



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, December 13, 2018**

**5:30 PM**

**3040 Williams Drive, Suite 200**

**Fairfax, VA 22031**

**AGENDA**

**I. Call to Order** Chair Randall

**II. Approval of the Meeting Summary of the November 26, 2018 Meeting**  
*(With abstentions those who were not present.)*

**Action Item**

**III. Recommend Authority Adoption of the 2019 Legislative Program**  
Ms. Backmon, Executive Director  
Ms. Baynard, Legislative Liaison

**Discussion/Information**

**IV. Discussion of Executive Director 2018 Performance Evaluation**  
*(Material to be handed out at the meeting.)*  
Chair Randall  
Mr. Minchew

**Closed Session**  
(Personnel Matter)

**Adjournment**

**I. Adjournment**

**Next Meeting: January 10, 2019 5:30 PM**  
**NVTA Offices**



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, November 26, 2018**

**10:00AM**

**3040 Williams Drive, Suite 200**

**Fairfax, VA 22031**

**MEETING SUMMARY**

**I. Call to Order**

Chair Cristol

- Chair Cristol called the meeting to order at 10:16AM.
- Attendees:
  - ✓ Members: Chair Cristol; Mr. Minchew; Mayor Meyer.
  - ✓ Authority Members: Chairman Nohe; Ms. Hynes.
  - ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Richard Stavros (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication & Public Affairs Manager); Sree Nampoothiri (Transportation Planner); Yolanda Thomas-Jones (Clerk to the Board).
  - ✓ Other Attendees: Tracy Baynard (McGuire Woods Consulting LLC); Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Paolo Belita (Prince William County); Rich Roisman (Arlington County); Rob Dickerson (Council of Counsel – Prince William County); Ellen Posner (Council of Counsel – Fairfax County Department of Transportation).

**Non-Agenda Item**

- Chairman Nohe appointed Chair Cristol temporary Vice Chair of GPC to lead the meeting.

**II. Approval of Meeting Summary**

- Motion to approve the minutes of the November 26, 2018 meeting of the GPC was made by Mr. Minchew, seconded by Mayor Meyer.

**Discussion/Information**

**III. Review of Executive Director 2018 Performance Goals**

Chair Cristol

- Chair Cristol invited Ms. Backmon to review the provided recap of her 2018 Goals and other accomplishments.
- Ms. Backmon highlighted her 2018 performance goals, and accomplishments, noting:
  - ✓ Unanimous adoption of the Authority's Inaugural Six Year Program (SYP) for FY2018 through FY2023, adopted on June 14, 2018.
  - ✓ The FY2018-2023 SYP included 44 regional multimodal transportation projects totaling \$1.285 billion.
    - After the adoption of the FY2017 Program, Ms. Backmon noted her commitment to not initiate another funding program until there was an updated TransAction---the first to be adopted since the passage of HB 2313.
    - The call for projects for the FY2018-2023 SYP was issued immediately after the adoption of the TransAction update in October 12, 2017.
    - There was unanimous support and recommendation of NVT A approval by the Authority's two statutory committees: the Planning Coordination Advisory Committee, and the Technical Advisory Committee. The recommendations of the PCAC and the TAC were taken to the Planning and Programming Committee.
  - ✓ Hosted the third Annual Intelligent Transportation System (ITS) Roundtable on Innovative and Disruptive Technologies. There was maximum attendance as the event sold-out early. The Roundtable was attended by elected officials, industry leaders and jurisdictional and agency staff. The next ITS Roundtable is schedule for March 2019.
  - ✓ Developed and refined the methodology to assess Long Term Benefits (LTB) in alignment with the Authority's adopted principles. The Authority adopted principles for assessing Long Term Benefits in December 2014.
    - NVT A staff developed a high-level methodology to assess the status of LTB and shared the results with the RJACC. The recommendation was to not to move forward and use as a tool in making funding decisions for the FY 2018-2023 SYP.
    - NVT A staff plans to share the revised methodology with the Authority in the Spring of 2019, prior to or in conjunction with the call for projects for FY2024-2025.
  - ✓ Hosted a Regional Transportation Forum, titled Transportation 101 for Northern Virginia Elected Leaders. There was participation from all regional entities including NVTC, VDOT, VRE, PRTC, TPB. An approximately 20 elected leaders throughout the region were on hand for the event.
  - ✓ Groundbreakings and Ribbon-Cuttings for Authority funded projects. Ms. Backmon noted the importance of citizens seeing how NVT A investments are directly impact them. Three groundbreakings were held in 2018 year with more to come before years end.
    - May 2018, Route 7 at the Dulles Toll Road in conjunction with the Commonwealth and Fairfax County.

- August 2018, Route 606 improvements and reopening of Van Buren Bridge in City of Falls Church.
- December, 5, Widening of Belmont Ridge Road.
- Tentative for December 2018, Northfax Intersection and Drainage improvement for the City of Fairfax.
- Tentative for December 2018/January 2019, PRTC Western Maintenance Facility. The Authority has \$16 million on the project, the Commonwealth through DRPT has about \$11 million. This facility will be used to house the commuter buses as part of the new commuter bus service for the Transform 66 Outside the Beltway Project. Ms. Backmon will send a 'save the date' to the Authority once the date is confirmed.
- ✓ Implementation of the Five-Year Strategic Plan adopted in November of 2017. NVTA staff are in the process of implementing various elements of the Plan. A one- year progress update will be presented to the Authority in January 2019.
- ✓ Secured the ability to incorporate HB599 into the current TransAction update and future TransAction updates.
- ✓ Developed a Communications Plan to improve the messaging of the Authority's role in regional, multimodal transportation planning and funding.
  - Implemented regular Eblasts with latest Authority news and actions.
  - Promotion of the Authority's media presence.
  - Ms. Backmon commended Erica Hawksworth, Communication Manager for doing outstanding job with developing and implementing the Communications Plan.
  - Building relationships with the local media with an emphasis on reporters specializing in transportation projects.
- ✓ Developed Funding Strategy for the FY2018-2023 SYP. NVTA staff worked in conjunction with the Finance Committee to develop a funding strategy for the NVTA's Six Year Program during a particularly difficult time due to the 2018 General Assembly Session.
  - Developed a finance strategy that the Finance Committee unanimously adopted and recommended to the Planning and Programming Committee.
- ✓ Developed multi-year IT strategy focused on building reliable systems backbone, project tracking and transportation modeling capacity.
  - Proposed and received approval for the Project Management and Monitoring System (PMMS), this allows for streamlining via automating the project application form for the SYP.
- ✓ Active support through the 2018 Legislative Program particularly as it pertains to transit funding
  - An example is the investment of \$250 million for the Route 1 Bus Rapid Transit project.
  - Additional investments in Metro projects.

- Supporting dedicated revenue for Metro.
- ✓ Implement the Investment Management and Monitoring Services allowing the automated credit monitoring of the Authority's \$1 billion investment portfolio.
- ✓ Chair Cristol requested clarity on the process of the Executive Director's performance review. Mr. Longhi responded, Chair Randall will send an email within a few days to solicit input for the Executive Director's performance review that will be discussed in the next GPC meeting. He added the comments will be consolidated and presented to the Authority at their January 2019 meeting.

#### **IV. Preparation for the 2019 General Assembly Session**

Ms. Backmon, Executive Director  
Tracy Baynard, Legislative Liaison

- Ms. Baynard gave a report of the 2019 General Assembly Session.
  - ✓ Ms. Baynard reviewed the Authority's revised draft 2019 State and Federal Legislative Program which explains the legislative issues of concern to the Authority, noting:
    - A section was added that outlines the Authority's history, funding, role and the requested changes.
    - Review of the 2 specific policy goals:
      - Restore long-term funding to the Authority.
      - HB599 Prioritization Process, transferring responsibility for the HB 599 analysis from VDOT to the Authority.
  - ✓ Ms. Baynard mentioned that she and Ms. Backmon have had a number of conversations with Deputy Secretary Nick Donohue and Commissioner Brich, which confirmed that the administration supports the efforts to transfer HB599 responsibility to the Authority.
  - ✓ Chair Cristol inquired about the current status of HB599. Ms. Backmon responded that the Authority needs autonomy over the HB 599 process, which would provide flexibility to conduct the evaluations. Ms. Hynes also noted that HB599 is an unfunded mandate that requires VDOT to conduct the evaluation at least every four years on a minimum of 25 projects.
  - ✓ Mayor Meyer asked about the value added that VDOT provides to the process and outcome. Ms. Backmon responded, HB599 is 'a' tool for project selection, not 'the tool'. She stated that the NVTA also assesses the quantitative and qualitative benefits of projects including geographic balance and model distribution.
  - ✓ Ms. Hynes suggested a recast of how it is stated in the draft program. Recognizing that the majority of people who voted for HB599 are no longer in the General Assembly. She suggested that verbiage be added to reflect:
    - NVTA support this tool as a value perspective on projects.
    - Having the ability to take on additional projects as the scope changes.

- Would allow the Authority to make better decisions.
- ✓ Mayor Meyer asked if the statutes changed, effective July 1, would VDOT be able to assign unto the Authority its software licensing rights. Mr. Longhi responded, it can be done as a rider under an existing contract. Ms. Backmon noted that while the law requires that the HB 599 be conducted using a computer simulated model, the law does not specify which model must be used. She added the NVTA used TRANSSIMS for the TransAction update, as it is the model that VDOT used for previous rounds of HB 599 evaluations. Ms. Backmon does not want the Authority to be restricted to the sole use of TRANSSIMS.
- ✓ Ms. Barnard discussed a third initiative, the flexibility in the funding of NVTA operation and administrative costs that currently exists for the Hampton Roads Transportation Accountability Commission (HRTAC). She noted that the HRTAC per a bill adopted in 2016, has the flexibility to use a variety of funding sources to fund their operations and administrative costs. Ms. Baynard inquired if the Authority should seek parity with HRTAC, regarding how the Authority funds its operating and administrative costs.
- ✓ Chair Cristol added she is supportive of this position based on the merits.
- ✓ Chairman Nohe added the NVTA is technically an unfunded mandate on the localities and being on par with HRTAC would give the Authority control of its own budget.
- ✓ Ms. Hynes inquired about the Committee's support of the changes and additions regarding the restoration of NVTA revenues using the verbiage earlier discussed and suggested the word 'loss' be replaced with the word redirection, diversion or reallocation. She added the document should contain a statement 'NVTA's revenues have been reduced "X" percent. Ms. Baynard responded that there will be a second document with talking points for Authority members to be delivered to the General Assembly. She added it will be more nuanced and pointed than the language put in this document.
- ✓ Mr. Minchew mentioned that Loudoun County had similar yet stronger language in their 2019 Legislative Program. He suggested the Authority use this document as a resource.
- ✓ Ms. Hynes asked the Committee if they wanted to add a statement that reflects the loss of 30% local revenues. Ms. Baynard responded that the inclusion of the loss of the 30% makes the program stronger.
- ✓ Chair Cristol summarized the feedback noting:
  - The current language is fine with a few additions with ways to contextualize the impacts of the redirected funding, in terms of highly rated projects that went unfunded.
- ✓ Ms. Baynard referred to Page 2 of the document noting:
  - No major changes
  - Item B, Capital Funding was focused on the fiscal cliff, there is no longer a specific date for the transit fiscal cliff. However, there is still a concern about transit capital funding. Ms. Baynard explained

this is purpose for the 'State Funding' section, the state continues the need to play a bigger role in providing capital and operating funds for transit systems across the Commonwealth.

- The WMATA section has been updated to reflect what happened in the 2018 General Assembly session.
- ✓ Ms. Hynes commented that the fundamental issue is that the state of good repair for transit has to compete. She suggested a regional statement that reflects an understanding of the current process noting that state of good repair doesn't compete on the highway side. There is a philosophical component that should be reflected.
- ✓ Ms. Baynard highlighted the language on sustainable governance operating and funding reforms continues with the extension of PRIIA.
  - Chair Cristol mentioned the section is not clear and concise, noting.
    - Subject verb questioning as it relates to who and what's being asked.
    - State and Federal is mixed together and it should be clear that PRIIA is a top priority for federal not state.
    - WMATA Bill (HB 1539) had a tremendous amount of new reporting and accountability requirements of which the Northern Virginia Transportation Commission (NVTC) has been working hard to implement
    - Ms. Baynard responded this is section written last year. She reminded the Committee the Authority made the decision prior to the General Assembly action-taking place, that as an entity, the Authority supports Metro and governance reforms. Ms. Baynard added, the Authority decided it would not be overly specific due to NVTC being the entity responsible for implementation. She noted, it was about stating the NVTA supports efforts to effect change for governance reform and support current needs.
- ✓ Ms. Baynard noted her agreement with Chair Cristol as it relates to PRIIA funding, adding it is a federal action. She suggested continue expressed support for reformative actions.
- ✓ Chair Cristol suggested the Authority continues to support PRIIA reauthorization at the federal level and the governance reforms indicated in the 2018 legislation and currently being led by NVTC.
- ✓ Ms. Hynes suggested a commitment to continue a state investment regardless of PRIIA. Chair Cristol agreed.
- ✓ Ms. Baynard added there will be a repeat of the same language in the PRIIA and Metro section of the document. This has been inherited from the NVTA policy. The NVTA does not lobby at the federal level.
- ✓ Ms. Baynard stated the General Assembly session is going to be dominated by the budget, including the handling of federal reform, conformity, and the Wayfair retail tax decision.
- ✓ Ms. Baynard confirmed the next GPC meeting will be December 13<sup>th</sup> at 5:30PM, prior to the Authority meeting. Ms. Backmon responded, the

Authority meeting was scheduled to begin at 6PM due to NVRC meeting. She added, the NVRC meeting is now canceled so the Authority meeting can begin at 7PM.

- ✓ Ms. Backmon noted she will send an email to Authority members noting the time change from 6pm to 7pm.

**V. Adjourned 11:30AM**

**Next Meeting: December 13, 2018 at 5:30PM**





## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

**TO:** Chair Randall and Members of the  
Northern Virginia Transportation Authority

**FROM:** Monica Backmon, Executive Director

**SUBJECT:** Preparation for the 2019 General Assembly Session

**DATE:** December 7, 2018

---

- 1) **Purpose:** To seek Northern Virginia Transportation Authority (NVTa), Governance and Personnel Committee (GPC) approval of the 2019 Legislative Program.
- 2) **Suggested Motion:** *I move the GPC recommend Authority approval the draft 2019 Legislative Program, to be inclusive of amendments made at the December 13, 2018 Authority meeting.*
- 3) **Background:**
  - a) The GPC, with the assistance of the Authority's Legislative Liaison, Ms. Tracy Baynard – McGuireWoods Consulting LLC, has met since September of 2018 to work on the draft development of the draft 2019 Legislative Program.
  - b) A draft 2019 Legislative Program was circulated to the GPC and all Authority members on December 7<sup>th</sup>.
  - c) Please note that with the compressed timeline, with GPC meeting just before the Authority meeting on December 13<sup>th</sup>, the distribution of a revised draft Program at either or both meetings may be required.

**Attachment:** Draft - 2019 Legislative Program (Mark Up and Clean)  
Revenue Diversion Charts



## **2019 State and Federal Legislative Program**

**(Draft Date: December 7, 2018)**

### **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (New Section and Positions)**

The Northern Virginia Transportation Authority (Authority) is a regional body that focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

For the 2019 General Assembly Session, the Authority has three legislative priorities as noted below:

#### **RESTORE LONG TERM FUNDING TO THE AUTHORITY**

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to Virginia's newly created WMATA Capital Fund. The annual impact is a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$289 million from initial projections resulting in partial funding for multiple projects with high analysis scores of reducing congestion. In addition, we note that many of the Authority's member localities use both 70% Regional Revenues and 30% Local Distribution Funds as a match to the Virginia Revenue Sharing Program, and will struggle to participate in this program without restoration of long term funding for the Authority.

**ALLOW THE AUTHORITY TO PERFORM HB 599 PRIORITIZATION ANALYSIS**

Since the adoption of HB 599 (2012), the Authority has worked with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation to create and use a prioritization evaluation process to determine which transportation projects will do the most to reduce congestion in our region. NOVA VDOT was not given any new revenues to undertake this work and indicated it had capacity to review only 25 projects every 4 years. However, the Authority, as an experiment with VDOT, incorporated HB 599 into the 2017 TransAction update (the region's long range transportation plan) and 352 projects were evaluated for their impact on congestion reduction. These results were incorporated into the Authority's FY2018-2023 Six Year Program. The Authority believes it is more efficient to perform the analysis based on the approach of incorporating HB 599 into TransAction as it has high benefit to the region. It is more efficient and provides a wider regional look at congestion relief than can be obtained through the process as originally envisioned in HB599. The Authority seeks the transfer of responsibility for the HB 599 analysis from VDOT to the Authority.

**PROVIDE THE AUTHORITY THE SAME FLEXIBILITY IN FUNDING OPERATIONS AS THE HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION**

The Authority seeks the same flexibility in which funding sources are used to support administration and operations expenses as the Hampton Roads Transportation Accountability Commission.

**STATE LEGISLATIVE PROGRAM**

**STATE FUNDING**

**Allocation of Statewide Revenues:** It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- **State of Good Repair:** The Authority recommends an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.
  - The Authority requests that the Commonwealth also consider the condition of our region's secondary and urban roads when allocating the State of Good Repair and Highway Maintenance and Operations Funds (HMOF). Northern Virginia is only expected to receive 6.39 percent in FY2019, of State of Good Repair funds this year as 87 percent of roads in Northern Virginia are in Fair or Better Condition. However, according to VDOT's Dashboard, our secondary pavement conditions are the worst in the Commonwealth, with only 41 percent of these roads in Fair or Better Condition. This percentage is far less than the Commonwealth's average of 60 percent and far from the Commonwealth's 65 percent target. This is an on-going concern of the Authority as millions of people drive on our roads every day and these deteriorated pavements will only get worse until something is done to address them.

**Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below its current level of \$100 million.**

- The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.
- **Transit Capital Funding: The Authority supports efforts to fully address this anticipated state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services.** Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges. Revised

*WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)*

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yards station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- A. **State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**
  - The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.
- B. **Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders. The Authority applauds work being done to stand up the Metro Safety Commission to ensure adequate oversight of WMATA's efforts.**
  - The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.

**C. Sustainable Governance, Operating and Funding Reforms: The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in SB 856/HB 1539, to address WMATA's current and long-term challenges.**

- Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- The system staff, board and stakeholders must identify, adopt and implement reforms in all three areas in order to provide the Commonwealth, Northern Virginia and the National Capital Region with a transit system capable of supporting continued economic and population growth and national security response.
- WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
- Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

**D. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

***VIRGINIA RAILWAY EXPRESS (VRE)***

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for capital and

operating remains a critical need to sustain the current level of service and meet future demand.

- The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system. VRE is currently conducting an in-depth financial analysis to establish whether additional funding is needed to ensure VRE's financial security, as well as determining which capital projects are best suited for CROC funding in VRE's Capital Improvement Program.

### **PEDESTRIAN AND TRANSIT SAFETY**

**The Authority supports 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.

Strong safety records depend on strong safety practices and training and **the Authority supports training programs for transit systems, pedestrians and bicyclists.** *(Revises and reaffirms previous position)*

### **LAND USE PLANNING**

**The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.**

Land use provisions included in legislation during the 2012 Session provide that VDOT and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's current priorities. If they decide this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. *(Reaffirms previous position)*

**The Authority supports the ability of its member jurisdictions to collect both in-kind and cash proffers that assist with providing necessary transportation facilities and infrastructure to serve new development and help address transportation congestion and accessibility.** Proffers have been a critical element in leveraging local, regional, state, and federal funds, which come together to fully fund necessary transportation projects in our region. Member jurisdictions and their landowner partners should have sufficient flexibility to explore all options to provide critical transportation facilities. *(Reaffirms previous position)*

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

**The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements.** While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth,



the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

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

**The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.** Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

### ***MAXIMIZING USE OF FACILITIES AND OPERATIONS***

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, and teleworking, safe pedestrian and bicyclist movement; and encourage user friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

## **FEDERAL LEGISLATIVE PROGRAM**

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

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly

**USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments** as it works to rules to establish performance measures and standards for numerous programs;

**The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region.** These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

**To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and**

**Safety and security must continue to be an important focus of transportation projects.**

*(Revises and reaffirms previous position)*

### ***WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING***

- A. **Extending Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.

- o The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses

urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

- This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (Reaffirms Previous Position)

**B. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

***VIRGINIA RAILWAY EXPRESS (VRE)***

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for both capital and operating remains a critical need to sustain the current level of service and meet future demand.
- VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- Federal funding and cooperation is critical to the expansion of the Long Bridge, currently a significant impediment to enhancing passenger and freight rail service in the Northeast Corridor. Expanding the Long Bridge is identified in VRE's 2040 Plan.
- The Authority urges the Federal government to complete implementation of the Positive Train Control initiative in order to improve employee and passenger safety in rail corridors used by VRE.



***FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION***

**The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. (Reaffirms previous position)**

***FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS***

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

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

**The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. (Reaffirms previous position)**

***FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT***

**The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. (Reaffirms previous position)**

**2019 Legislative Program  
Diversion of TOT and Grantors  
Revenue**

*December 7, 2018*

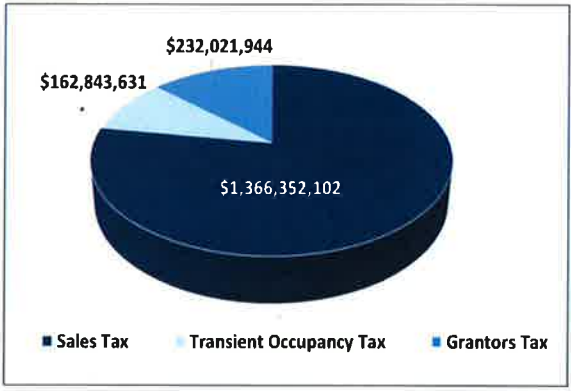


**Comparison of FY2019-2023  
Revenues As a Result of 2018  
Diversion of Transient Occupancy  
Tax and Grantor's Tax**

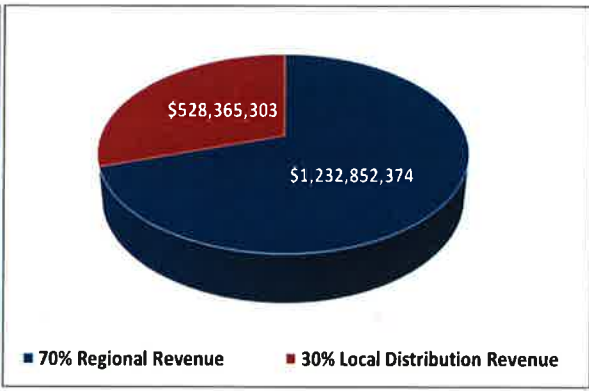


## FY2019-2023 Revenue Estimates

FY2019-2023 Estimated Revenue Breakdown by Tax Type: ORIGINAL

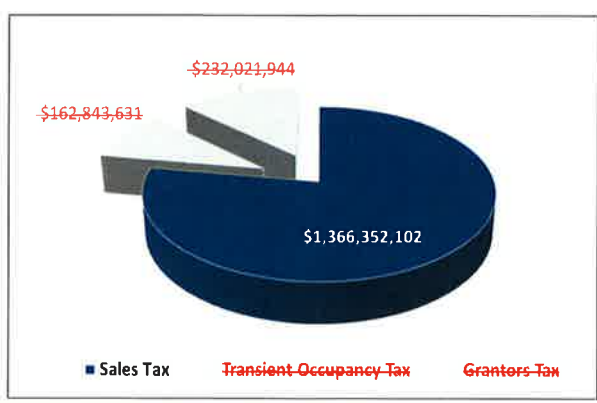


FY2019-2023 Estimated Revenue Allocation: ORIGINAL

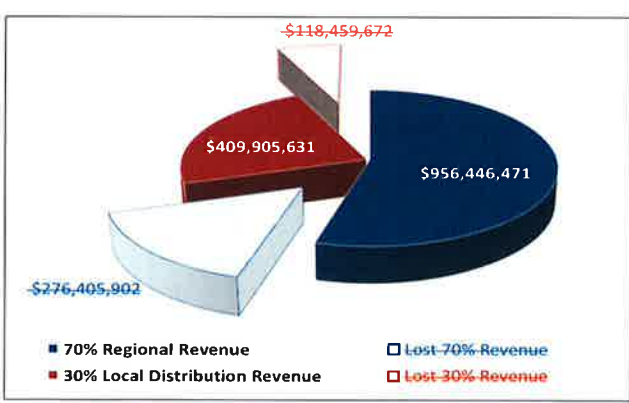


## FY2019-2023 Revenue Allocations

FY2019-2023 Estimated Revenue Breakdown by Tax Type: REVISED



FY2019-2023 Estimated Revenue Allocation: REVISED





## 2019 State and Federal Legislative Program

(Draft Date: December 7, 2018)

### NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (New Section and Positions)

The Northern Virginia Transportation Authority (Authority) is a regional body that focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. As directed vvia HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

Formatted: Font: (Default) Times New Roman

Formatted: Font: (Default) Times New Roman

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax,(TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

Formatted: Indent Left: 0.15"

For the 2019 General Assembly Session, the Authority has three legislative priorities as noted below:

### RESTORE LONG TERM FUNDING TO THE AUTHORITY

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the loss diversion of two of the Authority's revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to Virginia's newly created WMATA Capital Fund. The annual initial impact is a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$289 million from initial projections resulting in partial funding for multiple projects with high analysis scores of reducing congestion. In addition, we note that many of the Authority's member localities use both 70% rRegional rRevenues and 30% Local Distribution Funds as a match to the Virginia Revenue Sharing Program, and will struggle to participate in this program without restoration of long term funding for the Authority.

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold

Formatted: Font: Not Bold



**ALLOW THE AUTHORITY TO PERFORM HB 599 PRIORITIZATION ANALYSIS**

~~Since the adoption of HB 599 (2012) the Authority has worked with the Virginia Department of Transportation (VDOT) to create and use a prioritization analysis requirement to determine which transportation projects will do the most to reduce congestion in our region via HB 599 the legislation called on the Virginia Department of Transportation (VDOT) to undertake creating the methodology and capped the number of projects for analysis at twenty-five. VDOT was not given any new revenues for this work. Today the Authority believes regional plans would benefit from increasing the number of projects submitted to via the HB 599 process. And The Authority believes it can more efficiently perform the analysis on a larger group of projects and seeks authorization to move responsibility for the HB 599 analysis from VDOT to the Authority.~~

Since the adoption of HB 599 (2012), the Authority has worked with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation) to create and use a prioritization evaluation process to determine which transportation projects will do the most to reduce congestion in our region. NOVA VDOT was not given any new revenues to undertake this work and indicated it had capacity to review only 25 projects every 4 years. However, the Authority, as an experiment with VDOT, incorporated HB 599 into the 2017 TransAction update (the region’s long range transportation plan) and 352 projects were evaluated for their impact on congestion reduction. These results were incorporated into the Authority’s FY2018-2023 Six Year Program. The Authority believes it is more efficient to perform the analysis based on the approach of incorporating HB 599 into TransAction as it has high benefit to the region. It is more efficient and provides a wider regional look at congestion relief than can be obtained through the process as originally envisioned in HB599. The Authority and seeks authorization to the transfer of responsibility for the HB 599 analysis from VDOT to the Authority.

Formatted: Indent Left: 0"

**PROVIDE THE AUTHORITY THE SAME FLEXIBILITY IN FUNDING OPERATIONS AS THE HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION**

The Authority seeks the same flexibility in which funding sources are used to support administration and operations expenses as the Hampton Roads Transportation Accountability Commission.

Formatted: Font: Bold, Italic

**STATE LEGISLATIVE PROGRAM**

**STATE FUNDING**

**Allocation of Statewide Revenues:** It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- **State of Good Repair:** The Authority recommends an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.

Formatted: Font: Times New Roman

Formatted: Indent Left: 0.65", Space Before: 0 pt, Line spacing: single, No bullets or numbering, Pattern: Clear

- o The Authority requests that the Commonwealth also consider the condition of our region's secondary and urban roads when allocating the State of Good Repair and Highway Maintenance and Operations Funds (HMOF). Northern Virginia is only expected to receive 6.39 percent in FY2019, of State of Good Repair funds this year as 87 percent of roads in Northern Virginia are in Fair or Better Condition. However, according to VDOT's Dashboard, our secondary pavement conditions are the worst in the Commonwealth, with only 41 percent of these roads in Fair or Better Condition. This percentage is far less than the Commonwealth's average of 60 percent and far from the Commonwealth's 65 percent target. This is an on-going concern of the Authority as millions of people drive on our roads every day and these deteriorated pavements will only get worse until something is done to address them.

Formatted: Font: 12 pt, Not Bold

Formatted: Font: 12 pt, Not Bold

Formatted

Formatted: Font: 12 pt, Not Bold

Formatted: Font: 12 pt, Not Bold

Formatted: Font: 12 pt, Not Bold

Formatted: Font: 12 pt, Not Bold

Formatted: Font: 12 pt, Not Bold

~~The Authority is concerned that Northern Virginia is currently expected to receive 10.6 percent of State of Good Repair funds, while as of May 2017 only~~

~~39.4 percent of all secondary roads in Northern Virginia are in Fair or Better Condition, far less than the Commonwealth's average of 60 percent. With statewide funding for State of Good Repair increasing from \$80 million to over~~

~~\$300 million in FY 2021, the Authority hopes that some of this increased funding can be dedicated to repairing critical secondary road pavement in our region. As millions of people drive on our roads every day, these deteriorated pavements will only get worse until something is done to address them.~~

**Revenue Sharing:** The Authority recommends that funding of the Revenue Sharing Program not be decreased below its current level of \$100 million.

- o The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

Formatted: Font: 12 pt, Not Bold

Formatted

- ~~The Authority is concerned about efforts to decrease funding for the Revenue Sharing Program over the next several years. By design, the Revenue Sharing Program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds with local sources. Reducing the funding in this program will slow efforts to improve our transportation system.~~

Formatted: Font: 12 pt, Not Bold

- **Transit Capital Funding:** The Authority supports efforts to fully address this anticipated state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services. Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges. Revised



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yards station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

**A. State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**

- o The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.

**B. Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders. The Authority applauds work being done to stand up the Metro Safety Commission to ensure adequate oversight of WMATA's efforts.**

- o The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.

**C. Sustainable Governance, Operating and Funding Reforms: The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in SB 856/HB 1539, to address WMATA's current and long-term challenges.**

- o Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- o The system staff, board and stakeholders must identify, adopt and implement reforms in all three areas in order to provide the Commonwealth, Northern Virginia and the National Capital Region with a transit system capable of supporting continued economic and population growth and national security response.
- o WMATA Board governance reforms should recognize that those jurisdictions

Formatted: Font: Bold, Thick underline

Formatted: Font: Not Bold

Formatted: List Paragraph, Left, Indent: Left: 0.75", Right: 0"

Formatted: Font: Not Bold, Underline, Underline color: Auto

Formatted: Thick underline

Formatted: Font: Not Bold

Formatted: Font: (Default) Times New Roman

Formatted: Font: Bold

Formatted: Font: Bold

Formatted: Font: Bold

- o that fund Metro have a role in decision-making.
- o Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

**D. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

- o While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- o Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

**VIRGINIA RAILWAY EXPRESS (VRE)**

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- o VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- o VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for capital and operating remains a critical need to sustain the current level of service and meet future demand.
- o The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system. VRE is currently conducting an in-depth financial analysis to establish whether additional funding is needed to ensure VRE's financial security, as well as determining which capital projects are best suited for CROC funding in VRE's Capital Improvement Program.

Formatted: List Paragraph, Right: 0.12", Outline numbered + Level: 1 + Numbering Style: Bullet + Aligned at: 0.4" + Indent at: 0.65"

~~VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.~~

**PEDESTRIAN AND TRANSIT SAFETY**

**The Authority supports revisions to Virginia's existing pedestrian legislation to clarify the**

Formatted: Underline



**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.

Strong safety records depend on strong safety practices and training and **the Authority supports training programs for transit systems, pedestrians and bicyclists.** *(Revises and reaffirms previous position)*

**LAND USE PLANNING**

**The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.**

Land use provisions included in legislation during the 2012 Session provide that VDOT and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's current priorities. If they decide this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. *(Reaffirms previous position)*

**The Authority supports the ability of its member jurisdictions to collect both in-kind and cash proffers that assist with providing necessary transportation facilities and infrastructure to serve new development and help address transportation congestion and accessibility.** Proffers have been a critical element in leveraging local, regional, state, and federal funds, which come together to fully fund necessary transportation projects in our region. Member jurisdictions and their landowner partners should have sufficient flexibility to explore all options to provide critical transportation facilities. *(Reaffirms previous position)*

**SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS**

**The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements.** While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, ~~the~~

Formatted: Underline

Formatted: Underline

the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

Formatted: Indent: Left: 0"

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

**The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.** Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

#### ***MAXIMIZING USE OF FACILITIES AND OPERATIONS***

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, and teleworking, safe pedestrian and bicyclist movement; and encourage user friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

#### **FEDERAL LEGISLATIVE PROGRAM**

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

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly

**USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments** as it works to rules to establish performance measures and standards for numerous programs;

**The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region.** These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

**To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and**

**Safety and security must continue to be an important focus of transportation projects.**

*(Revises and reaffirms previous position)*

##### ***WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING***

- A. **Extending Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.

o The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses

Formatted: Font: (Default) Times New Roman

urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

- o This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (Reaffirms Previous Position)

Formatted: Font: (Default) Times New Roman

**B. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

- o While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- o Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

***VIRGINIA RAILWAY EXPRESS (VRE)***

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- o VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for both capital and operating remains a critical need to sustain the current level of service and meet future demand.
- o VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- o Federal funding and cooperation is critical to the expansion of the Long Bridge, currently a significant impediment to enhancing passenger and freight rail service in the Northeast Corridor. Expanding the Long Bridge is identified in VRE's 2040 Plan.
- o The Authority urges the Federal government to complete implementation of the Positive Train Control initiative in order to improve employee and passenger safety in rail corridors used by VRE.

**FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION**

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. *(Reaffirms previous position)*

**FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS**

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

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

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. *(Reaffirms previous position)*

**FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT**

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. *(Reaffirms previous position)*