



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Northern Virginia Transportation Authority
Comments on
Draft FY2017 – 2022 Six-Year Improvement Program
May 2, 2016

Good Evening Secretary Layne, Commissioner Kilpatrick, Director Mitchell, and members of the Commonwealth Transportation Board. My name is Martin Nohe and I am Chairman of the Northern Virginia Transportation Authority. I am here to present the Authority's comments on the draft FY2017 – 2022 Six-Year Improvement Program as well as comment on several other matters. The Authority's comments are as follows:

- The Authority continues to work diligently to implement the regional components of HB 2313 (2013). In coordination with the Authority, VDOT and DRPT are continuing to work on the congestion-related evaluation process required by Virginia law and VDOT is also implementing several projects the Authority has funded. Continued coordination and cooperation with the Commonwealth is essential to ensuring that we are able to fully utilize the resources provided to implement the necessary improvements to Northern Virginia's transportation infrastructure.
- It will be essential to continue the collaboration between the Commonwealth and the Authority, as projects will need to be evaluated by both HB 2 and the Northern Virginia congestion-related evaluation process (HB 599/SB 531, 2012) to receive the local and regional funding they may need to move forward. As you may know, the Authority is in the process of developing its FY 2017 Program, and numerous projects have been submitted for funding to both NVRTA and the Commonwealth. It is essential that coordination occur as these programs are developed, this year and in subsequent years. Local, regional, state-wide, and federal funds are all a part of the solution for addressing the long-term transportation needs of the Commonwealth, and it is essential that we all work together to ensure these needs are met.
- One project that has components that are being evaluated through the CTB and Authority processes is I-66 Outside the Beltway, which the Authority submitted to the Commonwealth for consideration under HB 2. In addition, we have adopted a resolution that notes the Authority's willingness to consider funding projects directly or indirectly related to Transform I-66 Outside the Beltway. Among the projects being considered for funding in our FY 2017 program is the I-66/Route 28 interchange, which was submitted by Fairfax County.
- Due to the large role that VDOT and DRPT have in the implementation of HB 2, HB 1887, HB 2313, HB 599/SB 531, as well as project implementation, it is essential that VDOT has sufficient resources needed to participate in this effort.

- **As the HB 2 process evolves, the Authority also believes that the impacts on funding for multimodal projects should continue to be studied to ensure that the HB 2 process can effectively rate projects of all modes.**
- **As the HB 2 process continues, please be mindful of the language in HB 2313 that states that Northern Virginia’s regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.**
- **The Authority continues to be concerned that Northern Virginia is only expected to receive 10.6 percent of State of Good Repair funds. While 83 percent of roads in Northern Virginia are in Fair or Better Condition, according to VDOT’s Dashboard, our secondary pavement conditions are the worst in the Commonwealth. Only 31 percent of these roads in Fair or Better Condition, which is far less than the Commonwealth’s average of 60 percent and far from the Commonwealth’s 82 percent target. Millions of people drive on our roads every day and these deteriorated pavements will only get worse until something is done to address them.**
- **The Authority also remains concerned about the substantial decrease in funding for the Revenue Sharing program over the next six years. This program significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects. This program has been a success in Northern Virginia, where our localities regularly apply for these funds, several for the maximum amount allowed. By design, the Revenue Sharing program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds from local sources. Reducing this funding will only slow the efforts to improve our transportation system.**
- **While these comments are based on the information provided as part of the HB 2 process and other information that has been released, the Authority believes that it may also be important to have the opportunity to comment on the DRAFT SYIP once it is released.**
- **In addition to addressing the foregoing major issues, the Authority also wishes to comment on the following:**
 - **Thank you for continuing to include the Virginia match for Federal dedicated funding for the Washington Metropolitan Area Transit Authority and we ask that the Commonwealth continue to provide these vital funds. We appreciate this significant commitment to help WMATA bring its system into a state of good repair and restore safe and reliable operations. Support of WMATA’s rebuilding efforts is vital, as the system is critical to meeting the region’s needs today and in the future.**
 - **In regards to the Transit Service Delivery Advisory Committee (TSDAC), concerns remain over the change to how state transit capital assistance participation is calculated, i.e. “net” versus “gross” costs, which results in an outcome where Northern Virginia is the only region that must increase local**

support for its capital projects. We stand ready to continue to work on this issue and ask that you remember the importance of transit in the region and the impact any change in funding may have in the region.

- **The Authority continues to be concerned by provisions in the State Code that provide VDOT and the CTB the ability to decide whether a local transportation plan is consistent with the Commonwealth's priorities. If VDOT and the CTB decide that a local plan is not consistent, the CTB can withhold funding for projects. While efforts to better coordinate local and state transportation planning are appreciated, these provisions essentially transfer the responsibility for land use planning, as it relates to transportation, from local governments to the Commonwealth. Our localities work diligently with our residents, property owners, and the local business communities on our land use and transportation plans. These provisions could inhibit development and redevelopment efforts throughout Virginia.**
- **The Authority remains opposed to any policy that would require the transfer of secondary road construction and maintenance responsibilities to counties and specifically, Northern Virginia jurisdictions. Unfunded mandates of this magnitude would result in dire consequences to localities.**
- **The Authority thanks the Commonwealth for its continued partnership in funding VRE's track leases and requests the CTB continue to assist with funding necessary capacity improvements to the system.**
- **The Authority requests that the CTB, DRPT and VDOT support, promote, and encourage walking and bicycling as more viable modes of transportation and look for opportunities to enhance pedestrian and bicycle connectivity in the Northern Virginia.**
- **The Authority supports 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.**

We request that this testimony be made part of the Draft Six-Year Improvement Program public hearing record, and that full consideration be given to these comments in preparing the FY2017 – 2022 Six-Year Improvement Program. Thank you again for the opportunity to speak today. Please let me know if I can provide any clarification regarding the Authority's testimony.