendments include those that:

- Require NVTa to appoint one representative of the Commonwealth to the WMATA Board as a principal.
- Provide the CTB the option to rescind the state-provided match RSTP funding for urbanized areas greater than 200,000 when funds have not been expended within the given time period. The current language requires the CTB to rescind the funds.
- Specify that Commonwealth Mass Transit Funds can only be used for public transportation purposes as defined by the Federal Transit Administration or identified in the Code.
- State that the funding for Revenue Sharing will be determined by the CTB, not less than \$15 million and not to exceed \$200 million, which reflects the language in HB 2527 (2011).
- Include \$32.7 million from the General Fund surplus plus the \$250 million from the Commonwealth Transportation Fund for the VTIB.
- Include \$50 million in FY 2012 for the Transportation Partnership Opportunity Fund - used to provide grants and loans to encourage the development of design-build transportation projects, Public-Private Transportation Act projects, and to provide funds to address the transportation aspects of economic development opportunities.

Jurisdiction and Agency Coordinating Committee members and I will be available at the Authority meeting on April 14, 2011, to answer questions.

Northern Virginia Transportation Authority
2010 Legislative Program
Approved: November 18, 2010
Updated: April 8, 2011

STATE

TRANSPORTATION FUNDING

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

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

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

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

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

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

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

General Assembly Action: *A variety of bills have been introduced. See attached matrix.*

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.

General Assembly Action: *No comprehensive bill introduced. See attached matrix.*

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

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

General Assembly Action: *No specific bills introduced.*

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.)*

General Assembly Action: *No specific bills introduced.*

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).*

General Assembly Action: *Two bills regarding the traffic impact analyses were introduced, although neither specifically addresses NVTA's concerns. **SB 1206 (Obenshain)** removes the requirement that a supplemental traffic analysis (TIA) accompany a plat or plan submitted to VDOT if such plat or plan is permissible by right under the local zoning ordinance. However, if a supplemental traffic analysis is required by a local ordinance, that requirement must be met. A substitute that is not as far reaching, but still eliminates the TIA requirement for by right development, passed the Senate and House, and was approved by the Governor. **SB 1221 (Barker)** requires VDOT to have a more limited review of traffic impact analyses at the rezoning stage, if VDOT has reviewed a traffic impact analysis at the comprehensive plan stage. **SB 1221** passed the Senate (40-0) and passed the House (98-0). The Governor offered an amendment allowing limited review only if a traffic impact statement meeting the requirements of a rezoning submittal had been submitted with the comprehensive plan and the rezoning is consistent with the assumptions contained in that traffic impact statement. This amendment was rejected by the Senate.*

SECONDARY ROAD DEVOLUTION

NVTA opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance. NVTA

also opposes any legislation that would require the transfer of secondary road construction and maintenance responsibilities to counties. (*Reaffirms previous position*).

General Assembly Action: No specific bills introduced

REVENUE SHARING

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

General Assembly Action: Several bills were introduced. Each makes similar, but not identical, changes to the allocation criteria. **HB 2203** (Comstock) removes the tier structure in the program. **HB 2203** was incorporated into **HB 2021** (May), which eliminates the tiers and the total program cap, but keeps the \$1 million maximum per jurisdiction. **HB 2021** was incorporated into **HB 2527** (Howell, W.J.), the House version of the omnibus transportation plan, which includes provisions to eliminate the tiers, as well as the jurisdictional and total program caps. **SB 1329** (Herring) removes the jurisdictional cap and increases the total program cap, but changes the tier structure to prioritize projects that produce significant traffic congestion relief. **SB 1329** was incorporated into **SB 1446** (Wampler), the Senate version of the omnibus transportation plan, which increases the jurisdictional and total program caps, but retains the tier structure. **HB 2527** and **SB 1446** were referred to a conference committee. The Conference Report on the bills increases the project cap to \$10 million and the total program cap to \$200 million. It removes the tier structure, but stipulates that priority will be given to projects in the Six-Year Improvement Program or a locality's capital plan. The Conference Report passed the House (80-16) and the Senate (33-7).

URBAN DEVELOPMENT AREAS

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

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

General Assembly Action: No specific bills introduced

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

General Assembly Action: **SB 1339 (Puller)** allows population projections to be based on official government projections required for federal transportation planning purposes. **SB 1339** passed the Senate and the House.

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

General Assembly Action: No specific bills introduced

TRANSPORTATION CORRIDOR STUDIES

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

General Assembly Action: No specific bills introduced

Other Bills of Interest to Northern Virginia
Revised: April 8, 2011

Transportation Agencies

HB 2016 (Albo): expands the duties of NVTA to include the assumption and oversight of the NVTC and PRTC administrative activities, bus and commuter rail transit planning, programming, funding, and operation activities that occur in the areas embraced by NVTA. Upon enactment, the NVTC and PRTC will be dissolved. This bill has a delayed enactment of July 1, 2012. *House Transportation Committee Subcommittee #4 recommends passing by with a letter to the Joint Commission on Transportation Accountability.*

HB 1648 (Cosgrove): eliminates the Rail Advisory Board; creating additional flexibility in the Rail Enhancement Fund. *A substitute for HB 1648 passed the House and the Senate, and was approved by the Governor.*

Use of Revenues by NVTA

HB 1999 (LeMunyon): revises criteria for allocating regional transportation revenues as follows: after returning 40% of the funding to jurisdictions in which it is raised and allocating \$50 million to Metro and \$25 million to VRE (current law), NVTA must allocate the remainder of its funds to “(i) reduce traffic congestion as quickly as possible and (ii) maximize regional mobility and minimize the loss of life in the event of a homeland security emergency in the national capital area.” Also puts the same restrictions on the NVTB bond program. *The House Appropriations Committee reported bill with an amendment that provides a little more flexibility. The amendment says NVTA must “give priority to” projects that reduce congestion and assist with emergency evacuation.*

HB 1999 passed the House (86-12). It was passed by indefinitely by Senate Finance (9-5).

Appointments to NVTC and the WMATA Board

HB 2000 (LeMunyon): provides that the Governor shall appoint an additional member to NVTC and that appointees have significant experience in mass transit planning, finance, engineering, construction, or management. Also directs that NVTC appoint one of the Governor appointee as a principal member of the WMATA Board and the other as alternate member to the WMATA Board. *The House Appropriations Committee reported a bill that requires NVTC to appoint the Secretary's representative to the WMATA Board. HB 2000 passed that House (72-27). It was passed by indefinitely by Senate Finance (8-5).*

Budget Amendment, 447#1g: requires NVTC to appoint one representative of the Commonwealth to the WMATA Board as a principal. *The House amendment was included in the House budget. The Senate amendment was not included in the Senate budget or the conference committee report.*

Governor's Budget Amendment #50: requires NVTC to appoint one representative of the Commonwealth to the WMATA Board as a principal. *The amendment was passed by the House (62-34) and the Senate (21-19).*

Northern Virginia Long Range Transportation Planning

HB 1998 (LeMunyon): establishes responsibilities for various entities for long-range transportation planning for VDOT in the Northern Virginia Transportation District. Creates requirements for NVTA to report annually on funding allocated from NVTA's Special Revenue Account related to reducing traffic congestion and improving air quality. *HB 1998 was amended to change the frequency of the analyses from three years to five year. It passed the House (85-13). It was left in Senate Finance.*

Toll Road Bill

HB 1539 (LeMunyon): requires advance approval of any tolls for use of the Dulles Toll Road or Dulles Greenway by every local governing body of every county, city, and town through which the facility passes. *House Transportation Committee Subcommittee #4 recommends passing by indefinitely.*

Transportation Infrastructure Bank

HB 1582 (Cosgrove): Provides loans and grants to public and private entities to fund transportation projects. The special fund shall consist of revenues generated through the privatization of the Commonwealth's ABC stores and revenues generated through a one-time drawing down of construction cash reserves by the Virginia Department of Transportation. VTIB is authorized to issue bonds in an amount not to exceed \$4 billion. *HB 1582 was incorporated into HB 2527. A substitute for HB 2527 passed the House (65-33). HB 2527 was conformed to SB 1446. This substitute passed the Senate (32-7). The conference committee report includes revenues for the VDOT audit and the current General Fund surplus funds dedicated to transportation. Both bills were passed by the House and the Senate.*

HOV Bills

HB 1432 (Greason)/**HB 1754** (Plum)/**SB 1034** (Barker): extends until July 1, 2012, the sunset on use of HOV lanes by clean special fuel vehicles, regardless of the number of occupants. ***HB 1754** was incorporated into **HB 1432**. **HB 1432** passed the House and the Senate, and was approved by the Governor. **SB 1034** was left in Senate Transportation.*

SB 1048 (Barker): requires that HOT lane construction contracts contain requirements for minimum average speed for vehicles using the facility. ***SB 1048** was left in Senate Transportation.*

Metropolitan Planning Organizations

SB 1112 (Miller, Y): specifies the role of MPOs in the Commonwealth's transportation decision-making process, including an examination of the structure and cost of transit operations; the endorsement of long-range plans assuring maximum utilization and integration of mass transportation facilities throughout the Commonwealth; and the study of long-range financial needs for improving public transportation systems. ***SB 1112** passed the Senate. It was amended in House Transportation Committee Subcommittee #4 to clarify Federal requirements for MPOs. A substitute for **SB 1112** including the revised MPO language passed the House and the Senate, and was approved by the Governor.*

Commonwealth Transportation Board

HB 1801 (Surovell): changes the composition of the CTB. One member will be appointed from each of Virginia's 11 congressional districts (as they were on January 1, 2011) and four more will be at-large appointees: one representing seaports, one representing aviation, one representing railroads, and one representing mass transit. The three ex-officio members remain unchanged. ***SB 1801** was passed by indefinitely by House Transportation with a letter to the Joint Commission on Transportation Accountability.*

Metrorail Extension to Prince William County

HB 2238 (Torian): creates the Prince William County Metrorail Improvement District to provide a means of financing an extension of commuter rail service from Fairfax County into Prince William County. ***HB 2238** was stricken by the patron.*

Bicycles

HB 1683(Toscano)/**HB 2194** (Ebbin)/**SB 928** (McDougle): adds bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and mopeds to the list of vehicles that the driver of a motor vehicle shall not follow more closely than is reasonable. In addition, the bill increases passing distance for passing bicycles from two to three feet. ***HB 2194** was incorporated into **HB 1683**. **HB 1683** was left in the House Transportation Committee. **SB 928** passed the Senate (40-0), but it was tabled in House Transportation (11-10).*

Photo Red Bills

SB 898 (Miller, Y.B.) repeals the requirement that localities submit the list of intersections approved for installation of photo-monitoring systems to the Virginia

Department of Transportation for final approval if the locality has a population of 149,500 or more. **SB 898** passed the Senate. **SB 898** was left in the House Militia, Police and Public Safety Committee.

HB 2327 (Lingamfelter) limits the operation of a traffic signal enforcement program, commonly referred to as a "photo red program," to those localities that have adopted ordinances establishing the program prior to July 1, 2011. In addition, localities that have adopted such ordinances are prohibited from implementing or expanding a photo red program after July 1, 2011. **HB 2327** failed to report in the House Militia, Police and Public Safety Committee (9-12).

Studies

HJ 603 (Surovell)/**SJ 292** (Puller): requests DRPT to conduct a study for improved public transportation services to Fort Belvoir and the Marine Corps Base at Quantico. DRPT shall conduct the study in consultation with Fort Belvoir, the Marine Corps Base at Quantico, the Washington Metropolitan Area Transit Authority, the NVTC, PRTC, VRE, the Counties of Fairfax, Prince William, and Stafford and affected federal agencies. **HB 603** was left in the House Rules Committee. **SJ 292** passed the Senate and the House.

SJ 297 (Miller, Y.B.): requests the Department of Rail and Public Transportation (DRPT) to make a one-year study of transit programs in the Commonwealth, including but not limited to the funding of such programs. **SJ 297** passed the Senate and the House.

Other

HB 2248 (Torian) provides that any person who obstructs, hinders, or interferes with the operation or operator of a transit vehicle engaged in the performance of a public transportation service or a person engaged in his official duties as a conductor, station agent, or station attendant of a public transportation service is guilty of a Class 1 misdemeanor. **HB 2248** was left in the House Courts Committee.

HB 1865 (Cole) provides for membership in local transportation districts not only by whole counties and cities, but also by portions of counties and cities. The bill also allows members of local transportation districts to set terms upon which their memberships will cease, and allows members to determine whether the local motor fuel tax provided for in such districts will be collected, and, if so, in what amount (up to the maximum provided in statute). **HB 1865** passed the House. It was passed by indefinitely by Senate Finance.

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

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

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

Highway Infrastructure Projects - \$336,275,000

Interstate - \$77,000,000

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

Primary - \$141,500,000

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

Secondary and Urban - \$117,775,000

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

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

- Preventive Maintenance of Parking Facilities at Virginia Metrorail Stations - \$9,000,000
- Repaving Various Arterials – City of Fairfax - \$4,200,000
- Follin Lane Repaving - \$500,000
- Liberia Avenue Repaving - \$485,000
- Centreville Road Repaving - \$342,000
- Hastings Avenue Repaving - \$280,000
- Center Street Repaving - \$200,000
- Mill Street Repaving - \$200,000
- VRE Parking Lot Repaving - \$114,000
- Herndon Parkway Repaving - \$100,000

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

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

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

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

Governor's Transportation Funding Plan
2/27/2011

HB 2527/ SB 1446 Omnibus Transportation Bill				
Provision	Bill as Introduced	House Substitute Passed House 65-33	Senate Substitute Passed Senate 43-6	Conference Agreement Passed Senate 32-7; Passed House 80-16
HB 3202 Bonds	Accelerates the issuance of \$1.8 billion in already authorized bonds from HB 3202 (2007) - It was originally envisioned that \$300 million in bonds would be sold each year. The Governor proposes to sell \$600 million per year for each of the next three years. These bonds are repaid by insurance premium taxes that are dedicated to the Priority Transportation Fund.	The bill states that the amount issued in any one fiscal year shall not exceed \$300 million, except for the fiscal years ending June 30, 2012, and June 30, 2013, in which the annual limitation will be increased to \$500 and \$600 million, respectively.	The bill proposes to sell \$600 million per year for each of the next three years.	The bill states that the amount issued in any one fiscal year shall not exceed \$300 million, except for the fiscal years ending June 30, 2012, and June 30, 2013, in which the annual limitation will be increased to \$500 and \$600 million, respectively.
GARVEE Bonds	GARVEE bonds will be issued to support specific projects. Both the principal and interest are repaid with future Federal transportation funds. The proposal asserted that at no time the sum of the outstanding GARVEE bonds and FRAN debt will exceed \$1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.	The bill states that the aggregate principal amount outstanding at any time shall not exceed \$1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.	The bill states that at no time the sum of the outstanding GARVEE bonds and FRAN debt will exceed \$1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.	The bill states that the aggregate principal amount outstanding at any time shall not exceed \$1.2 billion. The use of toll credits will provide for the state match of incoming Federal transportation funds.
Creation of Virginia Transportation Infrastructure Bank (VTIB)	The funds in this bank could be used for grants or loans. VTIB funding would be available to local governments, regional transportation agencies and the private sector. A nine member board would be	The bill creates the VTIB, which will be managed by the Virginia Resources Authority, but the CTB will have the right to determine the projects for which loans or other financial assistance may be made provided by	The bill creates the VTIB, which will be managed by the Virginia Resources Authority, but the CTB will have the right to determine the projects for which loans or other financial assistance may be made provided by	The bill creates the VTIB, which will be managed by the Virginia Resources Authority, but the CTB will have the right to determine the projects for which loans or other financial assistance may be made provided by

Governor's Transportation Funding Plan

2/27/2011

	<p>established to oversee the distribution of funds. The bill specifies up to 20% of funds may be used for grants, but that any grant applicants must demonstrate, among other things as determined by the Board, that such grant is the sole method available for funding a project.</p>	<p>the Bank. The bill specifies up to 20% of funds may be used for grants, but that any locality applying for such grant must demonstrate that the project cannot be financed on reasonable terms or would otherwise be financially infeasible without the grant or interest rate subsidy.</p>	<p>the Bank. The bill specifies up to 20% of funds may be used for grants, but that any locality applying for such grant must demonstrate that the project cannot be financed on reasonable terms or would otherwise be financially infeasible without the grant or interest rate subsidy.</p>	<p>the Bank. The bill specifies up to 20% of funds may be used for grants, but that any locality applying for such grant must demonstrate that the project cannot be financed on reasonable terms or would otherwise be financially infeasible without the grant or interest rate subsidy.</p>
<p>2% Growth in the General Fund to Transportation</p>	<p>Permits dedication of two percent of the growth in the General Fund to transportation in years in which the General Fund growth is at least five percent.</p>	<p>No Provision</p>	<p>No Provision</p>	<p>No Provision</p>
<p>Revenue Sharing</p>	<p>Increases the availability of Revenue Sharing, specifically eliminating the \$1 million cap per project, the tiered allocation structure, and the \$50 million program maximum.</p>	<p>Raises the per project cap to \$10 million, raises the program maximum to \$200 million, eliminates the tier structure, and gives priority to projects in the Six-Year Plan.</p>	<p>Raises the per project cap to \$10 million and the program maximum to \$200 million. Retains the project tier priority structure.</p>	<p>Increases the project cap to \$10 million and the total program cap to \$200 million. Removes the tier structure, but stipulates that priority will be given to projects in the Six-Year Improvement Program or a locality's capital plan.</p>
<p>Intercity Passenger Rail Operating and Capital Fund.</p>	<p>Establish an Intercity Passenger Rail Operating and Capital Fund. -- Federal law requires states to assume financial support for regional corridor trains by 2013. In addition, the Commonwealth is funding new trains from Lynchburg to Washington and from Richmond to Washington using a three year grant. At</p>	<p>Substantially similar to Original Bill</p>	<p>Substantially similar to Original Bill</p>	<p>Substantially similar to Original Bill</p>

Governor's Transportation Funding Plan
2/27/2011

	<p>the end of the grant, the Commonwealth will need to either identify an alternative revenue source or discontinue these trains. The Governor proposes to establish this fund; however, no revenue source has been identified.</p>			
<p>General Fund Surplus</p>	<p>The Governor proposes to take 2/3rd of the budget surplus immediately after making deposits to the Revenue Stabilization Fund and dedicate it to transportation. Current law states that 2/3rd of the annual budget surplus is to be designated to transportation. This calculation is made after the deposits to the Revenue Stabilization (rainy day) Fund, the Water Quality Fund and others.</p>	<p>The bill states that after deposits are made to the Revenue Stabilization Fund, 1/3 of remaining funds will be deposited into the Water Quality Improvement Fund and 2/3 will be assigned for deposit into the Transportation Trust Fund.</p>	<p>No Provision.</p>	<p>No Provision</p>

Governor's Budget Amendments	
Provision	Status
<p>Recapitalization of the Transportation Partnership Opportunity Fund (TPOF) – the proposal adds \$50 million to the TPOF, which provides grants and loans to encourage the development of design-build transportation projects, projects under the Public-Private Transportation Act, and to provide funds to address the transportation aspects of economic development opportunities.</p>	<p>HB 1500 in House Appropriations; SB 800 in Senate Finance. The language was included in the approved budget, which passed the House 97-0 and Senate 40-0 on 2/27/11.</p>

Governor's Transportation Funding Plan
2/27/2011

<p>\$150 million for VTIB – Budget includes \$150 million. The proposal deposits \$150 million from the first year General Fund surplus and \$250 million from the Commonwealth Transportation Fund into the VTIB.</p>	<p>HB 1500 in House Appropriations; SB 800 in Senate Finance. The approved budget includes \$32.7 million from the General Fund surplus plus the \$250 million from the Commonwealth Transportation Fund for the VTIB. The budget also specifies that this will be the sole authority for capitalizing the bank and requires the Secretary of Transportation to certify to the Governor and the General Assembly all project balances that are proposed for transfer to the Bank. The budget passed the House 97-0 and Senate 40-0 on 2/27/11.</p>
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Other Legislation		
Bill Number/Patron	Summary	Current Status
HB 2404 (Rust)/ SB 1394 (McWaters)	Allocates 0.25 percent of the state sales taxes collected in Northern Virginia and Hampton Roads and dedicate it to transportation projects in those regions	HB 2404 Left in House Appropriations; SB 1394 Passed By Indefinitely in Senate Finance
HJ 511 (Oder)	Constitutional amendment to permanently protect the Commonwealth Transportation Fund from transfers to the General Fund	House Adoption 96-0 on 1/19/11; A corresponding bill, SB 363 (Norment), would do the same, but would also limit the use of general funds for transportation purposes. The Senate Adopted SB 363 28-10 on 2/3/11. The bills were discussed by a conference committee but no further action was taken.
SB1417 (Obenshain)/ HB 2456 (Brink)*	The Governor previously stated that proceeds from the privatization of Alcoholic Beverage Commission (ABC) stores would go to the VTIB. The Governor estimates that \$300 million can be raised by selling the retail ABC stores and licenses. The Secretary indicated that he would like to raise a total of \$1 billion for the VTIB.	SB 1417 Left in Senate Committee on Rehabilitation and Social Services; HB 2456 Left in General Laws

* HB 2456 is similar to SB 1417, but not officially submitted on behalf of the governor

2011 General Assembly Session Transportation Funding/Allocation Bills

Bills	Patron	Description	Committee	Status	Position	Notes
HOUSE HB 2527	Howell, W.	Transportation Funding Bills Va. Transportation Infrastructure Fund and VA. Transportation Infrastructure Bank; created	S Finance	Passed House (65-33). Senate substitute conforms to SB 1446 (with one amendment); passed Senate (32-7). The Conference Committee report was approved by the House and the Senate.		Governor's Transportation Proposals. The bill creates the Virginia Transportation Infrastructure Fund (Fund) and the Virginia Transportation Infrastructure Bank (Bank) whose board of directors administers the Fund. The initial deposit into the Fund consists of general fund surplus and certain savings identified at the Virginia Department of Transportation. Up to 20 percent of the Fund may be used to make grants to localities for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed \$1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from \$300 million to \$600 million. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill removes the priority structure for allocation of revenue-sharing funds to localities; removes the \$50 million total limit on funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and removes the \$1 million per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB. The Senate amendment to the SB 1446 language allows transportation district commissions and public transportation entities to also qualify for VTIB grants.
SENATE SB 1446	Wampler	Va. Transportation Infrastructure Fund and VA. Transportation Infrastructure Bank; created	H Appropriations	Passed Senate 34-6. House substitute conforms to HB 2527; passed the House (66- 32). The Conference Committee report was approved by the House and the Senate.		Governor's Transportation Proposals. The bill creates the Virginia Transportation Infrastructure Fund (Fund) and the Virginia Transportation Infrastructure Bank (Bank) whose board of directors administers the Fund. The initial deposit into the Fund consists of general fund surplus and certain savings identified at the Virginia Department of Transportation. Up to 20 percent of the Fund may be used to make grants to localities for transportation projects as determined by the Bank, and the remainder is used to make loans to private or public entities for transportation projects as determined by the Bank. The bill authorizes the issuance of Commonwealth of Virginia Transportation Grant Anticipation Revenue Notes whose outstanding aggregate principal amount, together with any outstanding aggregate principal amount of Commonwealth of Virginia Federal Highway Reimbursement Anticipation Notes, cannot exceed \$1.2 billion, with the proceeds used for transportation projects as determined by the Commonwealth Transportation Board. The bill also increases the aggregate principal amount of Commonwealth of Virginia Transportation Capital Projects Revenue Bonds that may be issued in a fiscal year from \$300 million to \$600 million. The bill establishes the Intercity Passenger Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve intercity passenger rail service. Finally, the bill removes the priority structure for allocation of revenue-sharing funds to localities; removes the \$50 million total limit on funds allocated by the Commonwealth Transportation Board (CTB) to certain counties, cities, and towns in any one fiscal year and removes the \$1 million per project cap on funds; and provides that the funds allocated by the CTB will be distributed in accordance with the revenue-sharing guidelines established by the CTB.
HOUSE		Transportation Allocation Formula Bills				
SENATE						
HOUSE		Protecting the Transportation Trust Fund				
SENATE						
HOUSE		Other Transportation Bills				
SENATE						
HOUSE						
SENATE						

2011 General Assembly Session Transportation Funding/Allocation Bills

Legislation No Longer Under Consideration

Transportation Funding Bills									
HOUSE									
HB 1413	Scott	Motor fuels tax rate; converts rate of taxation from cents per gallon to a percentage rate.	H Finance, Sub. #1	Left in H Finance					Converts the rate of taxation on motor fuels from cents per gallon a percentage. 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 1531	Howell, A.	Motor fuels tax; increases rate and dedicates additional revenue to transportation system.	H Finance, Sub. #1	Stricken by parton					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 1604	Albo	Corporate income tax; market-based sourcing.	H Finance, Sub. #1	Failed in Subcom. (2-7)					Changes the way the sales factor is determined, for purposes of the corporate income tax, so that it will be market-based sourcing rather than costs-of-performance, which is the current method used.
HB 1663	Purkey	Motor fuels tax; imposes additional tax in certain transportation districts; referendum.	H Finance, Sub. #1	Stricken by parton					Imposes an additional 2.1% tax on motor fuels sold by a wholesale distributor to retailers in the counties and cities within each transportation district wherein the citizens affirm the imposition at referendum on November 8, 2011. The revenue attributable to each transportation district shall be used solely for the construction of highways, bridges, or tunnels within the respective transportation district.
HB 1892	Watts	Northern Virginia Transportation Authority Sales & Use Tax Fund; established, etc.	H Finance	Left in H Finance					Provides additional funding for transportation by (i) imposing a motor fuels sales tax rate of 4%, phased in over four years, for highway maintenance, (ii) increasing the state sales tax in No. Va. by 0.5% for transportation projects in No. Va., and (iii) increasing the recodation tax in No. Va. 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 four consecutive quarters after July 1, 2010. The bill also reduces the sales and use tax rate on food from 1.5% to 1%, and repeals the authority for certain localities to impose a local income tax. The bill requires DMV, in consultation with the Virginia Port Authority and the Commonwealth Transportation Commissioner, to develop a fee schedule for overweight vehicles, to be presented to the Joint Commission on Transportation Accountability by December 15, 2011. In addition, the bill removes the sunset date that reduced the special real property tax rate on commercial property in the localities embraced by NVTA from \$0.25 per \$100 of assessed value, to \$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 1926	Marshall, D.	Salem Highway Construction District Transportation Revenue Fund; established	H Trans. Sub. #4	Stricken by parton					Provides funds for transportation in the Salem Highway Construction District by allocating revenue attributable to a portion of economic growth due to or facilitated by the Inland Port in Montgomery County.
HB 2222	Oder	Transportation funding and administration; funding in Northern Virginia, Hampton Roads, etc.	H Approps, Sub. Trans	Passed by in H Approp with a letter					Provides for transportation funding and administration in No. Va., Hampton Roads, the Richmond Highway Construction District, the Staunton Highway Construction District, and the Salem Highway Construction District. The amount of funding is based on (i) for No. Va., a portion of the growth in certain state tax revenues in No. Va.; (ii) for Hampton Roads, a portion of the growth in certain state tax revenues generated or facilitated by the marine terminals in Hampton Roads; (iii) for the Richmond Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Port of Richmond; (iv) for the Staunton Highway Construction District, a portion of the growth in certain state tax revenues generated or facilitated by the Inland Port at Front Royal; and (v) for the Salem Highway Construction District, a portion of the growth in certain state tax revenues expected to be generated or facilitated by the Elliston Intermodal Facility.
HB 2404	Rust	State sales & use tax revenue; dedicates portion for transportation projects in Hampton Roads	H Appropriations	Left in H Approp.					Governor's Transportation Proposal. Dedicates a portion of state sales and use tax revenue for transportation projects in No. Va. and Hampton Roads equivalent to a 1/4% sales and use tax rate in the localities in Northern Virginia and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for Northern Virginia and Hampton Roads are transferred to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the Commonwealth Transportation Board's Six-Year Improvement Program.
HB 2456	Brink	Alcoholic beverage control; privatization of government stores	H Gen. Laws	Left in H General Laws					Provides for the full implementation of retail privatization of distilled spirits by January 1, 2013. Under the provisions of the bill the ABC Board is to develop a plan for the discontinuation of government stores by December 31, 2011, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. The bill creates a new distilled spirits retail license, which will be granted to successful bidders at an auction conducted by the ABC Board, and sets out the privileges of the license and the rates for the annual state and local license taxes. Under the provisions of the bill, these new licenses are transferable, are categorized by tier depending on square footage of the retail space and shelf space of the successful bidder, and are limited in number to one license per 6,000 people in each locality. Among other things, the bill (i) allows the new licensee the ability to set prices in accordance with their own individual business plans and in response to market conditions; (ii) provides that no one business entity shall be awarded more than 25 percent of the total number of distilled spirits retail licenses granted in any one tier, nor shall more than 25 percent of the total number of distilled spirits retail licenses in any one tier be held by businesses under common control; and (iii) provides that all revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the Transportation Trust Fund. The bill contains numerous technical amendments and has a delayed effective date to coincide with the full implementation of retail privatization by January 1, 2013.
HB 2499	Albo	Insurance license tax; dedicates to Highway Maintenance & Operating Fund one-third of total revenue	H Finance; Sub #1	Left in H Finance					Dedicates to the Highway Maintenance and Operating Fund one-third of the total revenue from the insurance license tax, phased in over three years, beginning with fiscal year 2013. Transportation Bill Matrix 022711

2011 General Assembly Session Transportation Funding/Allocation Bills

Senate	Author	Motor fuels taxes; indexing of tax rates.	S Finance	Left in S Finance	Increases or decreases each year the rates of Virginia's fuels taxes using a fuel efficiency index, which is defined using total annual vehicle miles traveled and the total gallons of motor fuel consumed for highway use in the Commonwealth for the relevant year. The bill would establish 2007 as the base year for the index. Thus, the percentage change in the index between the current year and 2007 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 833	Peterson	Motor fuels taxes; indexing of tax rates.	S Finance	Left in S Finance	Increases or decreases each year the rates of Virginia's fuels taxes using a fuel efficiency index, which is defined using total annual vehicle miles traveled and the total gallons of motor fuel consumed for highway use in the Commonwealth for the relevant year. The bill would establish 2007 as the base year for the index. Thus, the percentage change in the index between the current year and 2007 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 1242	Edwards	Transportation; creates additional revenue by increasing motor vehicle sales & use and rental taxes	S Finance	Left in S Finance	Creates additional sources of revenue for transportation by increasing the motor vehicle sales and use tax by one-half percent and the motor vehicle rental tax by one percent and by imposing a five percent tax on the wholesale price of gasoline. The new revenue sources will be directed to the Rail Enhancement Fund, the Transportation Trust Fund, and the Highway Maintenance and Operating Fund for transportation projects and needs of the Commonwealth and to certain priority transportation projects, as designated by the Commonwealth Transportation Board, in Northern Virginia and Hampton Roads. The bill would also eliminate the one-half percent sales tax on food currently going to the Transportation Trust Fund and would raise the allowed credit for low-income taxpayers.
SB 1285	McWaters	Highway contractors; state taxes paid to be dedicated for transportation purposes	S Finance	Stricken by patron	Dedicates to the Transportation Trust Fund all state retail sales and use and income taxes paid by highway contractors.
SB 1295	Miller, J.C.	Transportation funding.	S Finance	Stricken by patron	Provides new and increased taxes, tolls, and general fund revenues for transportation funding. The bill would (i) decrease the motor fuels tax from \$0.175 per gallon to \$0.05 per gallon and establish a 5% tax on motor fuels sales based upon the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline; (ii) subject to the amount of the additional revenues generated by the changes described in clause (i), increase the motor fuels tax rate by \$0.10 per gallon in increments of \$0.02 per gallon each year over the five-year period beginning in 2012; (iii) beginning in 2012, increase the motor vehicle sales and use tax by 0.5% each year for four years; (iv) provide that of the retail sales and use tax revenues generated by the Commonwealth's 4% tax on sales of automobile parts and automobile accessories, an amount equivalent to the revenues generated by a 2.5% retail sales and use tax on such parts and accessories would be deposited into the Highway Maintenance and Operating Fund (HMOF); (v) subject to receipt of federal authorization, authorize the CTB to impose and collect a toll of \$1 per axle on every vehicle entering the Commonwealth from the state of North Carolina via I-85 and I-95; and (vi) dedicate for highway maintenance purposes 10% of the future growth in certain state taxes that is attributable to economic activity generated or facilitated by the public and private general cargo marine terminals and inland ports of the Commonwealth. All amounts generated under the bill would be deposited into the HMOF to be used for highway maintenance except the revenues from tolls on vehicles entering the Commonwealth from North Carolina, which would be deposited into the Transportation Trust Fund.
SB 1347	Norment	Virginia Racing Commission; authorizes wagering on horse historical racing	H General Laws	Passed Senate 21-19; H Gen Laws Sub #3 recommend-ed tabling.	Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with fifty percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations
SB 1385	Colgan	Year-end surplus of general fund balance; changes priority of assignment	S Finance	Left in S Finance	Governor's Transportation Proposal. Changes the priority for assigning any year-end surplus by requiring that 10 percent of the general fund balance remaining after funds are set aside for required deposits to the Revenue Stabilization Fund, the Virginia Water Quality Improvement Fund, the Transportation Trust Fund, and other commitments would be assigned to provide funding to the Department of Veterans Services.
SB 1394	McWaters	State sales & use tax revenue; dedicates portion for transportation projects in Hampton Roads	S Finance	Passed by indefinitely	Governor's Transportation Proposal. Dedicates a portion of state sales and use tax revenue for transportation projects in Northern Virginia and Hampton Roads equivalent to a one quarter percent sales and use tax rate in the localities in Northern Virginia and the localities in Hampton Roads, with the amount for each region calculated separately. The amounts calculated for Northern Virginia and Hampton Roads are transferred to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Planning Organization, respectively, to be used solely for projects in the Commonwealth Transportation Board's Six-Year Improvement Program.
SB 1417	Obenshain	Alcoholic beverage control; privatization of government stores	S Rehab and Social Services	Left in S Rehab and Social Services	Provides for the full implementation of retail privatization of distilled spirits by January 1, 2013. Under the provisions of the bill the ABC Board is to develop a plan for the discontinuation of government stores by December 31, 2011, at which time the process of auctioning of retail licenses for distilled spirits will begin. The ABC Board will still operate the warehouse for the wholesale sale of distilled spirits and wine produced by farm wineries. The bill creates a new distilled spirits retail license, which will be granted to successful bidders at an auction conducted by the ABC Board, and sets out the privileges of the license and the rates for the annual state and local license taxes. Under the provisions of the bill, these new licenses are transferable, are categorized by tier depending on square footage of the retail space and shelf space of the successful bidder, and are limited in number to one license per 8,000 people in each locality. Among other things, the bill (i) allows the new licensee the ability to set prices in accordance with their own individual business plans and in response to market conditions; (ii) provides that no one business entity shall be awarded more than 25 percent of the total number of distilled spirits retail licenses granted in any one tier, nor shall more than 25 percent of the total number of distilled spirits retail licenses in any one tier be held by businesses under common control; and (iii) provides that all revenue generated from the initial auction of distilled spirits retail licenses shall be deposited in the Transportation Trust Fund. The bill contains numerous technical amendments and has a delayed effective date to coincide with the full implementation of retail privatization by January 1, 2013.
SB 1438	Herring	Virginia Racing Commission; authorizes wagering on historical horse racing	S General Laws	Incorporated into SB 1347	Authorizes wagering on historical horse racing. The bill also allocates the proceeds from such racing with forty-two percent of the proceeds distributed to the Commonwealth Transportation Trust Fund and the remaining fifty-eight percent distributed to other entities. In addition, the bill (i) requires the existing race track to provide gambling educational programs including information on the availability of gambling addiction counseling and (ii) requires the promulgation of emergency regulations

2011 General Assembly Session Transportation Funding/Allocation Bills

SJ 328	Miller, J.C.	Study; replacement of the state motor fuel tax; report.	H Rules, Sub. 3	Passed Senate by Voice Vote. House Rules Sub. #3 recommended tabling.	Requests the Virginia Transportation Research Council to study the desirability and feasibility of replacing the state motor fuel tax with alternatives including a mileage-based fee predicated on vehicle-miles traveled in Virginia.
Transportation Allocation Formula Bills					
HOUSE					
HB1491	Albo	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.	S Trans.	Passed House 83-16. S Trans passed by with a letter.	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 1544	Kory	Commonwealth Mass Transit Fund; increases percentage of Transportation Trust Fund revenues, etc.	H Appropriations, Sub. Trans.	Left in H Approp.	Increases the percentage of Transportation Trust Fund revenues flowing into the Commonwealth Mass Transit Fund from 14.7% to 19%.
HB 1582	Cosgrove	Virginia Transportation Infrastructure Bank; created.	H Appropriations, Sub. Trans.	Incorporated into HB 2527	Creates the Virginia Transportation Infrastructure Bank (VTIB) as a special fund to provide loans and grants to public and private entities to fund transportation projects in the Commonwealth. The special fund shall consist of revenues generated through the privatization of the Commonwealth's ABC stores and revenues generated through a one-time drawing down of construction cash reserves by the VDOT. VTIB is authorized to issue bonds in an amount not to exceed \$4 billion.
HB 1631	Watts	Highway maintenance; payments to cities and towns.	H Trans. Sub. #4	Left in H Trans	Equalizes municipal street payments to comparable amounts paid for state maintenance.
HB 1884	Filler-Corn	Highway maintenance funds; requires CTB to allocate funds on basis of achieving level of disparity.	H Trans. Sub. #4	Incorporated into HB 1491 (Albo)	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 2331	Lingamfeller	Allocation of highway maintenance & construction funds; alters manner Transportation Bd. allocates.	H Appropriations, Sub. Trans.	Passed by with a letter	Alters the manner in which the CTB allocates highway maintenance and construction funds from the Transportation Trust Fund and the HMOF.
Senate					
SB 1044	Barker	Highway maintenance allocations.	S Trans	Failed to report (5-8-2)	Provides that allocation 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 performance standards established pursuant to § 33.1-13.02.
Transportation Trust Fund Bills					
HOUSE					
HJ 511	Oder	Constitutional amendment; Transportation Funds.	S Privileges and Elections	Passed House (96-0). Senate substitute conforms to SJ 363; passed Senate (29-11). The Speaker rules the Senate substitute is not germane.	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, 2012, 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 two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest by the end of the fourth fiscal year following the date of the borrowing.
HJ 572	Watts	Constitutional amendment; Transportation Funds (first reference).	H Privileges and Elections	Incorporated into HJ 511 (Oder)	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 two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
Senate					

2011 General Assembly Session Transportation Funding/Allocation Bills

SJ 353	Obenshain	Constitutional amendment; Transportation Funds	S Privileges and Elections, Sub. Const. Amendments	Left in S 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 two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years.
SJ 363	Norment	Constitutional amendment; Transportation Funds	H Privileges and Elections	Passed Senate (28-10). House substitute conforms to HJ 511. Conferees were not appointed by the Senate.	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 two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. The amendment also limits the use of general and other nontransportation funds for transportation purposes except for obligations authorized or entered into before January 1, 2013.
Other Transportation Bills					
House					
Senate					

Budget Proposals for the 2010 - 2012 Biennium - Transportation

February 28, 2011

Budget Amend. Item #	Issue	Northern Virginia Impact
	<u>Route 1 Corridor Study</u>	
436 #1s	<p>Senate: directs Commonwealth Transportation Board to utilize up to \$1.5 million of CMAQ funds for a Route 1 Corridor transit study to assess what improvements could be implemented to help offset increased congestion.</p> <p>Conference: No language</p>	<p>This \$1.5 million will specifically be used to assess what transit improvements are needed along Route 1 in Fairfax, Prince William and Stafford Counties.</p> <p>DRPT has specified in hearings that they have resources available for this study.</p>
	<u>Regional Surface Transportation Program</u>	
436 Amdt. 48	<p>Governor's Recommended Budget Amendment (approved by House and Senate): provide the CTB the option to rescind the state-provided match RSTP funding for urbanized areas greater than 200,000 when funds have not been expended within the given time period, rather than rescind the funds are currently required.</p>	<p>This will provide the CTB the flexibility to work with NVTA to utilize these funds.</p>
	<u>Mass Transit Funds</u>	
447 #1s 447 #2h	<p>Senate and House: prohibits Commonwealth Mass Transit Funds for purposes other than public transportation purposes as identified in the Code.</p>	<p>Northern Virginia receives a substantial portion of Mass Transit funding, so ensuring the funds are used exclusively for transit is beneficial to the Northern Virginia. This change is designed to prevent diversions of transit funds to intercity rail projects.</p>
447 #2c	<p>Conference: Specifies that Commonwealth Mass Transit Funds can only be used for public transportation purposes as defined by the Federal Transit Administration or identified in the Code.</p>	<p>Northern Virginia receives a substantial portion of Mass Transit funding, so ensuring the funds are used exclusively for transit is beneficial to the Northern Virginia. This change is designed to prevent diversions of transit funds to intercity rail projects.</p>
447 #3h	<p>House: reduces set aside for paratransit capital projects from \$2.5 million to \$1.5 million to allow more funds to flow through the transit formula.</p>	<p>The DRPT paratransit account is not fully used because of restrictive criteria. Putting \$1 million through the transit formula will generate approximately \$650,000 for Northern Virginia.</p>
447 #3c	<p>Conference: reduces set aside for paratransit capital projects from \$2.5 million to \$1.5 million to allow more funds to flow through the transit formula.</p>	<p>The DRPT paratransit account is not fully used because of restrictive criteria. Putting \$1 million through the transit formula will generate approximately \$650,000 for Northern Virginia.</p>
<u>Washington Area Metropolitan Transit Authority (WMATA)</u>		

Budget Proposals for the 2010 - 2012 Biennium - Transportation

February 28, 2011

447 #1h	House: authorizes the Department of Rail and Public Transportation (DRPT) to make payments directly to the WMATA.	Unknown. Typically funds for WMATA are sent to NVTC and distributed via an allocation formula. Making payments directly to WMATA will change the allocation process.
447 #1c	Conference: authorizes DRPT to make payments either directly to Metro or to any other transportation entity that has an agreement to provide funding to Metro.	Unknown. Typically funds for WMATA are sent to NVTC and distributed via an allocation formula. Making payments directly to WMATA will change the allocation process.
447 #4h	House: requires the Northern Virginia Transportation Commission (NVTC) to appoint the Secretary of Transportation or his designee to the Board of Directors of WMATA.	This amendment will result in the Commonwealth appointing one principal member to the WMATA Board instead of a local elected official.
447 Amdt. 50	Conference: No language Governor's Recommended Budget Amendment (approved by House and Senate): requires the Northern Virginia Transportation Commission (NVTC) to appoint the Secretary of Transportation or his designee to the Board of Directors of WMATA.	This amendment will result in the Commonwealth appointing one principal member to the WMATA Board instead of a local elected official.
Highway System Acquisition and Construction		
452	Governor McDonnell's Budget: increases funding for Highway System Acquisition and Construction by \$201,197,867 for the biennium, excluding funds allocated to the State Transportation Infrastructure Bank and the Transportation Partnership Opportunity Fund.	Depends on what decisions are made by the CTB for Six-Year Program allocations.
Revenue Sharing		
452A.	Governor McDonnell's Budget: Increases funding for Revenue Sharing from \$15,000,000 to \$50,000,000 in FY 2012.	This may give Northern Virginia jurisdictions a greater opportunity to receive funding. However, for No. Va. to truly benefit from the program, the current \$1,000,000 limit for each locality must be raised or eliminated and the current tier structure must be removed.
452 #1h	House: states that the funding for Revenue Sharing will be determined by the Commonwealth Transportation Board (CTB), not less than \$15 million and not to exceed \$200 million, which reflects the language in HB 2527 (2011).	Based on the amount determined by the CTB, Northern Virginia jurisdictions may have a greater opportunity to receive funding.
452 #1c	Conference: states that the funding for Revenue Sharing will be determined by the Commonwealth Transportation Board (CTB), not less than \$15 million and not to exceed \$200 million, which reflects the language in HB 2527 (2011).	Based on the amount determined by the CTB, Northern Virginia jurisdictions may have a greater opportunity to receive funding.
Transportation Infrastructure Bank		

Budget Proposals for the 2010 - 2012 Biennium - Transportation

February 28, 2011

452G.	Governor McDonnell's Budget: includes \$400,000,000 (\$150,000,000 from FY 2011 General Fund Surplus) for the new State Transportation Infrastructure Bank (VTIB) - to provide loans to localities, governmental entities and authorities, railroads, transit companies, and private sector companies.	As proposed, most Northern Virginia jurisdictions will not benefit from the grant program. No. Va. jurisdictions will be eligible for the loan program.
452 #3s	Senate: eliminates any general fund deposits to the VTIB and requires the Secretary of Transportation to certify to the Governor and the General Assembly all project balances that are proposed for transfer to the Bank.	NVTA opposed using General Fund revenues for transportation. This amendment removes the General Fund contribution proposed by the Governor.
452 #2c	Conference: The approved budget includes \$32.7 million from the General Fund surplus plus the \$250 million from the Commonwealth Transportation Fund for the VTIB. The budget also specifies that this will be the sole authority for capitalizing the bank and requires the Secretary of Transportation to certify to the Governor and the General Assembly all project balances that are proposed for transfer to the Bank.	NVTA opposed using General Fund revenues for transportation. This language reflects current Code provisions that require 2/3 of FY2010 General Fund surplus to be used for transportation.
<u>Transportation Partnership Opportunity Fund</u>		
452H.	Governor McDonnell's Budget: Includes \$50,000,000 in FY 2012 for the Transportation Partnership Opportunity Fund - used to provide grants and loans to encourage the development of design-build transportation projects, Public-Private Transportation Act projects, and to provide funds to address the transportation aspects of economic development opportunities.	Unknown because of the uncertainty of how the funds will be distributed.
	Conference: Includes \$50,000,000 in FY 2012 for the Transportation Partnership Opportunity Fund - used to provide grants and loans to encourage the development of design-build transportation projects, Public-Private Transportation Act projects, and to provide funds to address the transportation aspects of economic development opportunities.	Unknown because of the uncertainty of how the funds will be distributed.
<u>Transportation Trust Fund</u>		
3-1.01 #7s	Senate: eliminates proposed language that would give the Comptroller the authority to appropriate any unexpended general fund balances at the end of Fiscal Year 2011 that would be designated for transportation purposes under § 2.2-1514 as soon as the balances are available. Currently these balances must be appropriated to the Transportation Trust Fund by the General Assembly.	If deposited in the Transportation Trust Fund, a portion should flow to projects in Northern Virginia. If allocated to other programs, it is not clear whether Northern Virginia would receive any of the funding.
3-1.01 #3c	Conference: eliminates proposed language that would give the Comptroller the authority to appropriate any unexpended general fund balances at the end of fiscal year 2011 that would be designated for transportation purposes under § 2.2-1514 as soon as the balances are available. Currently, these balances must be appropriated to the Transportation Trust Fund by the General Assembly.	If deposited in the Transportation Trust Fund, a portion should flow to projects in Northern Virginia. If allocated to other programs, it is not clear whether Northern Virginia would receive any of the funding.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on TransAction 2040 (Agenda Item 6.A.)

DATE: April 8, 2011

Since the last NVRTA meeting was held, the members of the Jurisdiction and Agency Coordinating Committee submitted projects for consideration of inclusion into the TransAction 2040 Plan. The draft list of projects consist of some existing projects that were included in TransAction 2030 but have yet to be implemented, and new projects (i.e. HOT Lanes) that were not identified when TransAction 2030 was developed. The region's Constrained Long Range Plan (CLRP) which is prepared by the National Capital Transportation Planning Board (TPB) will serve as the baseline for the TransAction 2040 Plan update. Therefore, any projects in the current CLRP will be reflected in the baseline.

The Authority's Technical Advisory Committee (TAC) met on March 23, 2011. The draft project list was released to the TAC for their review and comment. In addition to the TAC meeting, a kick-off meeting was held with the Planning Coordination Advisory Committee (PCAC) on March 30, 2011. The PCAC was given background on the TransAction 2040 update, informed of their role regarding the plan update, and, per the 'charge' of the PCAC, was given the draft list of projects for review and input.

Other items discussed at both the TAC and PCAC meetings include the revised Public Involvement Plan for the study.

The consultant team is scheduled to finalize the Prioritization Approach: Objectives, Strategies and Performance Measures and initiate travel demand forecasting on the draft list of projects by the end of this month.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

The draft list of projects is attached. The JACC is also seeking input from the Authority on the project list prior to the initiation of the travel demand modeling for the project. Comments would be appreciated by April 25, 2011.

Jurisdiction and Agency Coordination Committee members will be available at the meeting on April 14, 2011, to answer any questions.

TransAction 2040 Revised Project Scope
Effective: November 2010

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

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

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

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	City of Alexandria	Transit	Bradlee Transit Center	construct	King Street	Braddock Road
Dulles/VA 7	City of Alexandria	Highway	King/Quaker/Braddock intersection improvements	reconstruct	King/Quaker/Braddock intersection	
Dulles/VA 7	Fairfax County DOT	Transit	Light rail (VA 7 corridor)	construct	Tysons Corner	Baileys Crossroads / Skyline VA 675
Dulles/VA 7	Fairfax County DOT	Highway	Soapstone Drive, Sunrise Valley Dr to VA 675 (Sunset Hills Rd) VA 267 (DTR) Crossing (Tysons)	construct, reconstruct bridge	Sunrise Valley Drive	
Dulles/VA 7	Fairfax County DOT	Highway	Tysons Corner Grid of Streets (Tysons)	construct	Tysons	Corner
Dulles/VA 7	Fairfax County DOT	Transit	Tysons Corner Transit Circulator System (Tysons)	implement	Tysons	Corner
Dulles/VA 7	Fairfax County DOT	Highway	VA 267 (Dulles Toll Road) (Tysons)	construct interchanges	@Greensboro, @Boonte,	and/or @Jones Branch
Dulles/VA 7	Fairfax County DOT	Highway	VA 267 (Dulles Toll Road) (Tysons)	construct	Hunter Mill Road	Greensboro Drive Ext
Dulles/VA 7	Fairfax County DOT	Bicycle/Pedestrian	VA 7 (Leesburg Pike) Widening (Tysons)	construct	Leesburg	Alexandria
Dulles/VA 7	Fairfax County DOT	Highway	VA 7 (Leesburg Pike) Widening (Tysons)	widen	I-495	City of Falls Church
Dulles/VA 7	Loudoun County	Highway: Urban	Battlefield Parkway	construct	Dulles Greenway	Route 15 Bypass North
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Dulles Greenway	widen	Leesburg Bypass	Route 28
Dulles/VA 7	Loudoun County	Transit	Gateway (west of Round Hill, west of Hillsboro and north Lucketts) Park & Ride Lots on three sites.	construct	Three separate lots. One west of Round Hill (Route 7), the second west of Hillsboro (Route 9) and the third north of Lucketts (Route 15)	
Dulles/VA 7	Loudoun County	Transit	Metrorail	construct	East Falls Church	Route 772 in Loudoun County
Dulles/VA 7	Loudoun County	Bicycle/Pedestrian	Multipurpose Trail along Route 15	construct	W & OD Trail	Whites Ferry/Fotomac River

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/ Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	Loudoun County	Transit	Phase III Bus Service Integrated with Metro Rail which includes local, express, inter-county, commuter and demand-response bus services	implement		
Dulles/VA 7	Loudoun County	Transit	Phase III Park & Ride Lots on three sites. (Area of Route 50 east of Route 606, Route 659 north of Route 7 and in the vicinity of Russell Branch Parkway and Loudoun County Parkway.)	construct	Three separate lots. One in the vicinity of Route 50 east of Route 606, the second in the vicinity of Route 659 north of Route 7 and the third in the vicinity of Russell Branch Parkway and Loudoun County Parkway.	
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Route 7	widen	West Market Street interchange	Route 9
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Route 7/15 Leesburg Bypass	widen	West Business 7 interchange	East Business 7 Interchange
Dulles/VA 7	Town of Herndon	Highway: Urban	East Elden Street	reconstruct	Fairfax County Parkway	Monroe Street
Dulles/VA 7	Town of Herndon	Highway: Urban	Elden Street (downtown Elden Street)	reconstruct	Monroe Street	Center Street
Dulles/VA 7	Town of Herndon	Highway	Herndon Parkway / Dulles Metro rail Multimodal Access	construct	Van Buren Street	Spring Street
Dulles/VA 7	Town of Herndon	Highway: Urban	Improvements (from Van Buren Street to Spring Street)	reconstruct	Herndon Parkway	Sterling Road
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	South Elden Street	construct	Section of Spring Street (south) from the Fairfax Co. Parkway	Sunset Hills Rd interchange to the Herndon Parkway/Spring St. intersection.
Dulles/VA 7	Town of Herndon	Highway	Sugarland Run Trail to Metrorail	construct	Van Buren Street (south) from the Monroe Street Bridge	Van Buren St./Herndon Parkway intersection

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	Van Buren Street Trail to Metrorail (extension from Folly Lick Trail)	construct	Van Buren Street/Worldgate Drive intersection	Pedestrian access pavilion of the future Dulles Metrorail Station
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	W&OD Trail Crossing at Crestview Drive - Bridge Overpass	construct	Bridge overpass at the W&OD	Crestview Drive Trail crossing (north of Herndon Parkway)
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 15 Bypass	construct	Battlefield Parkway	Battlefield Parkway
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 15 Bypass	interchange	Edwards Ferry Road	Edwards Ferry Road
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 7	construct	Battlefield Parkway	Battlefield Parkway
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 7 and Route 7/15 Bypass	interchange	West Market Street	East Market Street
Dulles/VA 7	VDOI	Highway	Widen Route 7	interchange	Battlefield Pkwy	ECL Leesburg
Dulles/VA 7	VDOI	Highway	Widen Route 7	widen	Fairfax Co. Pkwy. to I-495	Patrick Henry Drive to Columbia Pike
Dulles/VA 7	VDOI	Highway	Widen Route 7	widen	Route 15 (King St)	Route 15/7 (Market St. East)
Dulles/VA 7	VDOI	Highway	Widen Route 7 from 4 to 6 lanes	widen	ECL Purcellville	Route 15
Fairfax County Pkwy	Fairfax County DOT	Highway	US 1 (Richmond Highway) / VA 7100 (Fairfax County Parkway) Interchange (BRAC)	construct	US 1	VA 7100
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 638 (Rolling Road) Widening (Fullerton Rd to DeLong Dr)	interchange	Fullerton Road	DeLong Drive
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 638 (Rolling Road) Widening (VA 7100 to VA 644) (BRAC)	widen	VA 7100	VA 644
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 7100 (Fairfax County Parkway) / Kingman Road Interchange (BRAC)	construct	VA 7100	Kingman Road
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 7100 (Fairfax County Parkway) Widening (VA 123 to Sydenstricker)	interchange	VA 123	Sydenstricker Road
Fairfax County Pkwy	Fairfax County DOT	Transit	VA 7100 Priority Bus	widen	Fairfax County Parkway	U.S. Route 1 - Fort Belvoir

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Fairfax County Pkwy	Town of Herndon	Highway	Spring Street (south) Improvements (from Spring Street/Herndon Parkway intersection to Fairfax Co. Parkway interchange)	construct	Spring Street (south) from the Fairfax Co. Parkway/Sunset Hills Rd interchange	Herndon Parkway/Spring St. intersection.
Fairfax County Pkwy	VDOT	Highway	Widen Route 7100 from 4 to 6 lanes (add 2 HOV lanes) from Franconia Springfield Parkway to Route 7 (20.39 Miles)	widen	FS Parkway	Route 7
Fairfax County Pkwy	VDOT	Highway	Widen Route 7900 from 6 to 8 lanes (add 2 HOV lanes) from Route 638 to I-95 (2.75 Miles)	widen	Route 7900 @ Route 638	Route 7900 @ I-95
I-495	City of Alexandria	Bicycle/Pedestrian	Alexandria - Local	construct	Holland Ave	Holland Ave
I-495	City of Alexandria	Highway	Duke Street Complete Street	reconstruct	Eisenhower Ave	Swamp Fox Road
I-495	City of Alexandria	Transit	Eisenhower Ave Metrorail Platform Extension	construct		
I-495	City of Alexandria	Highway	South Van Dorn Street Improvements at the City Limits	construct	S Van Dorn St / Van Dorn Metrorail Station	I-495
I-495	City of Alexandria	Transit	Transit Corridor B / Duke Street	construct	Old Town	Western City limit with Fairfax County
I-495	City of Alexandria	Transit	Transit Corridor B / Duke/Eisenhower E-W corridor	implement	Old Town	Western City limit with Fairfax County
I-495	Fairfax County DOT	Bicycle/Pedestrian	Backlick Run Trail	construct	Backlick Road	Clermont Avenue
I-495	Fairfax County DOT	Bicycle/Pedestrian	Beltway Trail (Fairfax Co.)	construct	Dolley Madison Boulevard	Live Oak Drive
I-495	Fairfax County DOT	Transit	I-495	implement	Tysons Corner	Franconia-Springfield Metro; Ft. Belvoir (BPG) & Lorton; Burke Centre; Huntington Metro (4 routes)
I-495	Fairfax County DOT	Highway	I-495 Auxiliary Lane	reconstruct	VA 7	I-66
I-495	Fairfax County DOT	Bicycle/Pedestrian	Potomac Heritage Trail	construct	Northern End of Beltway Trail	American Legion Bridge
I-495	Fairfax County DOT	Highway	Scotts Crossing Connector (Tysons)	construct	Jones Branch Drive	Scotts Crossing Road

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-495	Fairfax County DOT	Highway	VA 613 (Van Dorn Street) / VA 644 (Franconia Road)	construct interchange	VA 613	VA 644
I-495	Fairfax County DOT	Bicycle/Pedestrian	Interchange (BRAC)	construct	Lee Highway	Capital Beltway
I-495	VDOT	Highway: Interstate	VA 617 (Backlick Road)	8 lanes +4 HOV lanes	American Legion Bridge	Woodrow Wilson Bridge
I-495	WMATA	Transit	I-495 / I-95	construct	Eisenhower Avenue	Branch Avenue Metrorail
I-495	WMATA	Transit	Fixed Guideway Connection from Eisenhower Avenue Metrorail to Branch Avenue Metrorail	construct		
I-66/US 29/US 50	WMATA	Transit	MetroRail Circumferential	construct	Dunn Loring	Bethesda
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - I-66/US 29/US 50 Corridor	construct	Countywide (potentially region-wide)	
I-66/US 29/US 50	Arlington County	Transit	Ballston-MU Station West Entrance Study	construct	Fairfax Drive @ Glebe	Fairfax Drive @ Vermont
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: I-66/US 29/US 50	implement	Countywide (potentially region-wide)	
I-66/US 29/US 50	Arlington County	Highway	Clarendon Circle intersection improvements	construct	Intersection of Clarendon, Wilson, Washington Boulevards	
I-66/US 29/US 50	Arlington County	Transit	Courthouse Metrorail Station Access Improvement	construct	Courthouse Metrorail Station	
I-66/US 29/US 50	Arlington County	Transit	East Falls Church Multimodal Station	construct	Fairfax Drive @ Lee Highway	Fairfax Drive @ Washington Blvd
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Rosslyn Circle	construct	Fort Myer Drive, Lynn Street and Lee Highway between the Key Bridge and the eastbound lanes of Lee Highway.	
I-66/US 29/US 50	Arlington County DOT	Highway: Primary Arterial	US 29/ Lee Highway	reconstruct	North Quincy Street	North Kenmore Street
I-66/US 29/US 50	Arlington County DOT	Highway: Primary Arterial	US 50 - Median Barrier	reconstruct	North Jackson Street	Fillmore Street
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Chain Bridge Road Bridge Replacement	reconstruct	Route 123 bridge over the Accotink Creek	
I-66/US 29/US 50	City of Fairfax	Highway	Fairfax Boulevard Repaving from Rebel Run to Eaton Place	reconstruct	Intersection of Route 50/Rebel Run	Intersection of Route 50/Eaton Place

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-66/US 29/US 50	City of Fairfax	Highway	Fairfax Boulevard/Jermantown Road Intersection Improvements	construct	Intersection of Route 50/Jermantown Road	Intersection of Route 50/Bevan Drive
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Jermantown Road/Route 50 Widening and Intersections Improvements	widen	Bevan Drive	Jermantown Road
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Northfax Storm Drainage and Intersection Improvements	construct	Intersection of Routes 29, 50, and Route 123	Intersection of Route 29/50 to Eaton Place
I-66/US 29/US 50	City of Fairfax	Highway: Urban	US 29 Spot Improvements (City of Fairfax)	widen	Intersection of Routes 29, 50, and 236	
I-66/US 29/US 50	City of Falls Church	Transit	City of Falls Church Intermodal Transit Plaza	construct	S. Washington Street	Hillwood Avenue
I-66/US 29/US 50	City of Falls Church	Bicycle/Pedestrian	City of Falls Church Pedestrian, Bicycle and Traffic Calming Improvements	construct	S. Washington Street	Hillwood Avenue
I-66/US 29/US 50	City of Falls Church	Highway: Urban	US 29	widen	I-495	City of Falls Church city limits
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	I-66	construct	Sully Road	Paddington Lane
I-66/US 29/US 50	Fairfax County DOT	Highway: Interstate	I-66 Interchange	reconstruct	Route 29	Multiple Interchanges
I-66/US 29/US 50	Fairfax County DOT	Highway: Interstate	I-66 Interchange	reconstruct	Multiple Interchanges	Multiple Interchanges
I-66/US 29/US 50	Fairfax County DOT	Transit	Priority Bus (US 50)	implement	Chantilly	Fairfax City (GMU)
I-66/US 29/US 50	Fairfax County DOT	Transit	Priority Bus (US 50)	implement	Fair Oaks Mall	Ballston Metro then Washington (DRPT I-66 Study)
I-66/US 29/US 50	Fairfax County DOT	Transit	U.S. Route 29	implement	Fair Oaks Mall	District of Columbia
I-66/US 29/US 50	Fairfax County DOT	Highway: Primary Arterial	US 29	widen	I-495	VA 7
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	US 29 (Lee Highway)	fill in two segments	Dixie Hill Road	Vietch Street
I-66/US 29/US 50	Fairfax County DOT	Highway	US 29 (Lee Highway) Widening	widen	VA 609	VA 665
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	US 50 (Arlington Blvd.)	construct	Nutley Street	Arlington Road
I-66/US 29/US 50	Fairfax County DOT	Highway	US 50 / VA 665 (Waples Mill Road)	construct interchange	US 50	VA 665
I-66/US 29/US 50	Prince William County	Highway	Haymarket Bypass/Somerset Crossing Dr	construct	DJames Madison Hwy (Rt 15)	Lee Hwy (Rt 29)
I-66/US 29/US 50	Prince William County	Highway	John Marshall Highway	widen	Thoroughfare Rd	Lee Highway

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/ Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-66/US 29/US 50	Prince William County	Highway	Lee Highway (Route 29)	widen, reconstruct	Fairfax County Line	Stafford County Line excluding the segment between Joplin Road to Featherstone Rd
I-66/US 29/US 50	Prince William County	Highway	Route 29-Alternate Route	construct	Fairfax County Line	Stafford County Line excluding the segment between Joplin Road to Featherstone Rd
I-66/US 29/US 50	Prince William County	Highway: Primary Arterial	US 29	widen	Fauquier/PW Line	Virginia Oaks Dr
I-66/US 29/US 50	Prince William County	Highway: Primary Arterial	US 29 Interchange	construct	US 29	US 15
I-66/US 29/US 50	PRTC	Transit	Express Bus Service	implement	Gainesville/Manassas	Washington
I-66/US 29/US 50	VDOT	Highway	a) Add capacity to Route 29 corridor (Lee Highway) equivalent to widening from 4 to 6 lanes; between Route 605 (E of Warrenton) and Route 55 (in Prince William Co). b) Construct 29 Interchange at VA 55/ VA 619 c) Construct new 4-lane Route 29 (Parallel); new facility from Rt 29 near U.S. 15 to Sommerset Crossing Drive.	widen, construct interchange, construct	a) Route 29 (Lee Highway) @ Route 605 b) VA 55 c) Rt 29	a) Route 29 (Lee Highway) @ Route 55 b) VA 619 c) Sommerset Crossing Drive
I-66/US 29/US 50	VDOT	Highway	a) Add capacity to Route 29 corridor (Lee Highway) equivalent to widening from 4 to 6 lanes; between Route 605 (E of Warrenton) and Route 55 (in Prince William Co). b) Construct 29 Interchange at VA 55/ VA 619 c) Construct new 4-lane Route 29 (Parallel); new facility from Rt 29 to Sommerset Crossing Drive.	widen, construct interchange, construct	a) Route 29 (Lee Highway) @ Route 605 b) VA 55 c) Rt 29	a) Route 29 (Lee Highway) @ Route 55 b) VA 619 c) Sommerset Crossing Drive

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-66/US 29/US 50	VDOT	Highway: Interstate	I-66	8 lanes + 2 HOV reversible lanes	US 29 Gainesville	I-495
I-66/US 29/US 50	VDOT	Highway	Widen Route 29 in Fairfax County/City from 4 to 6 lanes	widen	Rt 621/Bull Run Post Office Rd to I-66 (2.2 mi), Rt 28 to Rt 7100 (2.9 mi), Rt 608 to Eaton Pl (4.1 mi), ECL Fairfax to WCL Falls Church	
I-66/US 29/US 50	VDOT	Highway	Widen Rt 50 to 6 lanes: a) Rt 616 (Fleetwood Rd) to Rt 661 (Lee Rd). b) Widen Lee Jackson Hwy from I-66 to Rt 29 (1.4 mi) c) Widen Arlington Blvd. from ECL Fairfax to 0.6 mi E of I-495 (3.35 mi)	widen	a) Rt 616 (Fleetwood Rd) b) Widen Lee Jackson Hwy c) Arlington Blvd. @ ECL Fairfax	a) Rt 661 (Lee Rd) b) I-66 to Rt 29 (1.4 mi) c) Arlington Blvd. @ 0.6 mi E of I-495 (3.35 mi)
I-66/US 29/US 50	VRE	Transit	VRE Parking Improvements	Add 2,900 parking spaces	Manassas Line	
I-66/US 29/US 50	VRE	Transit	VRE Service Extension	construct	Manassas	Haymarket
I-66/US 29/US 50	WMATA	Transit	Metrorail (I-66 Corridor)	construct	Vienna-Fairfax/GMU Metrorail	Centreville
I-66/US 29/US 50	WMATA	Transit	Metrorail Orange Line extension to Gainesville	construct	I-66 @ VA 28	I-66 @ US 29
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - I-95/I-395/US 1 Corridor	construct	Countywide (potentially region-wide)	
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: I-95/I-395/US 1	implement	Countywide (potentially region-wide)	
I-95/I-395/US 1	Arlington County	Highway	Clark / Bell realignment	reconstruct	12th St	24th St
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Crystal City bike/ped improvements	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Bus Station	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Circulator	implement	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Metrorail Station Second Entrance	construct	Crystal City Metrorail Station	

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Arlington County	Highway	Crystal City street grid improvements	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Highway	Crystal Drive / Rt 1 intersection	construct	Crystal Dr	Rt 1
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Alexandria - Local	construct	Alexandria	Alexandria
I-95/I-395/US 1	City of Alexandria	Transit	CC-PY Transitway	construct	Braddock Road Metro Station	Arlington County Line at Potomac Yard
I-95/I-395/US 1	City of Alexandria	Transit	DASH Bus Service Enhancements System-Wide	implement	Mark Center, Potomac Yard, Eisenhower Ave, Beauregard Street	
I-95/I-395/US 1	City of Alexandria	Transit	Expanded Trolley / Circulator / Transit Service	implement	Del Ray, Old Town, North Old Town	
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Holmes Run Bike Trail Construction	reconstruct	Holmes Run Greenway	North Ripley Street
I-95/I-395/US 1	City of Alexandria	Transit	King Street Metro Parking Lot and Bus Lane Configuration and Multi-Modal Access	construct	King Street Metro Station	
I-95/I-395/US 1	City of Alexandria	Transit	Landmark Transit Station	construct	Landmark Mall (existing)	
I-95/I-395/US 1	City of Alexandria	Transit	Multi-Modal bridge from Van Dorn Metro to Pickett Street	construct	North Potomac Yard	South of Four Mile Run
I-95/I-395/US 1	City of Alexandria	Transit	Potomac Yard Metrorail Station	construct	North Potomac Yard	South of Four Mile Run
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Trail along Metrorail	construct	Cameron St	Crystal City
I-95/I-395/US 1	City of Alexandria	Transit	Transit Corridor 'A' Conversion to Streetcar	reconstruct	Alexandria / Arlington Border	Braddock Road Metrorail Station
I-95/I-395/US 1	City of Alexandria	Transit	Transit Corridor C / Beauregard / Van Dorn Street	construct, widen	Van Dorn / Beauregard Corridor b/t Metro Station & Arlington County	
I-95/I-395/US 1	City of Alexandria	Intelligent Transportation Systems	Transportation Technologies/ITS	implement		
I-95/I-395/US 1	Fairfax County DOT	Highway	Frontier Drive Extension	construct, widen	VA 7900	Loisdale Road
I-95/I-395/US 1	Fairfax County DOT	Highway: Interstate	I-95 (SOV)	construct	I-95	Franconia-Springfield Parkway (Route 7900)
I-95/I-395/US 1	Fairfax County DOT	Highway	I-95 / VA 7100 (Fairfax County Parkway) Interchange Improvements (BRAC)	reconstruct, widen interchange	I-95	VA 7100

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	South County East-West Trail	construct	Manassas/Clifton	I-395
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	US 1	construct	Stafford County Line	I-95/495
I-95/I-395/US 1	Fairfax County DOT	Highway	US 1 (Richmond Highway) / VA 611 (Telegraph Road) Interchange (BRAC)	construct interchange	US 1	VA 611
I-95/I-395/US 1	Fairfax County DOT	Highway: Primary Arterial	US 1 Interchange	construct	@ Huntington Ave/Fort Hunt Rd	Fairfax County Parkway (Route 7100)
I-95/I-395/US 1	Fairfax County DOT	Highway: Primary Arterial	US 1 Interchange	construct	U.S. Route 1	Huntington
I-95/I-395/US 1	Fairfax County DOT	Transit	US 1 Transit Study and Alternatives Analysis	study	Quantico	
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	VA 611 (Telegraph Road)	construct	Richmond Highway	Kings Highway
I-95/I-395/US 1	Fairfax County DOT	Highway	VA 611 (Telegraph Road) Widening (BRAC)	widen	VA 635	VA 633
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Central PWC to Alexandria	implement	Central County (PW Pkwy & McCoart)	Alexandria
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Lake Ridge to Seminary Road	implement	Lake Ridge (Old Bridge / Minnieville Roads)	Mark Center in Alexandria
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Woodbridge to Merrifield	implement	Eastern Prince William County (Woodbridge/Dale City)	Merrifield
I-95/I-395/US 1	Prince William County	Highway	Bonita Fitzgerald Drive	widen	Dale Blvd	Cardinal Drive
I-95/I-395/US 1	Prince William County	Highway	Cardinal Drive	widen	Minnieville Road	Jefferson Davis (Route 1)
I-95/I-395/US 1	Prince William County	Highway	Caton Hill Road	widen	Minnieville Rd	Prince William Parkway
I-95/I-395/US 1	Prince William County	Highway	Dale Boulevard	widen	Foadly Road	Route 1
I-95/I-395/US 1	Prince William County	Highway	Gideon Drive	widen	Dale Blvd	Smoketown Road
I-95/I-395/US 1	Prince William County	Highway	Gordon Boulevard	widen	Fairfax County	Express Drive/Belmont Bay Drive
I-95/I-395/US 1	Prince William County	Highway	Jefferson Davis Highway (Route 1)	widen	Fairfax County Line	Stafford County Line excluding the segment between Joplin Road to Featherstone Rd

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Prince William County	Highway	Neabasco Mills Road	widen	Optiz Blvd	Route 1
I-95/I-395/US 1	Prince William County	Highway	Optiz Boulevard	widen	Gideon Blvd	Route 1
I-95/I-395/US 1	Prince William County	Highway	River Heritage Boulevard	widen	Route 1	Harbor Station Parkway
I-95/I-395/US 1	Prince William County	Highway	Summit School Road	widen	Minnieville Road	Telegraph Road
I-95/I-395/US 1	Prince William County	Highway	Telegraph Road	widen	Caton Hill Road	Opitz Boulevard
I-95/I-395/US 1	Prince William County	Highway: Primary Arterial	US 1 Interchange	construct	Rippon Blvd	Dale Blvd
I-95/I-395/US 1	VDOT	Highway	Construct grade separated interchange at Route 1 and Route 123	construct interchange	Route 1	Route 123
I-95/I-395/US 1	VDOT	Highway	Widen Route 1 from 4 to 6 lanes from Route 123 to Route 235 North (9.8 Miles)	widen	Route 1 @ Route 123	Route 1 @ Route 235 North
I-95/I-395/US 1	VDOT	Highway	Widen Route 1 from 6 to 8 lanes from Route 235 North to Alexandria City Limits (4.5 Miles)	widen	Route 1 @ Route 235 North	Route 1 @ Alexandria City Limits
I-95/I-395/US 1	VRE	Transit	Cherry Hill/ Arkendale-Powells Creek Third Track	construct	Aquia Creek/ Arkendale (at or about CFP 72.0)	Powell's Creek (at or about CFP 83.4)
I-95/I-395/US 1	VRE	Transit	Fredericksburg Line Station Platform Expansion	reconstruct	VRE Broad Run, Manassas, Manassas Park, Burke Centre, Rolling Rd. and Backlick Rd. stations on the Manassas Line	
I-95/I-395/US 1	VRE	Transit	VRE Alexandria Station Pedestrian Tunnel	construct		
I-95/I-395/US 1	VRE	Transit	VRE Crystal City Station Reconstruction	construct		
I-95/I-395/US 1	VRE	Transit	VRE L'Enfant Station Reconstruction	construct		
I-95/I-395/US 1	VRE	Transit	VRE Parking Improvements	Add 1,100 parking spaces		
I-95/I-395/US 1	WMATA	Transit	Metrorail	extension	Franconia-Springfield Metrorail	Potomac Mills
I-95/I-395/US 1	WMATA	Transit	Relocated Yellow Line	construct	Pentagon Metrorail	10th & M Streets, NW

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway	Prince William Parkway Flyover Bridge	reconstruct interchange	Prince William Parkway	Liberal Ave
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway	Sudley Road Third Lane	widen	Digges Road	Godwin Drive
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	Claiborne Parkway	construct	Loudoun County Parkway	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Transit	Leesburg North Park & Ride Lot	construct	North Leesburg with direct or indirect access to Route 15 anticipated.	
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Highway: Secondary Arterial	Route 659	construct	Braddock Road	Prince William County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	Tri-County Parkway - Loudoun Facility	construct	Braddock Road	Fairfax County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	VA 659 (Belmont Ridge Road)	construct	Route 7 (Harry Byrd Highway)	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	VA 772 (Ryan Road)	construct	Belmont Ridge Road	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Godwin Drive	construct	Nokesville Rd	Sudley Rd

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway: Primary Arterial	Godwin Drive	widen	Sudley Road	VA 28
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Harbor Station Parkway	construct	Jefferson Davis Highway/Route 1	Cherry Hill Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	James Madison Highway	widen	Loudoun County CL	Lee Highway (Route 29)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Manassas Battlefield Bypass	construct	Rte 234 Bypass-North	Fairfax County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Prince William Parkway	construct	Nokesville Rd	Dumfries Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Route 234 Bypass North	construct	Loudoun County Line	I-66
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Tri-County Parkway - Prince William Facility	construct	Braddock Rd	Sudley Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway: Primary Arterial	VA 234 (Manassas Bypass)	widen/upgrade	I-66	VA 234 south of Manassas
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway: Primary Arterial	VA 234 Interchange	construct	VA 234 Bypass	Liberia Ave/VA 3000

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/Number or Transit Service Provider)	Type of Improvement	From/At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	VDOT	Highway	Construct 4-lane Loudoun Co. Parkway (extension) between Route 621 (Evergreen Mills Rd) and Route 772 (Ryan Rd) in Loudoun Co. (4.49 mi.) (VSIP)	construct	Route 621 (Evergreen Mills Rd)	Route 772 (Ryan Rd)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	VDOT	Highway	Widen/Upgrade Lo. Co. Pkwy (VA 607) from W&OD Trail to Redskin Park Dr. from 2 to 6 lanes (CLRP)	reconstruct, widen	VA 607 @ W&OD Trail	VA 607 @ Redskin Park Dr.
Prince William Pkwy	Prince William County	Highway	Dunnfries Road	widen	Brentsville Road	Route 1
Prince William Pkwy	Prince William County	Highway: Secondary Arterial	Prince William County Parkway	widen (HOV)	Hoady Rd	I-95
Prince William Pkwy	Prince William County	Highway	Prince William Parkway	widen	Liberia Avenue	Hoady Road
Prince William Pkwy	Prince William County	Highway	Prince William Parkway/Route 3000	widen	Minnieville Road	Jefferson Davis (Route 1)
Prince William Pkwy	Prince William County	Highway	Smoketown Road	widen	Minnieville Road	Gideon Road
Prince William Pkwy	PRTC	Transit	Priority Bus	implement	Woodbridge	Manassas
Prince William Pkwy	VDOT	Highway	Widen Prince William Parkway from 4 to 6 lanes between ECL Manassas/Liberia Ave. and Route 640 (Minnieville Rd) in Prince William Co. (10.37 mi.) (VSIP)	widen	ECL Manassas/Liberia Ave.	Route 640 (Minnieville Rd)
Prince William Pkwy	VDOT	Highway	Widen Route 234 to 6 lanes from Rt. 1450 (Country Club Dr.) to Rt. 234 Business (12.2 mi.)	widen	Rt. 1450 (Country Club Dr.)	Rt. 234 Business
Tri-County Parkway/Loudoun County Parkway/VA 234/Route 659	Loudoun County	Highway: Secondary Major Collector	Loudoun County Parkway	widen	Arcola Boulevard	Route 50

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
VA 28	City of Manassas	Highway: Urban	Libertia Avenue	construct (fill in gaps)	VA Route 28	Norfolk Southern Railroad
VA 28	City of Manassas	Highway	Route 28 Overpass Project			
VA 28	City of Manassas	Highway	Route 28 Widening	widen	Godwin Drive	South City Limits
VA 28	City of Manassas	Highway	Wellington Road Overpass (Phase III of Railroad Realignment)	reconstruct	Dean Drive	Prince William Street
VA 28	Fairfax County DOT	Transit	Light Rail (Route 28)	construct	Manassas	Dulles Airport
VA 28	Fairfax County DOT	Bicycle/Pedestrian	VA 28 (Sully Road)	construct	Walney Road	Dulles Toll Road
VA 28	Fairfax County DOT	Highway	VA 28 (Sully Road) Widening	widen	I-66	Loudoun County
VA 28	Fairfax County DOT	Highway: Primary Arterial	VA 28 Interchange	construct	@ New Braddock Rd	
VA 28	Fairfax County DOT	Highway	VA 608 (Frying Pan Road) Widening	widen	VA 28	VA 657
VA 28	Fairfax County DOT	Highway	VA 657 (Centreville Road) Widening	widen	VA 608	US 50
VA 28	Loudoun County	Bicycle/Pedestrian	Atlantic Boulevard	construct	Harry Byrd Highway (Rt. 7)	Church Road (Rt. 625)
VA 28	Loudoun County	Highway: Primary Arterial	Route 28	widen	Route 606	Loudoun Cty./Fairfax Cty. line
VA 28	Loudoun County	Bicycle/Pedestrian	VA 636 (Shaw Road)	construct	WE & OD Trail	Dulles Toll road
VA 28	Prince William County	Highway	Balls Ford Road	widen	Wellington Road	Sudley Road
VA 28	Prince William County	Highway	Bristow Road	widen	Nokesville Road	Dumfries Road
VA 28	Prince William County	Highway	Devlin Road	widen	Linton Hall Road	Wellington Road
VA 28	Prince William County	Highway	Fleetwood Drive	widen	Fauquier County Line	Aden Road
VA 28	Prince William County	Highway	Nokesville Road Widening	widen	Vint Hill Road	Fauquier County Line
VA 28	Prince William County	Highway	Prince William Parkway/Route 234	widen	I-66	Brensville Road
VA 28	Prince William County	Highway	Sudley Road (Rte 234 Business)	widen	I-66	Manassas City Line
VA 28	Prince William County	Highway	Vint Hill Road	widen	Fauquier County Line	Nokesville Road
VA 28	Town of Herndon	Highway	Sterling Road Improvements (from Sterling Road/Herndon Parkway intersection to Sterling Road/Rock Hill Road intersection)	reconstruct	Sterling Road/Herndon Parkway intersection	Sterling Road/Rock Hill Road intersection
VA 28	VDOT	Highway: Primary Arterial	VA 28	widen	Dulles Toll Road	Route 606

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
VA 28	VDOT	Highway: Primary Arterial	VA 28	widen	I-66	Fairfax County Line
VA 28	VDOT	Highway	Widen Route 28 from 6 to 8 lanes from Route 7 to I-66 (14.39 miles).	widen	Route 7	Route I-66
VA 28	VDOT	Highway	Widen Route 28 to 6 lanes from Liberia Ave to Route 29 (5.65 Miles)	widen	NCL Liberia Avenue	Route 29
VA 28	VDOT	Highway	Widen Route 28 to 6 lanes from Route 660 W Ave to WCL Manassas (0.62 Miles)	widen	Route 660 W	WCL Manassas
VA 28	VRE	Transit	Manassas Line Station Platform Expansion	reconstruct	VRE Broad Run, Manassas, Manassas Park, Burke Centre, Rolling Rd. and Backlick Rd. stations on the Manassas Line	
VA 28	VRE	Transit	VRE Service Extension	construct	VRE	
Other	Arlington County	Transportation Demand Management	Arlington County Commuter Services - Base Program Growth	implement		
Other	Arlington County	Transportation Demand Management	Arlington County Commuter Services - Major Enhancements	implement		
Other	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - Other Corridor	construct	Countywide (potentially region-wide)	
Other	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: Other Corridor	implement	Countywide (potentially region-wide)	
Other	Arlington County	Intelligent Transportation Systems	Traffic System and Technology Enhancement - Smart Traffic Signal System	implement		
Other	Arlington County	Intelligent Transportation Systems	Transportation System Management (TSM) & Communication Upgrade	implement	Countywide	
Other	Arlington County DOT	Highway: Urban	Columbia Pike Multimodal Improvements	construct	Baileys Crossroads / Skyline	Pentagon City
Other	Arlington County DOT	Transit	Light Rail (Columbia Pike Corridor)	construct	Baileys Crossroads/Skyline	Pentagon City

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Other	City of Manassas	Bicycle/Pedestrian	Fairview Avenue	construct	Center Street	Prince William Parkway
Other	Fairfax County DOT	Bicycle/Pedestrian	Fairfax County	construct	Miscellaneous	
Other	Fairfax County DOT	Transit	Priority Bus (VA 236)	implement	Alexandria City Limits	Fairfax City (GMU)/Pentagon Metro (Two Branches) VA 645
Other	Fairfax County DOT	Highway	US 50 / VA 645 (Stringfellow Road) Interchange	construct	US 50	
Other	Fairfax County DOT	Highway: Primary Arterial	VA 123 Interchange	interchange	@ Braddock Rd	
Other	Fairfax County DOT	Highway	VA 123 Widening (Lysons)	widen	VA 7	Old Courthouse Road
Other	Fairfax County DOT	Bicycle/Pedestrian	VA 638 (Rolling Road)	construct	South County East-West Trail	I-95
Other	Prince William County	Bicycle/Pedestrian	Gordon Blvd	construct	US 1	Commerce St
Other	Prince William County	Bicycle/Pedestrian	John Marshall Highway	construct	US 1	Lee Highway
Other	Prince William County	Bicycle/Pedestrian	Minnieville Road-Trail	construct	I-66	Spriggs Rd
Other	Prince William County	Bicycle/Pedestrian	Old Bridge Road	construct	Dumfries Rd	Prince William Parkway
Other	Prince William County	Bicycle/Pedestrian	VA 784 (Dale Blvd.)	construct	Delany Rd	US 1
Other	WMATA	Transit	100% 8-Car Trains	expand	n/a	n/a
Other	WMATA	Transit	Farragut North/Farragut West Pedestrian Connection	construct	Farragut West Metrorail	Farragut North Metrorail
Other	WMATA	Transit	Gallery Place/Metro Center Pedestrian Connection	construct	Gallery Place - Chinatown Metrorail	Metro Center Metrorail
Other	WMATA	Transit	Interline connection between Courthouse Metrorail & Arlington Cemetery Metrorail	construct	Courthouse Metrorail	Arlington Cemetery Metrorail
Other	WMATA	Transit	Metrobuss Fleet Expansion	expand	n/a	n/a
Other	WMATA	Transit	Relocated Blue Line	construct	Arlington Cemetery Metrorail	Anacostia bridge crossing
Other: Project is located in Woodbridge VA near Route 1	Prince William County	Highway	Belmont Bay Drive	construct	Gordon Blvd.	Palisades St.
Other: Route 123	VDOT	Highway	Widen Route 123 from 4 to 6 lanes from Davis Drive to South City Limit Fairfax City (0.51 miles).	widen	Davis Drive	SCL Fairfax City

TransAction 2040 - Project List

Draft as of 3/29/11

Corridor	Agency	Type of Project	Facility (Road Name/ Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Other: Route 123	VDOT	Highway	Widen Route 123 from 4 to 6 lanes from North City Limit (NCL) Fairfax City to SCL Town of Vienna (3.09 miles).	widen	NCL Fairfax City	SCL Town of Vienna
Other: Route 123	VDOT	Highway	Widen Route 123 from 4 to 6 lanes from Route 1 to I-95 (0.61 miles).	widen	Route 123 @ Route 1	Route 123 @ I-95
Other: Rt 15	VDOT	Highway	Widen Route 15	widen	a) US 29	a) I-66
Other: Rt 15	VDOT	Highway	Widen Route 15	widen	VA 234	Loudoun County line

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Request to Exchange Congestion Mitigation and Air Quality (CMAQ) and Enhancement Funding with the Fredericksburg Area Metropolitan Planning Organization (FAMPO) (Agenda Item 6.B.)

DATE: April 8, 2011

Commonwealth Transportation Board members Cord Sterling has requested that NVTa consider trading \$1,000,000 in CMAQ funds allocated to Northern Virginia for an equal amount of Enhancement funds allocated to the Fredericksburg area. FAMPO is looking for additional funds to finance a commuter rail station in Spotsylvania County. CMAQ funds can be used for this purpose, but Enhancement funds can not.

A potential project to facilitate this trade has been identified, and staff from the affected jurisdiction is discussing the particulars of the Enhancement program with VDOT staff. At this time, the JACC do not have sufficient information to make a recommendation to the NVTa. While staff is conceptually comfortable with the transfer, staff wants to make sure that the local jurisdiction will be able to proceed with its project without delay or significant different circumstances.

The JACC will return to the NVTa at its July 14, 2011 meeting with a more specific recommendation.

The JACC members and I will be available at the meeting on April 14, 2011, to answer questions.

Cc: Members, Jurisdiction and Agency Coordination Committee

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

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

DATE: April 8, 2011

Since the February 3, 2011, NVTA meeting, activities related to the I-95 HOT Lanes project include:

- Secretary of Transportation Sean Connaughton announced changes to the project. The limits of the project will be from Garrisonville Road in Stafford County to Edsall Road (just north of the Beltway) in Fairfax County. In addition, the project will include a High Occupancy Vehicle (HOV) ramp at Seminary Road to serve the Base Realignment and Closure Commission (BRAC) -133 site at the Mark Center.
- VDOT is preparing an environmental assessment for the HOT lanes project and a categorical exclusion for the Seminary Road ramp.
- The transit service and commuter parking lots previously identified for the I-95/395 HOT lanes project will need to be revised. An initial staff discussion is scheduled for April 12.
- Subsequently, Arlington County withdrew its lawsuit related to the I-95/395 HOT lanes project.
- The National Capital Transportation Planning Board (TPB) has approved undertaking an air quality conformity assessment that reflects the changes in the project scope. Based on the results of this assessment, TPB will consider adding this project to the 2010 Constrained Long Range Plan.
- Construction of the I-95 HOT lanes project and the Seminary Road ramp are expected to begin during the 2012 construction season.

Jurisdiction and Agency Coordination Committee members and I will be available at the April 14, 2010, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

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

DATE: DRAFT: April 6, 2011

The following is a summary of changes to several I-66 projects and studies since the February 3, 2010, NVT A meeting.

I-66 Reconstruction Project

On April 4, 2011, VDOT began reconstructing I-66 from Route 50 to the Beltway (I-495). Work will be conducted between 9 p.m. and 5 a.m. Sunday through Thursday. This project is expected to be completed in Fall 2012.

I-66 Spot Improvements

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

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

The I-66 EIS study team held a kickoff meeting with the selected consultant (Parsons Transportation Group) on January 25, 2011, to discuss the study and the rough scope. VDOT and the consultant are in the process of finalizing the study schedule, budget and contract. VDOT anticipates issuing a Notice to Proceed in April 2011. VDOT staff has indicated that they will be coordinating the study with stakeholders, including local jurisdictions and transit agencies; however the specifics of this coordination will need to be worked out.

Martin E. Nohe, Chairman

Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

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

VDOT's Northern Virginia District staff revised the scope of work for this study to include the comments received including those endorsed by NVTA. VDOT provided the revised scope of work to the Transportation Planning Board, and the scope was include in the TPB agenda packets for the March 16, 2011, meeting. VDOT staff is currently in the process of soliciting and selecting a consultant for the study

Jurisdiction and Agency Coordinating Committee members and I will be available at the April 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP) Development, include Financial Analysis (Agenda Item 6.E.)

DATE: April 8, 2011

The Transportation Planning Board has begun the process of adopting a 2011 CLRP. The TPB will not be adopting an FY 2012 TIP. CLRP submissions were due on January 21, 2011. There were very few new Virginia projects for consideration in this year's update of the CLRP. These include:

- o Grade Separation at Virginia Route 7/15 and Sycolin Road in Leesburg
- o Truck Climbing Lane on Westbound Virginia Route 7 between Business Route 7 and Virginia Route 9
- o New Exit Ramp from Northbound I-95 to Northbound Fairfax County Parkway
- o Widen Exit Ramp from Northbound Fairfax County Parkway to the Northbound Fairfax County Parkway at the Franconia-Springfield Parkway/Rolling Road
- o Widen Belmont Ridge Road from the Dulles Greenway to Virginia Route 7
- o Construct the Gloucester Parkway from the Loudoun County Parkway to Pacific Boulevard
- o Route 1 Streetcar Project in Arlington (Pentagon City to the Alexandria City Limits)
- o Reversible HOV ramp from the I-395 HOV lanes to Seminary Road

Adjustments are also being proposed on the I-95/395 HOT lanes project to change the north end of the project to Edsall Road and make adjustments at the south end of the project. While the revised CLRP submission does not include a revised transit service plan, VDOT has added the following language to the CLRP form: *“Additionally, the Commonwealth remains committed to park-and-ride lots and transit improvements in the corridor. VDOT will work with local jurisdictions to address specific needs, whether this is expanded bus service or park-and-ride lots and develop these elements in the coming months.”*

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

VDOT has also requested a modification to the HOV extension on I-66 from Route 29 to Route 15 in Prince William County to add a new general purpose lane.

VDOT is proposing changes to the limits of a proposed project to widen Richmond Highway (Route 1) in the Fort Belvoir area of Fairfax County. Approximately four miles of widening from Telegraph Road to the Occoquan River are being removed.

In addition, the schedule for 38 projects has been delayed by one to ten years. Of these projects, 20 will have an impact on air quality conformity, because the delay is significant enough to change the analysis years (2020, 2030 and 2040) in which the projects are included.

The proposed project list was released for public comment on February 10, 2011. The public comment period ended on March 12, 2011. Comments received include: well over 100 comments in support on the revisions to the I-95 HOT Lanes projects. TPB approved the conformity inputs on March 16, 2011. TPB is expected to adopt the 2011 CLRP in November 2011.

Jurisdiction and Agency Coordinating Committee staff and I will be available at the Authority's April 14, 2011, meeting to answer questions.

Cc: NVTA Jurisdiction and Agency Coordinating Committee

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Regional Air Quality (Agenda Item 6.F.)

DATE: April 8, 2011

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

- The Environmental Protection Agency (EPA) released a new mobile emission calculation model, known as MOVES 2010, in March 2010. This model is much more sophisticated than the current MOBILE 6 model. The EPA regulations require the MPOs to use this model in their regional air quality conformity analyses starting March 2012. Metropolitan Washington Air Quality Committee (MWAQC) and Transportation Planning Board (TPB) had established a Task Force (August, 2009) to evaluate the new model and develop sources and procedures for developing input data for the model. The Task Force completed its task in October 2010 and subsequently completed a test run of the new model using the data and procedures agreed to earlier this year. Preliminary results from these test model runs show that the estimated emissions amounts of all pollutants for Ozone and PM2.5 are considerably higher than amounts estimated by the current MOBILE 6 model. Other areas of the country are experiencing similar results.

The new emissions estimates from these test runs indicate that estimates of emissions from the region's CLRP/TIP would comply with the approved (Ozone) and submitted (PM2.5) emissions budgets in the region's State Implementation Plans (SIPs) in the outer years (2020 and beyond). The test runs also indicate that the region would not comply with the approved (Ozone) and submitted (PM2.5) emissions budgets in some of the years between 2011 and 2020. Normally such a situation would require updating the emissions budgets in the SIP and/or adopting transportation emissions reductions measures. At this time, however, the EPA has proposed (in an action not related to MOVES model) certain changes affecting the procedures for conducting air quality conformity analyses for the CLRP and TIPs including the years for which such analyses is to be conducted for. Should these proposed changes be finalized, it is likely that the TPB will be able to select an earlier than 2020 year in which CLRP/TIP emissions estimates would comply with the approved/submitted emissions

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
April 8, 2011
Page Two

budgets. Additionally members of the MOVES Task Force, working with the Association of Metropolitan Planning Organizations (AMPO) and AASHTO, have requested the EPA to consider extending the deadline for using MOVES in regional transportation conformity analyses. The EPA has agreed that such an action is merited and is currently examining the process for granting such an extension.

- On January 6, 2010, the Environmental Protection Agency (EPA) proposed strengthening the 8-hour national ambient air quality standards for ground-level ozone. The current standard is 75 parts per billion (ppb). The EPA proposed tightening the standard by lowering the design hour value to between 60 to 70 ppb. In addition, the EPA is also proposing to establish a seasonal secondary standard to protect sensitive vegetation and ecosystems. The EPA conducted public hearings on its proposed standards in several locations around the country. EPA expected to issue final standards on August 31, 2010; however, the new standard has not been issued yet. Based on the original issue date, EPA expected to make final regional non-attainment designations by July 2011. If designations are made in July 2011, non-attainment areas will have until December 2013 to complete their State Implementation Plans (SIPs). New regulations would need to be in place by 2014. EPA states that it intends to maintain the original target dates, but changes in some of these dates is likely given the amount of work involved in the different phases of this process.

On October 25, 2010, the EPA and the U.S. Department of Transportation (DOT) announced proposed greenhouse gas (GHG) and fuel efficiency standards for medium- and heavy-duty on-road vehicles and engines. In general, the proposed standards would apply to model year (MY) 2014 to 2018 vehicles with a gross vehicle weight at or above 8,500 pounds. Affected vehicles include combination tractors, heavy-duty pickup trucks and vans and vocational vehicles. Combined, these types of vehicles are the transportation sector's second largest oil consumers and GHG emitters. The proposal includes a series of fuel consumption standards based on vehicle type, as well as carbon dioxide standards and standards to, in effect, cap nitrous oxide (N₂O) and methane (CH₄) emissions. EPA and DOT estimate that the program would reduce GHG emissions by approximately 250 million metric tons and save 500 million barrels of oil over the lives of the vehicles produced within the program's first five years and provide \$41 billion in net benefits over the lifetime of the affected vehicles. EPA completed accepting comments on the proposed rule in January of 2011. The rule is yet to be finalized as of this date.

JACC members and I will be available at the Authority meeting on April 14, 2011, to answer questions.

Cc: Members, NVT Authority Jurisdiction and Agency Coordinating Committee