

Northern Virginia Transportation Authority

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AGENDA

Thursday, November 8, 2012

7:30 p.m.

Fairfax City Hall

10455 Armstrong Street – Rooms 111A & B

Fairfax, Virginia 22030

1. **Call to Order**.....Chairman Nohe
2. **Roll Call**
3. **Approval of the Minutes of the May 10, 2012, Meeting**
4. **Action Items**
 - A. Endorsement of ECTF Report
 - B. Adoption of TransAction 2040
 - C. Approval of FY19 CMAQ/RSTP Allocations
 - D. Approval of 2013 Legislative Program
 - E. Approval of CY 2013 Work Program and Meeting Schedule
 - F. Approval of NVTA Domain Name
 - G. Establish Nominating Committee for 2013 NVTA Officers
5. **Discussion Items**
 - A. FY2014-2019 SYIP Testimony
6. **Information Items**
 - A. Update on VTrans 2035
 - B. Update on I-95 Express Lanes Project
 - C. Update on I-66 Projects and Studies
 - D. Update on the SUPERNOVA Study
 - E. Update on Air Quality and Climate Change Initiatives
7. **Other Business**
8. **Adjournment**

NEXT MEETING:

January 24, 2013 – 6:00 p.m.

Northern Virginia Regional Commission

3060 Williams Drive, Suite 510

Fairfax, Virginia 22031

**SUMMARY MINUTES
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**May 10, 2012
Fairfax City Hall
Fairfax, Virginia**

NVTA Members Present:

Voting Members:

Martin Nohe, Chairman	Prince William County
Board Member Christopher Zimmerman	Arlington County
Supervisor Jeff McKay	Fairfax County
Vice Mayor Polk	City of Manassas Park
Mayor Member David Snyder	City of Falls Church
Council Member Way	City of Manassas
Kerry Donley	Governor's Appointee

Mayor Euille arrived at 7:54 p.m.

Non-voting Members:

Garrett Moore	VDOT
Thelma Drake	DRPT
Mayor Lazaro	Town Representative

Staff:

Pam Martin	Clerk
Various jurisdictional staffs	

Item I: Call to Order

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

Item II: Roll Call

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

Item III: Approval of the February 9, 2012 Minutes

Mr. Donley moved and Board Member Zimmerman seconded the approval of the minutes with Supervisor McKay and Vice Mayor Polk abstaining.

Item IV: Action Items:

(A) Approval to Reallocate CMAQ funds for Prince William County

Chairman Nohe moved and Council Member seconded the approval. The motion carried unanimously.

(B) Approval of Projects for TransAction 2040 Second Model Run

Ms. Backmon briefed the Authority on the JACC recommendation to add 10 new project actions to be included in the second-model run. Ms. Backmon informed the Authority that staff recommends the additional projects to alleviate some of the congestion choke points found in the initial model run. Based on an estimate from the consultant, the second-model run will cost no more than \$50,000. The NVTA approved the new project list in addition to the expenditure for the second-model run.

Item V: Discussion Items:

(A) Update on the 2012 General Assembly Session

Noelle Dominguez (Fairfax County) gave a summary of the 2012 Legislative Program. Several key issues were discussed by the committee. Ms. Dominguez presented the Governor's Transportation Bill matrix and briefed the committee regarding this. Ms. Dominguez presented passed by the House and Senate and signed by the Governor. The committee also discussed MAP 21 and SAFETEA-LU. MAP 21 did not pass in the House but a version was passed on April 18, 2012 expiring on September 30, 2012.

(B) Update on the Efficiency and Consolidation Task Force

Chairman Nohe informed the committee of letter received from the Fairfax Delegation to the Chairs of NVTA, NVTC, NVRC and PRTC regarding whether consolidation and/or improved coordination would enhance regional planning, including transportation planning and services. The role of the study should also consider the role of TPB in Northern Virginia with potential impacts on the VRE. The recommendations are due by October 1, 2012. A task force has been formed by the Chairs with their staff and each meeting will be held at the NVRC office. Chairman Nohe informed the committee that the task forces were given a specific outline and at each meeting the task force would present their findings. Legal counsel was also included in the task force.

VI. Information Items.

(A) Update on VTrans 2035

No comments.

(B) Update on I-95 HOT lanes Project

No comment.

(C) Update on I-66 Projects and Studies

No. Comment

(D) Update on SUPVERNOVA Study

No comment.

Item VII. Other Business

Item XII. Adjournment

The meeting adjourned at 8:45 p.m.

Next Meeting:
November 8, 2012
Fairfax City Hall

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Adoption of Efficiency and Consolidation Task Force (Agenda Item 4.A.)

DATE: November 8, 2012

The Authority will be asked to approve the recommendations of the Efficiency and Consolidation Task Force (ECTF) report.

Background

Proposals have been offered over the past couple of years regarding consolidation of transportation and planning agencies in Northern Virginia. During the last General Assembly session, the entire Northern Virginia General Assembly Delegation composed a letter to the chairmen of the Northern Virginia Transportation Authority, Northern Virginia Regional Commission, Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, asking them to look into efficiency and consolidation. Further, the GA members suggested that the study consider the role of the Transportation Planning Board in northern Virginia planning processes and also address any potential impacts on the Virginia Railway Express.

In response, the four agencies created a task force to respond to the request. The Task Force which includes several members of the Authority, has met monthly since May 2012. The JACC along with other legal, transportation and legislative staff have provided support.

Below is a summary of the recommendations from the report. A copy of the full report is attached.

Do Not Legally Consolidate Agencies

The Task Force recommends that none of the consolidation alternatives be pursued at this time. The Task Force has no cost savings or service delivery improvement that would warrant the disruption and cost of a legal consolidation between or among any of these agencies.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
November 8, 2012
Page Two

Co-Locate NVTA with NVRC

The Task Force recommends that the NVTA immediately co-locate with NVRC with common meeting dates. Better coordination of their activities should result in greater efficiencies in the governance, management and operations of both agencies.

The Task Force does not recommend consolidating these agencies at this time. Should conditions change that would cause reconsideration of a consolidation (such as NVTA being funded as originally intended), further work by the agencies, would be needed to determine whether a legal consolidation adds value and is worth the effort and cost. The potential for a future consolidation exists as both entities share an identical geographic region as well as several common board members. NVRC has an office and staff while NVTA does not, thus avoiding disruptive effects on current employees or costly lease negotiations. Most Virginia planning district commissions undertake some transportation planning activities. New legislation would be required to legally merge the two agencies, and the survivor organization would need to have the combined statutory powers that the two individual entities now possess.

The Task Force recommends that the results of co-locating NVTA with NVRC be monitored to assess the impact on the delivery of transportation and planning services in Northern Virginia, and what, if any, additional action might warrant consideration in the future.

Implement Other Administrative Efficiencies

The Task Force recommends that several other measures be considered that alone or in combination could result in more streamlined operations and improved coordination among the agencies. While many of these suggestions have already been implemented to a limited extent and could be expanded for greater benefit, other suggestions are untried but worthy of consideration. Several of these suggestions do not require General Assembly action and are being pursued by some or all of the agencies.

JACC members, the Council of Counsels and I will attend the November 8, 2012 NVTA meeting to answer questions.

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



REPORT OF THE NORTHERN VIRGINIA AGENCY EFFICIENCY AND CONSOLIDATION TASK FORCE

DRAFT: November 2, 2012



Northern Virginia Efficiency and Consolidation Task Force Members

Martin E. Nohe, Chair, Northern Virginia Transportation Authority
William D. Euille, Vice Chair, Northern Virginia Transportation Authority

Jay Fiset, Chair, Northern Virginia Transportation Commission
Jeffrey McKay, Vice Chair, Northern Virginia Transportation Commission

Michael C. May, Chair, Potomac and Rappahannock Transportation Commission
Francis C. Jones, Vice Chair, Potomac and Rappahannock Transportation Commission

Martin E. Nohe, Chair, Northern Virginia Regional Commission
Robert W. Lazaro, Jr., Vice Chair, Northern Virginia Regional Commission

Wally Covington, Chair, Virginia Railway Express
Paul Smedberg, Vice Chair, Virginia Railway Express

Catherine Hudgins, Chair, Washington Metropolitan Area Transit Authority
Scott K. York, Virginia Vice Chair, National Capital Region Transportation Planning Board

Sharon Bulova, Chair, Fairfax County Board of Supervisors
R. Scott Silverthorne, Mayor, City of Fairfax
David F. Snyder, Councilmember, City of Falls Church
Jonathan L. Way, Councilmember, City of Manassas

Staff Support

Monica Backmon (Prince William County) Co-Chair
Tom Biesiadny (Fairfax County) Co-Chair
Bob Brown (Loudoun County)
Pat Carroll (Arlington County)
Noelle Dominguez (Fairfax County)
John Foster (City of Falls Church)
Tracy Gordon (Prince William County)
Christine Hoeffner (VRE)
Michael Long (Fairfax County)
Pam Martin (Fairfax County)
Sue Mittereder (Fairfax County)
Ellen Posner (Fairfax County)
Jack Roberts (Loudoun County)
Wendy Block Sanford (City of Falls Church)
Linda Tenney (NVRC)
Erin Ward (Fairfax County)

James Banks (City of Alexandria)
Kevin Black (Prince William County)
Rick Canizales (Prince William County)
Bernie Caton (City of Alexandria)
Jennifer Fioretti (Arlington County)
Mark Gibb (NVRC)
Alfred Harf (PRTC)
Scott Kalkwarf (NVTC)
Steve Maclsaac (Arlington County)
Jim Maslanka (City of Alexandria)
Cynthia Porter-Johnson (PRTC)
Kala Quintana (NVTC)
Sue Rowland (NVRC)
Rick Taube (NVTC)
Alex Verzosa (City of Fairfax)

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EXECUTIVE SUMMARY

Background

Northern Virginia is served by several agencies with distinct missions responsible for regional planning; transportation policy and planning; transit operations; and transit funding. These agencies are:

- Northern Virginia Regional Commission (NVRC)
- Northern Virginia Transportation Authority (NVTA)
- Northern Virginia Transportation Commission (NVTC)
- Potomac and Rappahannock Transportation Commission (PRTC)
- National Capital Region Transportation Planning Board (TPB) (which serves Northern Virginia as well as suburban Maryland and the District of Columbia).

Each agency has different responsibilities and cooperates effectively with the many federal, state and local entities with interests in those subjects. Nonetheless, through the years there have been several studies and legislative efforts related to combining or abolishing one or more of the four Northern Virginia agencies. At the end of the 2012 session, members of the Northern Virginia General Assembly delegation signed a letter to the Northern Virginia four agency (NVRC, NVTA, NVTC and PRTC) chairs asking whether consolidation and/or improved coordination would enhance regional planning, including transportation planning and services. According to the letter, the delegation's goal was to learn how to accomplish the agency missions in a more efficient and effective manner. The delegation also asked for consideration of the role of TPB, the regional Metropolitan Planning Organization (MPO), and for consideration of potential impacts on the Virginia Railway Express (VRE) which is a joint commuter rail service of NVTC and PRTC, if a consolidation were to occur.

Approach

In response to the delegation's request, the leadership of the four organizations formed the Northern Virginia Efficiency and Consolidation Task Force (the Task Force) consisting of their chairs and vice-chairs together with other key local elected officials including the Virginia vice-chair of TPB and chairs of VRE and the Washington Metropolitan Area Transit Authority (WMATA) and others. This Task Force is intended to be temporary with its sole purpose being to address the delegation's request.

The Task Force expressed appreciation for the delegation's outreach to the agencies (and their local government members), since sudden legislative changes to complex regional institutions can have serious unintended consequences. The Task Force valued the opportunity to gather, analyze and reflect on the facts over a period of several months, prior to the busy General Assembly session.

The Task Force established a staff committee including NVTA's Jurisdiction and Agency Coordinating Committee (JACC), as well as financial and legislative staffs of the local governments and agencies. The JACC consists of key transportation staff from local, regional and state agencies and jurisdictions. The Task Force and the JACC invested substantial time and effort into preparing this report. At the Task Force's direction, the JACC team has:

- Reviewed past studies and legislative proposals;
- Gathered governance and operating information about how each agency functions;
- Identified unique and overlapping functions of the agencies;
- Considered the benefits and costs of various combinations of agencies; and
- Identified ways to improve coordination and efficiency.

The delegation requested a completed product before the start of the 2013 General Assembly session. As a result, the Task Force focused on the potential costs and service benefits of combining agency functions and identified fatal flaws (difficult legal or financial hurdles) that would cause the costs of a particular combination of agencies to clearly outweigh the benefits. Consideration was given to all the possible ways in which the four agencies can be combined. While a number of combinations were eliminated early on due to clear and serious flaws, the Task Force identified a sufficient number of combinations that were carefully considered to arrive at informed recommendations.

Recommendations

1. Do Not Legally Consolidate Agencies

The Task Force recommends that none of the consolidation alternatives be pursued at this time. The Task Force found no cost savings nor service delivery improvement that warrant the disruption and cost of a legal consolidation between or among these agencies.

2. Co-Locate NVTA with NVRC

The Task Force recommends that the NVTA immediately co-locate with NVRC and align meeting dates. Better coordination of their activities should result in greater efficiencies in the governance, management and operations of both agencies.

The Task Force does not recommend consolidating these agencies at this time. Should conditions change that would cause reconsideration of a consolidation (such as NVTA being funded as originally intended), further work by the agencies, would be needed to determine whether a legal consolidation adds value and is worth the effort and cost. The potential for a future consolidation exists as both entities share an identical geographic region as well as several common board members. NVRC has an office and staff while NVTA does not, thus avoiding disruptive effects on current employees or costly lease negotiations. Most Virginia planning district commissions undertake some transportation planning activities. New

legislation would be required to formally merge the two agencies, and the survivor organization would need to have the combined statutory powers that the two individual entities now possess.

The Task Force recommends that the results of co-locating NVTA with NVRC be monitored to assess the impact on the delivery of transportation and planning services in Northern Virginia, and what, if any, additional action might warrant consideration in the future.

3. Implement Other Administrative Efficiencies

The Task Force recommends that several other measures be considered that alone or in combination could result in more streamlined operations and improved coordination among the agencies. While many of these suggestions have already been implemented to a limited extent and could be expanded for greater benefit, other suggestions are untried but worthy of consideration. Several of the suggestions below do not require General Assembly action and are being pursued by some or all of the agencies.:

- **Consider additional opportunities for policy makers to participate in meetings electronically**, as NVTC's and PRTC's General Assembly members are permitted to do during the session.
- **Joint procurement of services**, as VRE and PRTC now do for financial and fuel consultants;
- **Consolidated purchasing of employee benefits**, as NVRC has decided to do by becoming part of Fairfax County's health plans;
- **Pursuing projects jointly**, as with the new Vanpool Incentive Program;
- **Sharing staff**, as NVTA's current use of jurisdictional and agency resources and VRE's use of NVTC and PRTC staff for state and federal grant management;
- **Reducing the number of board meetings**,
- **Enhancing the orientation process for board members**,
- **Combining legislative agendas**,
- **Broadening transportation staff working groups** to include staff from outlying jurisdictions,
- **Holding at least annual meetings of the leadership of each of the agencies** to examine the agencies' work programs for possible gaps, conflicts, or efficiencies.
- **Develop a consolidated meeting calendar** for all of the transportation and planning agencies.

A more complete list of ideas for improving efficiency and transparency is included in Section D of the report.

4. Do Not Consolidate NVTC into Another Agency

There have been several recent legislative initiatives to abolish NVTC or combine it with other agencies. Given the legislative interest, the Task Force focused carefully on NVTC's role. Ultimately, the Task Force did not recommend any change in NVTC's status for several reasons:

- Even if NVTC were abolished, its work program, which focuses on obtaining funding for WMATA, VRE and local bus services, and providing a forum for coordination among these agencies, would need to continue.
- Of even greater significance, some of NVTC's responsibilities are defined in WMATA's Interstate Compact. Moving NVTC's Compact responsibilities to another body would require a change to the Compact. Any changes in the Compact require identical action by the Virginia, Maryland and District of Columbia legislative bodies in addition to the U.S. Congress. This process requires extensive cooperation and coordination among these four entities and the process takes several years.
- NVTC receives and allocates the 2.1 percent motor fuels tax with uses and recipients restricted in several sections of the Code of Virginia. This motor fuels tax generates about \$48 million per year. NVTC's responsibilities related to administration of the tax would need to continue, even if NVTC is eliminated.
- NVTC is a designated recipient of federal transit funding and has negotiated complex non-transferable agreements with labor unions that are required to allow such funds to flow to the region. If NVTC ceased to exist, the new entity would need to negotiate the agreements all over again.
- NVTC co-owns VRE, which has assets of \$377 million. In establishing VRE, NVTC and its partner PRTC completed delicate negotiations with many local jurisdictions, federal and state agencies, Amtrak, and multiple freight railroads, using unique statutory authority to indemnify those railroads. NVTC also issued bonds for VRE which remain outstanding. Legal counsel involved in the study effort cautioned that there is a constitutional issue of whether the General Assembly has the power to void such contractual agreements among NVTC and PRTC members. The VRE is founded upon a Master Agreement to which NVTC is a party along with PRTC and nine counties and cities from the commissions. In this document each local government agreed to pay a share of VRE's annual costs, subject to annual appropriation of funds. Changing NVTC's legal status might abrogate the existing Master Agreement and imperil part of the payback of VRE's outstanding bonds issued by NVTC. This could be a violation of the Virginia Constitution which prohibits impairing obligations of contracts.
- Cost savings would be minimal from eliminating NVTC, particularly because its functions would need to be addressed in other ways. NVTC's administrative budget

is \$1.2 million annually. Among other things, this budget funds a staff of six full-time and two part-time employees.

Based on the above considerations, the Task Force concluded that the costs of unwinding these complex agreements and debt issues would outweigh any financial benefit of abolishing NVTC or combining it with one or more other entities. As a result, the Task Force does not recommend pursuing combinations that include NVTC.

5. Do Not Pursue a Northern Virginia MPO

A budget amendment was introduced during the 2012 General Assembly session that would have directed the Secretary of Transportation to study the establishment of a Northern Virginia MPO. MPOs are federally designated for the purpose of receiving federal funds for transportation, producing transportation plans and establishing transportation funding priorities. Fulfillment of these planning and programming requirements is a prerequisite for the region's continued receipt of federal transportation funds. The federal "model" for MPOs is that the MPO encompass the whole metropolitan region, as the Washington D.C. area MPO – the National Capital Region Transportation Planning Board (TPB) – does.

As a result of this investigation, the Task Force determined that federal law makes it virtually impossible to establish such an MPO, because TPB already serves in that capacity. In particular, withdrawing from an existing MPO requires approval from the other members (in this case the District of Columbia, the State of Maryland and its suburban Washington jurisdictions), meaning that this is not an action that Virginia can take unilaterally.

In addition, the NVTA has been functioning as a Virginia caucus of the TPB, and has been undertaking subregional planning activities. Accordingly, the Task Force does not recommend pursuing establishment of a Northern Virginia MPO.

For Further Information

The Task Force has produced a detailed report containing its data, analyses and recommendations. The history, purpose, duties, powers, employees, budgets, financial obligations, outstanding grants, real estate interests, quorum, voting requirements and geographic districts, among other characteristics, are discussed. The legal considerations associated with any consolidation are included. The rationales for the recommended consolidation and efficiency actions are also described.

Copies of this Executive Summary and the full Task Force report are available online at:

www.....

Websites of each agency also contain detailed information:

- NVRC <http://www.novaregion.org>
- NVTA <http://www.thenovaauthority.org>
- NVTC <http://www.thinkoutsidethecar.org>
- PRTC <http://www.prtctransit.org>
- VRE <http://www.vre.org>
- TPB <http://www.mwcog.org/transportation/tpb>

Introduction and Background

Over the past 65 years, a number of regional transportation and planning agencies have been created by the General Assembly and are currently operating in Northern Virginia. The region's transportation agencies (the Northern Virginia Transportation Authority [NVTA], the Northern Virginia Transportation Commission [NVTC] and the Potomac and Rappahannock Transportation Commission [PRTC]) are responsible for planning, operating and supporting transit service, developing long-range transportation plans, managing and allocating transportation revenues and advocating for additional transportation funding. The Northern Virginia Regional Commission (NVRC) is responsible for planning and coordinating various aspects of local government programs and services, including public safety, human services, environmental and energy, among others. A summary of the history of these agencies is included as Attachment A.

Due to the number of regional transportation and planning agencies in Northern Virginia, the concept of consolidating these agencies has surfaced several times during the last two decades. Questions of redundancy and comparisons with other regions have led to inquiries aimed at improving the efficiency and effectiveness of regional transportation and planning agencies in Northern Virginia. There have been several studies that considered whether some of these agencies should be combined. These efforts are summarized in Section B of this report.

During the 2011 Session of the Virginia General Assembly, Delegate David B. Albo introduced HB 2016 which would have consolidated NVTA, NVTC and PRTC. A copy of HB 2016 is included as Attachment B. The House Transportation Committee did not approve HB 2016, but requested that the Joint Commission on Transportation Accountability (JCTA) study the proposal. JCTA has not acted on this referral to date.

During the 2012 Session of the Virginia General Assembly, there were several attempts to reorganize Northern Virginia transportation planning and operations. At the request of the Governor, Delegate C. Todd Gilbert and Senator Ryan McDougle introduced bills (HB 1291 and SB 678, respectively) implementing recommendations derived from Governor Robert F. McDonnell's Government Reform and Restructuring Commission. Included in these bills was the proposed consolidation of NVTA and NVTC. The relevant sections of HB 1291 are included as Attachment C. When HB 1291 passed the House of Delegates, the NVTA/NVTC consolidation language was included. However, the Senate did not agree to this consolidation and the conference committee report also did not retain the consolidation language. This resulted in no further legislative action on this proposal.

Also during the 2012 Session, a budget amendment was introduced that would have directed the Secretary of Transportation to conduct a study to examine the feasibility of creating a Northern Virginia Metropolitan Planning Organization (MPO). This proposed budget language is included as Attachment D. Ultimately, this language was not included in the budget adopted by the General Assembly and signed by the Governor (HB 1301).

On March 10, 2012, the members of the Northern Virginia Delegation of the Virginia General Assembly wrote to the chairmen of NVTA, NVTC, PRTC and NVRC and requested that the chairs engage their organizations in an effort to determine whether consolidation and/or improved coordination would facilitate efficiency and/or enhance regional planning, including transportation planning and services. According to the letter, the delegation's goal was to accomplish the stated missions of these organizations in a more efficient and effective manner. The delegation suggested that the chairmen consider issues related to governance, membership, voting procedures, geographical representation, legal obstacles, and funding matters. In addition, the delegation indicated that the role of the Transportation Planning Board (TPB) in Northern Virginia regional planning processes should be considered and any potential impacts on the Virginia Railway Express should be addressed. The delegation requested the chairs' recommendations by October 1, 2012. The delegation's letter is included at Attachment E.

In response to the delegation's letter, the chairs established a Northern Virginia Efficiency and Consolidation Task Force (the Task Force). The Task Force consists of:

- The chairs and vice chairs of the four organizations
- The chair and vice chair of the Virginia Railway Express
- The chair of the Washington Metropolitan Area Transit Authority
- The Virginia Vice Chair of the Transportation Planning Board
- The chairman of the Fairfax County Board of Supervisors and a member of the City Councils of Falls Church, Fairfax and Manassas

Each of the nine cities and counties in Planning District 8 are represented either by one of the chairs and vice chairs or as specifically noted.

On May 16, 2012, the chairs wrote to the delegation and summarized their approach to the delegation's request, and also noted that the study and recommendations would be completed by November 16, 2012 (Attachment F). The Task Force met between May 2 and October 25, 2012. The discussions that occurred at these meetings are the basis for this report. Materials reviewed during these meetings are referenced throughout the report.

The Task Force determined that research undertaken for this study would be conducted by staff from the local jurisdictions (transportation, legal and legislative), regional transportation agencies and the Northern Virginia Regional Commission, and led by the Northern Virginia Transportation Authority's existing Jurisdiction and Agency Coordinating Committee (JACC). The staff team was divided into three work groups to review various aspects of the efficiency and consolidation effort. These working groups were:

- a. Organizational
- b. Legal/Financial
- c. Short Term Approaches and Other Efficiencies

These three working groups met throughout the summer to gather and prepare various materials for the Task Force. The membership of each of these working groups is listed in Attachment G.

The Task Force developed the conclusions and recommendations included in this report, not the working groups. These conclusions and recommendations were subsequently considered by NVRC, NVTA, NVTC and PRTC.

As part of this effort, the Task Force reviewed how transportation and planning activities and transit operations are addressed in the Hampton Roads area, since Hampton Roads has been suggested as a model for Northern Virginia. A summary of the Task Force's findings and a map of the Hampton Roads transportation and planning agency boundaries are included in Attachment H.

The Task Force also reviewed federal procedures for establishing sub-regional MPOs and determined that there would be significant hurdles to doing so in Northern Virginia. This is primarily due to the requirement for other members of the existing MPO and the federal government to approve the establishment of the sub-regional MPO. The requirements for establishing a sub-regional MPO are outlined in Section E of this report.

Other materials reviewed by the Task Force that are not specifically referenced elsewhere in this report are included as Attachment R.

Section A: Existing Conditions. The Missions and Functions of Each Agency

At its meeting on May 24, 2012, the Task Force reviewed the history, missions and functions of Northern Virginia transportation and planning agencies. Each agency's mission and function are summarized below. Additional information is included as Attachment I.

NVTA

The Northern Virginia Transportation Authority (NVTA) was created by the Virginia General Assembly in 2002. It consists of the nine cities and counties comprising Planning District 8 (Arlington, Fairfax, Loudoun and Prince William counties and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park). Its 17 person Board includes one elected official from each of those jurisdictions, two members of the House of Delegates and one state senator, two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board, one non-voting member rotated among several towns in Planning District 8, and ex-officio members including the Commonwealth Transportation Commissioner's designee and the Director of the Department of Rail and Public Transportation (DRPT).

The Authority is tasked with preparing a regional transportation plan for Planning District 8, including transportation improvements of regional significance. Once the plan is adopted, the Authority has significant implementation powers. It may construct or otherwise implement the transportation facilities in the plan. The Authority may acquire land for the purposes of providing transportation facilities or services. The land may be for the Authority's use in providing transportation facilities or services, or it may be transferred to another agency for use by that agency in connection with an adopted transportation plan. The Authority may prepare a plan for mass transportation services and may contract with others to provide the necessary facilities, equipment, operations, etc., needed to implement the plan.

NVTA's current activities include completing an unconstrained long range transportation plan (the most recent is the 2030 TransAction Plan. The 2040 update is underway and expected to be completed in Fall 2012) and setting priorities for regional, multimodal transportation spending; allocating federal formula transportation funds and preparing unified Virginia positions on issues to be acted on at the National Capital Transportation Planning Board (TPB). TPB is the regional Metropolitan Planning Organization, and including suburban Maryland and D.C. TPB provides a financially constrained transportation plan for the entire Metropolitan area in order to meet federal requirements. NVTA also advocates state legislation and formulates consensus policies on regional transportation.

Although NVTA's current activities are somewhat limited, it has the authority to become a much more significant transportation agency based on the powers granted by the General Assembly when NVTA was established. These powers include the ability to impose tolls, and have its bonds validated by Virginia's courts. NVTA is also important, because of its expressed

statutory linkage to Northern Virginia’s commercial and industrial real estate tax for transportation.

In 2007, the General Assembly authorized NVTA to enact multiple sources of funding explicitly for transportation investments in Northern Virginia, including taxes. However, the Virginia Supreme Court subsequently found the method of enacting the taxes to be unconstitutional. The General Assembly has not acted to replace this funding package. As a result, NVTA has no dedicated source of revenue at this time; however, it continues to engage in planning and coordination activities that prepare the region for increased transportation funding.

NVTA has no staff and only a “virtual” office (a phone answering service, use of a conference room and a website) supported by a small VDOT allocation. Staff support is donated by its member jurisdictions and other regional and state agencies. For example, NVTC currently provides accounting, audit management, public outreach and web management services at no cost to NVTA. Legal services are provided by local government attorneys from several member jurisdictions. Prince William County transportation staff currently chairs the staff-level Jurisdiction and Agency Coordinating Committee (JACC) that meets monthly to coordinate regional policy and plans. The value of this donated staff time is approximately \$52,000 per year. In addition to the JACC, NVTA maintains a Technical Advisory Committee and a Planning Coordination Advisory Committee. The Technical Advisory Committee includes citizen members and provides a means to tap professional expertise from the private sector and secure citizen input on various aspects of NVTA’s mission. The Planning Coordination Advisory Committee consists of local elected officials who are not members of the NVTA Board. The Planning Coordination Advisory Committee is charged with advising the NVTA on broad policy issues related to the periodic update of the NVTA’s Long Range Transportation Plan (e.g., TransAction 2040) and the development of the NVTA’s Six Year Program with special consideration to regional transportation, land use and growth.

NVTC

The Northern Virginia Transportation Commission (NVTC) was created in 1964 through an act of the General Assembly to provide a forum for elected officials to achieve an effective regional transportation network. Focusing primarily on transit, NVTC’s mission is to develop strategies, identify funding sources, advocate for additional funding, prioritize allocations, oversee transit systems such as the Virginia Railway Express (VRE) and Washington Metropolitan Area Transit Authority (WMATA), measure and report transit performance and pursue new transit programs. NVTC works to improve mobility, reduce traffic congestion, protect the environment and stimulate the regional economy by increasing transit and ridesharing use.

NVTC, acting jointly with PRTC, created the VRE commuter rail service in 1989 through execution of a Master Agreement among NVTC, PRTC, and nine counties and cities that were members of the commissions. VRE initiated commuter rail service in 1992. NVTC’s current service area includes three cities (Alexandria, Fairfax and Falls Church) and three counties

(Arlington, Fairfax and Loudoun). It is governed by a 20 person board of local and state elected officials and the Virginia Secretary of Transportation or his/her designee.

NVTC's primary functions include appointing Virginia's membership to the WMATA Board, managing Northern Virginia gas tax revenues and state and federal grants, and coordinating transit services. NVTC focuses on transit planning and operating initiatives with its members' bus, rail, and ridematching services, as well as transportation studies, capital project management, policy analysis, and regional coordination for transit service. It also owns and operates the VRE commuter rail service with PRTC, and has issued and refinanced bonds for VRE. NVTC also has eminent domain power and indemnification authority, and may enter into federally mandated labor protection agreements, a necessary requirement to be a federal grant recipient.

PRTC

The Potomac and Rappahannock Transportation Commission (PRTC) was established under the Transportation District Act in 1986 for the purpose of partnering with NVTC to create the VRE commuter rail service. The members of PRTC are the counties of Prince William, Stafford, and Spotsylvania, and the cities of Manassas, Manassas Park, and Fredericksburg. PRTC's mission is to provide safe, reliable, and affordable transportation services that the community views as an important asset and source of pride. Virginia law authorizes the creation of transportation districts to facilitate regional transportation solutions to problems that transcend individual localities' borders. With that aim, PRTC was also established to help create and oversee the VRE commuter rail service together with NVTC, and also to assume responsibility for bus service implementation. Like NVTC, PRTC has the power of eminent domain and indemnification authority, and can enter into federally mandated labor protection agreements, a necessary requirement to be a federal grant recipient.

PRTC's 17 member governing board now oversees PRTC's 140 bus fleet providing both commuter and local bus services, complemented by a variety of transportation demand management (TDM) programs, including rideshare-matching, a region-wide vanpool program, and a planned user-side subsidy program to lessen the cost of taxicab transportation for area residents with mobility challenges. The Commission includes 16 local government appointees and a DRPT representative.

As noted above, PRTC is the co-owner and operator of the VRE with NVTC. Subsequent to establishment of the VRE, PRTC assumed responsibility for Prince William County's commuter bus service operating primarily in Prince William County, and later initiated local bus service in Prince William County, and the Cities of Manassas and Manassas Park. PRTC's bus services do not overlap with services provided by WMATA or NVTC member jurisdictions.

VRE

The VRE is the commuter rail service owned and jointly operated by NVTC and PRTC that provides service into D.C. from points of origin as far south as Spotsylvania County and as far west as Prince William County. The service is organized under a Master Agreement, first executed in 1989. The current parties to the Master Agreement are the two Commissions, the counties of Arlington, Fairfax, Prince William, Spotsylvania, and Stafford, and the cities of Alexandria, Fredericksburg, Manassas, and Manassas Park. The Master Agreement establishes how VRE will be funded. It includes a formula by which costs exceeding fare revenue and annual federal and state grants are divided between VRE's member local governments. The Master Agreement also establishes an operations board, which is a subcommittee of the two Commissions, and provides oversight of the VRE's operations and policy guidance on matters expressly delegated to it by the two commissions. The VRE Operations Board is comprised of 13 representatives of its member local jurisdiction and one representative of DRPT.

Specifically, VRE's mission is to provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. In addition, VRE is intended to contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system.

NVRC

The Northern Virginia Regional Commission (NVRC) is a regional council of 14 member cities, counties and towns in Northern Virginia, also known as Planning District 8. Its members include the counties of Arlington, Fairfax, Loudoun and Prince William, the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and the towns of Dumfries, Herndon, Leesburg, Purcellville and Vienna. NVRC has 25 commissioners appointed by its member local governments. NVRC was established in 1947 by charter agreement of its member jurisdictions, and then reconstituted under the Virginia's Area Development Act (now the Regional Cooperation Act) in 1969. NVRC's chief roles and functions have focused on providing information, performing professional and technical services for its members, and serving as a mechanism for regional coordination. Current programs and projects address a wide array of local government interests.

The Regional Cooperation Act gives NVRC (and other planning district commissions across the state) broad authority to regionally address issues including economic and infrastructure development; solid waste, water supply and other environmental management; transportation; criminal justice; emergency management; human services; and recreation. NVRC has the authority to acquire property and issue bonds payable from revenues or receipts. NVRC also supports several specific transportation-related activities associated with the region's efforts to address the Base Realignment and Closure (BRAC) Commission recommendations, ridersharing, and studying new modes of commuter transportation.

Section B: Summary of Past Consolidation Study Efforts and Recommendations

There have been multiple efforts to review possible combinations of Northern Virginia transportation agencies over the past two decades. These efforts were initiated by past governors and the Transportation Coordinating Council (TCC) of Northern Virginia (NVTAs predecessor). The Task Force reviewed past studies that considered consolidation of the Northern Virginia transportation agencies. A summary of these efforts is described in this section.

Governor's Blue Ribbon Strike Force

In 1994, the Governor's (George Allen) Blue Ribbon Strike Force, in response to the Governor's Commission on Government Reform, recommended a host of reforms as part of the Commission's efforts. Two of the consolidation-related recommendations were:

- The Virginia transportation agencies should withdraw from the Transportation Planning Board of the Washington Council of Governments.
- Abolish the NVTC

The background behind the latter recommendation was stated in the Blue Ribbon Strike Force, October 6, 1994, draft report:

- "Since the passing of ISTEA (Intermodal Surface Transportation Efficiency Act), MPO's have been given enhanced authority over the spending resources, the spending of which has been previously decided at the State level. The NVTC was created solely to funnel State resources to the Washington Metrorail System. The Commonwealth provides a significant amount of resources to this Commission, and the Commission appears to be constantly looking for a mission or a purpose."

As an implementation strategy, the report suggested that the agencies under the jurisdiction of the Virginia Secretary of Transportation should withdraw from the TPB. A Northern Virginia Transportation Planning Board should be created to include the Virginia jurisdictions currently in the TPB, with the same weighting that exists under the current system. The Commonwealth would still participate in the TPB, but only in a coordinating and advisory role.

In January 1995, following the release of the report, Governor George Allen wrote to two Northern Virginia delegates stating "I recognize that this is a controversial issue that will require a great deal of analysis. I concur with your concern about the impact of implementing the recommendation of the regional transportation planning in Northern Virginia and on the Virginia Railway Express, and would like to assure you that no action will be taken until a thorough analysis has been completed and the results and impacts are considered." A copy of the Governor's letter is included as Attachment J.

Transportation Coordinating Council Studies

Also in 1995, a Study of Transportation Planning and Funding in Northern Virginia was prepared for the TCC. The TCC's mission was similar to NVTA's current mission, but it did not have statutory authority. In December of that same year, the TCC approved the study and the four recommended actions from that study. One of the actions was "a regional exploration of the potential costs and benefits of consolidating various regional transportation planning and funding organizations in northern Virginia." The TCC Executive Committee directed the preparation of a white paper that described a single transportation organization combining transportation planning and funding responsibilities that were performed by PRTC, NVTC, TCC and the VRE.

The white paper was published that year and identified the following as part of a consolidation effort:

- Goals of a Combined Transportation Organization
- Membership, Structure, and Obligations of a Combined Transportation Organization
- Functions of a Combined Organization
- Implementation Steps for a Combined Organization

In 1996, the TCC Executive Committee met to further narrow the alternatives under consideration as part of Phase II of the Planning Study. Listed below are the alternatives retained by the committee (as they relate to consolidation), along with some brief explanations or comments.

Goal #1-Simplify Planning Process:

1. Leave as-is "no build"
2. Combine NVTC/PRTC with a multi-modal focus: the new organization would take over the functions of the TCC, which would be abolished
3. Create a Northern-Virginia sub-MPO: This would be a Northern Virginia body to represent Northern Virginia as a unit at the TPB. It would also fulfill the roles of the TCC which would be abolished
4. Abolish TCC (no other changes)

In 1997, the TCC hired KPMG Peat Marwick LLP, to conduct a study to examine the potential for improving institutional and organizational effectiveness by assessing the existing arrangement (referred to as the Baseline) for transportation planning and decision-making in Northern Virginia. The study reviewed how NVTC, PRTC, and TCC carried out these functions. Consideration was given to an alternative institutional arrangement that involves the consolidation of many of the responsibilities and authorities of NVTC, PRTC and the TCC.

The study looked at the pros and the cons of consolidation. It also outlined a “scenario” or a “what needs to occur” in considering a consolidated commission. However, the study did not make any final recommendations. In addition to addressing the pros and cons of any consolidation efforts, the study outlined possible improvements to the baseline, or existing functions of each agency. The study’s Executive Summary is included as Attachment K.

Below are the Pros and Cons highlighted in the study:

PROS

- Potential New Funding Generating Capability
- Baseline Improvements
- Coalesced Advocacy
- Sub-Regional Project Planning and Implementation
- Public Participation
- Efficiency (Assessment of Administrative Costs)

CONS

- Dilution of Representation in Commission Composition
- Dilution of Funding Commitment to Transit
- Loss of Transit Forum
- Transit-Related Costs and Issues
- Institutional Issues

Finally, the KPMG report states that the following should be considered under a Consolidated Commission Scenario:

- Roles
- Boundaries
- Composition
- Organization
- Relationship to Existing Institutions
- Public Involvement Process
- Responsibilities

After considering the pros and cons of consolidation, the TCC approved a resolution that would keep the structure of the studied agencies, but create greater efficiencies among the bodies. The resolution is included as Attachment L. Some of these efficiencies, such as joint meetings of NVTC and PRTC were implemented; however, no consolidated efforts were pursued. The annual joint NVTC/PRTC meetings were abandoned after several years, because the two commissions concluded that joint meetings should be held when subject matter warranted them. Since then joint meetings have been held occasionally as needed.

In 1999-2000, State Senator Warren Barry chaired a commission of local and state legislators, business leaders and citizens to study the creation of a new Northern Virginia transportation body. This effort took a year longer than expected, but ultimately resulted in the General Assembly's creation of NVTA in 2001. NVTA was created in anticipation of significant new Northern Virginia transportation revenue; however, a regional sales tax referendum in 2002 failed and the regional revenue portion of HB 3202 (2007) was ruled unconstitutional by the Virginia Supreme Court. As indicated earlier, NVTA assumed planning activities previously undertaken by the TCC, but was also given significant funding, implementation and operating authority. When NVTA was officially formed, the TCC was eliminated.

Section C: Scenarios for Consolidation and/or Improved Coordination among Agencies

The Task Force investigated five consolidation scenarios. The specific scenarios are discussed in Section D. For each of these scenarios, the Task Force reviewed eight different characteristics. Six of these characteristics (Governance; Membership; Staff; Voting Procedures; Geographic Representation; Legal Obstacles; and Funding) were specifically identified in the March 10, 2012, letter from the Northern Virginia delegation to the General Assembly. The Task Force added “Service Delivery/Performance” and “Cost Effectiveness” to the list provided by the delegation. The Task Force thought that ensuring the continuation of existing functions should be part of the analysis. In addition, the Task Force also thought that an assessment of consolidation possibilities required consideration of the cost of sustained delivery of services. Each of these is discussed in more detail in this section. Additional information is provided in the Consolidation Matrix, which is included as Attachment M.

Governance (or Governing Bodies)

Three of the four agencies are governed by boards or commissions that are made up primarily of local and state elected officials. NVRC does not include state elected officials. The number of local elected officials varies among the agencies. For example, towns with populations over 3,500 may be voting members of NVRC, while these same towns share a non-voting seat on NVTA.

In addition, NVTA, NVTC and PRTC each have membership from both houses of the General Assembly, although the number of General Assembly members varies among the three agencies. The Secretary of Transportation or his/her designee is represented on NVTC and PRTC as a voting member. Typically the designee has been a DRPT staff member, although recently the Secretary’s representative on NVTC has been a DRPT contract employee. NVTA includes non-voting representatives of VDOT and DRPT, as well as two appointees of the Governor. One of these gubernatorial appointees is required to be a member of the Commonwealth Transportation Board.

Many questions would need to be answered in any of the consolidation scenarios, such as:

- Which jurisdictions will be represented?
- How will towns be represented?
- Will General Assembly members be included on the governing body? If so, how many and in what ratio between the House and Senate? Are there any prerequisites that should be attached (i.e. representing jurisdictions that are members of the agencies and/or requirements for membership on specific committees)? If so, which ones.
- Should state transportation agencies and/or the Secretary of Transportation be represented? If so, should these representatives be voting or non-voting and who would appoint them.
- What should the number of members be and should votes be weighted in some way?

Membership

Currently, jurisdictional membership varies on each of the agency governing bodies. At NVTA, each of the nine local governments has one member who is the mayor or chairman or his/her designee. NVTA's and NVTC's membership is specifically outlined in the Code of Virginia. Membership on NVRC, NVTC and PRTC is somewhat proportional to population, although not strictly so. Each uses a different methodology to determine the number of member appointees. For example, NVTC's membership is set by the General Assembly and has been amended several times since 1964. Towns with populations over 3,500 may be voting members of NVRC. The towns share one non-voting seat on NVTA which rotates among the towns annually according to the NVTA's by-laws. Membership on NVRC and PRTC was determined when each of these agencies was established. NVRC's member jurisdictions are established by charter agreement, and the membership of towns has changed from time to time. Local appointees of NVRC, NVTC and PRTC are determined by the governing bodies of the member jurisdictions. NVTA has 17 appointees. NVTC has 19 appointees. PRTC has 18 appointees. NVRC has 25 appointees.

If any of the consolidation scenarios are to occur, several decisions would need to be made, such as:

- How many members should each jurisdiction appoint?
- Who will appoint the jurisdictional representatives (Chair/Mayor or governing body)?
- If there is to be town membership, would the position(s) be voting or non-voting?

Staff

NVRC, NVTC and PRTC each have paid staff members that work on transportation-related issues, projects, services and studies. Most of NVRC's current work is on a large variety of non-transportation issues, projects, and studies, including regional work groups, and environmental, public safety, human services and energy projects. PRTC has staff specifically assigned to operating its OmniRide and OmniLink bus services. All VRE staff are PRTC employees for personnel administrative purposes; however, VRE operations staff are located in Alexandria, separate from PRTC headquarters in Woodbridge. NVTA is staffed by its Jurisdictional and Agency Coordinating Committee (JACC). The JACC members are staff from member local jurisdictions, as well as regional and state transportation agencies. As was mentioned previously, the value of the staff time donated to NVTA is approximately \$52,000 per year. However, if NVTA ultimately receives a source of funds for Northern Virginia transportation projects and services, its administrative costs would be significantly greater. The three agencies with paid staff have significantly different benefit packages (retirement, health insurance, etc.).

If any of the consolidation scenarios are to occur, several decisions would need to be made, such as:

- What staff positions would be necessary for the new agency?
- Do staff members of existing agencies have priority in selection for positions created at a new agency? Do they have to compete among each other for positions in the new agency?
- If there are fewer positions in the combined agency than in the component agencies, how will reductions in force be handled?
- Would staffing levels need to change if NVTa or a successor agency were the beneficiary of new transportation revenues?

Voting Procedures

Each of the four agencies has established different voting procedures. NVTa requires three criteria to be met (2/3rds population, 2/3rds membership (jurisdiction), 2/3rds of members present). General Assembly members and Governor's appointees vote. The DRPT and VDOT representatives do not. The state statutes establishing NVTC and PRTC require a majority of the members present and a majority of the jurisdictions for affirmative votes.

Typically, a majority vote by NVRC appointees present is required, provided a quorum is present, which is one-third of all appointees and that represent at least one-third of member jurisdictions. However, any member with voting rights may call for a weighted vote on any matter. In that case, the second to the motion must come from a member representing a different jurisdiction. When weighted voting is used, each jurisdiction has one vote for each 25,000 population or fraction thereof. This number is calculated each July 1 and matches the population figures used to calculate NVRC member dues. A jurisdiction may divide its votes among its representatives who are present and voting. A plurality of weighted votes decides the matter.

If any of the consolidation scenarios are to occur, several decisions would need to be made. These include:

- How many votes will each jurisdiction have?
- Will voting be weighted by population or any other factor(s)?
- Assuming that state representatives (General Assembly members, Governor's appointees, VDOT, DRPT) are included on the governing body of the new agency in some form, will they be voting or non-voting? Would state representatives count towards a quorum?
- Should members be allowed to discuss or vote on items for which they have no financial responsibility (e.g., Prince William County voting on WMATA-related issues or Fairfax County voting on PRTC bus-related issues)?

Geographic Representation

The geography for NVRC and NVTA is the same (Planning District 8). However, NVTC's and PRTC's geographies are significantly different. PRTC includes three jurisdictional members that are not members of Planning District 8 (Fredericksburg, Spotsylvania and Stafford). While all NVTC members are in Planning District 8, not all members of Planning District 8 are members of NVTC (Prince William, Manassas and Manassas Park are not) or PRTC (Alexandria, Arlington, Fairfax City, Fairfax County, Falls Church and Loudoun are not). A map showing the geography of each agency is included as Attachment N.

If any of the consolidation scenarios are to occur, several decisions would need to be made. These include:

- What will the geographic boundaries of any consolidated agency be?
- How are non-Planning District 8 jurisdictions handled?
- How are matters that do not affect all of the jurisdictions in a consolidated agency handled (i.e. Metro, PRTC bus, and VRE decisions and financial responsibilities)?

Legal Obstacles

NVTA was specifically established by legislation passed by the General Assembly. NVRC was established by local charter agreement pursuant to the Virginia Area Development Act of 1968 which was recodified as the Regional Cooperation Act within the Code of Virginia in 1995. NVTC was originally established by an uncodified Act of Assembly and then was later codified in the Transportation District Act of 1964. PRTC was established by local agreement under the Transportation District Act in the Code of Virginia. Since there are local agreements that cover the formation of NVRC, NVTC and PRTC, it is not clear whether the General Assembly can lawfully void or nullify these local agreements (i.e. planning district commission charters) without eliminating the underlying statutory authority to enter into them.

If two or more agencies are combined, the surviving agency must have all the same legal authority as the agencies that were folded into it to be capable of continuing to perform the necessary functions in order to maintain the responsibilities to the region's citizens and commuters.

If any of the consolidation scenarios are to occur, several decisions would need to be made. These include:

- What changes to the Code of Virginia are necessary to create a new agency and still maintain the legal authority the component agencies had?

- How much of the organizational details of a new agency should be codified or be left to the members to establish through by-laws or other agreement?
- How will any existing local or regional agreements be addressed, particularly the WMATA Compact and the VRE Master Agreement?
- Are there new local agreements that need to be established, e.g. for funding administrative and project-related costs?

Funding

Both NVTC and PRTC receive and manage a regional 2.1 percent gas tax for their members, but there are different restrictions on the allocation and use of these funds. By statute, five of NVTC's member jurisdictions must use their gas tax specifically for WMATA purposes. One NVTC member (Loudoun County) and all PRTC member jurisdictions must use the gas tax revenue for transportation purposes. NVTC and PRTC's VRE operations are funded with fare revenue and annual local appropriations that the nine VRE jurisdictions have "morally" obligated themselves to make under the VRE Master Agreement. NVTC has issued and refinanced bonds based on this authority. NVTA and NVRC have no dedicated transportation funding.

Each of the four agencies has unique methods to fund administrative, projects and service costs. The agencies do not define and budget administrative and operating costs in the same way. NVTA's allocation of expenses is determined by the Code of Virginia. The method for NVTC's local governments to share in NVTC's administrative budget is specified in the Code of Virginia. Also, NVTC is required by the Code of Virginia to use a Subsidy Allocation Model (SAM) for distributing state aid and gas tax revenues related to WMATA. NVRC's funding is derived from a small state allocation, member local government dues, and grants, contracts, fees and donations specific to program activities.

If any of the consolidation scenarios are to occur, several decisions would need to be made. These include:

- How will the administrative and operating costs of a new consolidated agency be funded?
- How will specific budgets for projects and services be funded?
- How will gas tax revenues be distributed and toward what purposes?

Service Delivery/Performance

PRTC provides commuter and local bus service to Prince William County and the cities of Manassas and Manassas Park. NVTC and PRTC collectively own and operate the VRE commuter rail services. Without funding, NVTA is not currently providing direct services; however,

authority is provided for NVRTA to be a regional transportation delivery agency. NVRC, on the other hand, provides a number of non-transportation services for its members related to a wide array of disciplines. Any consolidation effort should not complicate or degrade existing service delivery and the performance of these activities.

If any of the consolidation scenarios are to occur, several decisions would need to be made. These include:

- How will existing transportation services, such as PRTC's commuter and local bus service and the VRE, and non-transportation services be addressed?
- How will the new agency ensure that service delivery/performance does not decline as a result of the consolidation or mitigate the impact of any service declines?
- How will current local funding arrangements continue?
- How would NVRC's other functional responsibilities and activities be affected by a consolidation with transportation agencies?

Cost Effectiveness

Any consolidation should be reviewed on the basis of achieving greater cost effectiveness. It is possible that some consolidations could reduce expenses, conceivably including personnel costs, office equipment costs, computer hardware and software costs, and office leases.

However, the Task Force thinks that potential savings are limited, because:

- Operational personnel required for bus and rail services provided by PRTC and VRE are necessary regardless of the institutional setting for these services. Institutional changes of any sort would not lessen the need for such personnel. Though similar roles, drivers and mechanics for buses and trains have different skills that do not necessarily translate across these operations.
- NVRC staff work on activities primarily unrelated to transportation (such as environmental protection, human services, and public safety concerns). These staff positions likely would not be consolidated into other organizations whose missions are related solely to transportation activities.
- There are other functions (e.g., executive director, financial and administrative staffs, etc.) performed in three of the organizations that, if combined, may result in savings. The Task Force determined that any savings would likely be modest and would not result in significant funding that could be applied to transportation projects and services. While it may seem that similarly titled positions could be combined, an analysis would need to determine the specific functions that each similarly titled position is performing to allow of decision about combining positions to be made.

- NVTA has no paid staff of its own. Its activities are carried out by staff from the member localities and other agencies; therefore, no staff savings would result if NVTA is consolidated with another agency.
- PRTC owns its facility. NVTC and PRTC jointly own the VRE headquarters. NVRC and NVTC have long-term office leases. NVTA maintains a virtual office that provides an address and access to meeting rooms, etc., for a nominal monthly fee.

If any of the consolidation scenarios are to occur, several decisions would need to be made. These include:

- Following a detailed analysis of all positions within each of the agencies proposed for consolidation, what opportunities are there to reduce overlapping personnel functions?
- Would a consolidated agency result in a reduced need for leased space, office equipment, computer hardware and software?
- What steps would need to be taken to unwind office and equipment leases? What would the cost be and how would it be funded?

Section D: Review of Scenarios

There are number of agency combinations that could have been studied by the Task Force. After receiving background information of the functions for each of the agencies and previous studies, the Task Force identified five different scenarios for consolidating various agencies or to make them more efficient. These scenarios were:

- I. Consolidation of all four agencies
- II. Consolidation of the NVTA into the NVRC
- III. Consolidation of the NVTA into the NVTC
- IV. Consolidation of the NVTC into the NVTA
- V. Baseline/Current Structure with Efficiencies

The letter from the General Assembly's Northern Virginia delegation included NVTA, NVTC, PRTC and NVRC, specifically. In addition, representatives of the administration indicated that they believed consolidation of all of the agencies could be desirable. As a result, the Task Force thought that a scenario combining all the agencies should be studied. It was also pointed out that NVTA and NVRC have the same geography and in Hampton Roads, where the MPO and the Planning District Commission (which are somewhat similar agencies to Northern Virginia's) have achieved some efficiencies. Based on these factors, the Task Force included this scenario in its analysis. Alternatively, the Task Force discussed combining NVTA with another transportation agency. The Task Force thought that consolidating NVTA into NVTC made more sense than combining NVTA with PRTC. There was also the thought that this consolidation would be less disruptive to WMATA and VRE, since NVTC is mentioned in the WMATA Compact and the VRE Master Agreement, respectively. Since past studies considered eliminating NVTC, and mindful of the fact that there has been recent interest by members of the General Assembly and the administration in considering the elimination of NVTC, the Task Force concluded that this alternative should be examined as well. Additionally, the Task Force included a baseline option with efficiencies as a benchmark to measure other options. While other consolidation options could have been studied, the Task Force thinks that these five options are the most feasible and are comprehensive enough to facilitate the development of recommendations for the delegation.

The Task Force asked staff to review each of the scenarios using a number of criteria. These were:

- Membership/Geography
- Voting
- Meeting Location
- Dedicated Funding Sources
- Core Power/Responsibilities
- Powers Unique to Agency
- Real Estate Interests

- Personal Property/Equipment Interests
- Debt/Financial Obligations
- Outstanding Grants
- Existing Contract Obligations
- Employees
- Retirement Plans
- Health Insurance and Other Benefits

Each of these criteria is reviewed in the matrix that is included in Attachment L. Although the Task Force identified five scenarios, two of the scenarios are very similar. The Baseline Scenario was not included in the matrix, because it does not result in any consolidations. Scenario C involves consolidating NVTA into NVTC, and Scenario D involves consolidating NVTC into NVTA. The Legal/Financial Work Group determined that the implications of either scenario are very similar. Although these scenarios are listed separately below, they are discussed together on the matrix.

Each of these proposed consolidations will be discussed in more detail below.

I. Consolidation of all agencies

This scenario is the most complex by virtue of its breadth, because it considers consolidating NVRC, NVTA, NVTC and PRTC into one agency, and because it also affects VRE, which is jointly owned and operated by NVTC and PRTC. This scenario was included in the analysis to ensure that the most comprehensive consolidation approach was studied, because the delegation's letter specifically mentioned these agencies (NVRC, NVTA, NVTC and PRTC) and because members of the McDonnell administration explicitly suggested this scenario. Geographically, this scenario would create a very large agency whose territory would include 12 jurisdictions from Spotsylvania County to Arlington County to Loudoun County.

A review of the matrix demonstrates the complexity of this scenario and the wide range of issues that would require consideration to make the consolidation successful.

Consolidating NVRC, NVTA, NVTC and PRTC would achieve a consolidated Northern Virginia transportation and planning agency. However, it is the most complicated of the five scenarios. Implementing a single, consolidated agency would require that numerous issues be resolved, including its large geographic area, the diverse interests among member jurisdictions, governing arrangements for transit systems that do not serve all the member jurisdictions, voting responsibilities, core responsibilities, transfer of real estate and equipment interests, termination and/or assignment of contract obligations, termination and/or assignment of grant obligations, and debt and financial obligations. Practical issues, such as determining meeting locations that are convenient to the membership, would also need to be addressed. The Task Force determined that

finding a meeting location is an issue, because consolidating the four agencies could mean that most policymakers would need to travel even further to meetings. This issue is described in more detail in Attachment N. Employee policies and benefits would also need to be addressed. Since the statutes establishing NVRC, NVTA and NVTC/PRTC are significantly different, it would take considerable effort and time to develop a consolidation proposal and the legislation necessary to accomplish it. There are also significant legal considerations.

Conclusion

The Task Force eliminated this option for further consideration, because there are too many significant issues to address. While these issues might be able to be resolved, the Task Force did not find significant incentives (financial, programmatic, or otherwise) to do so. The Task Force determined that even with an extensive effort to resolve the myriad of issues, there were too many potential unintended consequences and too few benefits to make this a viable option.

II. Consolidation of the NVTA into the NVRC

This scenario involves consolidating NVTA into NVRC. Since NVTA and NVRC have the same geography, this scenario has some appeal. There are few overlapping functions between the two agencies and in some parts of the Commonwealth, the Planning District Commission (PDC) and the Metropolitan Planning Organization (MPO) are co-located and share certain staff. Recognizing that neither NVRC nor NVTA is the MPO, NVTA has served as a subregional MPO for purposes of Virginia preparing for MPO meetings. It was suggested that Hampton Roads is an example of coordination and consolidation of the PDC and the MPO. Staff discussed the Hampton Roads arrangement where the two similar agencies are located in the same building. It appears that in Hampton Roads, the PDC (a local/state creation) and the MPO (a federal creation) were closely linked, but the Federal Highway Administration and Federal Transit Administration were concerned about the PDC's role in directing MPO activities. As a result of specific direction from the federal agencies, the Hampton Roads PDC and MPO now have distinctly separate boards and separate staffs, although they share an office building and an executive director. They coordinate meeting dates and times. More information on the Hampton Roads scenario is provided in Attachments H.

In this scenario, legislation would be needed to give NVRC the unique powers and authority that have been granted to NVTA. For example, NVTA has broad authority for funding, tolling, and implementing transportation projects and service that are not specifically granted in the NVRC's general authority as a planning district commission.

The Task Force found that retaining NVTA's Jurisdiction and Agency Coordinating Committee to continue to handle the technical transportation functions of NVTA would be beneficial, if this scenario is adopted.

NVRC's transportation experience typically has focused on the integration of transportation-related issues with land use, housing, special populations, workforce, bicycle and pedestrian safety, service to federal Department of Defense facilities, and other similar concerns. In an early agreement between the Northern Virginia Planning District Commission (now NVRC) and the Metropolitan Washington Council of Governments (MWCOG), both organizations recognized that each have appropriate interests in planning for transportation, but not as the region's MPO. The agreement recognizes and accepts the role of the TPB and NVTC, and commits NVRC and MWCOG to perform their respective transportation-related functions in a supportive, non-duplicative manner.

However, a legal analysis of this option revealed significant issues. NVRC is a regional council of 14 member cities, counties and towns in Northern Virginia, but its status may not be broad enough to allow it to assume all of the functions currently required should NVRTA be merged into NVRC. For example, NVRC likely has some immunity when performing governmental functions, but the parameters of this immunity have not been tested in litigation. NVRC does not have expressed authority to pursue bond validation proceedings in court. There may be other powers as well that NVRC does not have by virtue of its status under current state law. NVRC is established under the Regional Cooperation Act which also established PDCs throughout Virginia. Addressing the legal shortcomings would require amendments to the Regional Cooperation Act. Some changes would have potential unintended statewide consequences that have not been extensively explored. There was also concern the some of NVRTA's current authority as an operating agency could be lost.

Due to NVRTA's expressed statutory linkage to the Commercial and Industrial Property Tax for Transportation which was approved by the General Assembly in 2007, and has been implemented by three Northern Virginia jurisdictions, eliminating NVRTA would have an impact on the ability of these local governments to collect this tax.

Since NVRTA only has a virtual office and a website, the physical colocation of the two agencies would not be difficult to achieve, although the savings from doing so would be minimal.

Conclusion

Combining NVRTA into NVRC would potentially reduce or limit the authority that the General Assembly granted NVRTA. While NVRC has some immunity, the extent of its immunity has not been tested in court. Also NVRC lacks the ability to conduct bond validations. Also, NVRTA's linkages to the Commercial and Industrial Property Tax for Transportation would need to be addressed to ensure the current local transportation revenues are not disrupted. These challenges would be significantly greater than any savings that would be achieved. As a result, the Task Force does not recommend this consolidation.

The Task Force further recommends that should conditions change that would cause reconsideration of a consolidation (such as NVTA being funded as originally intended), further work by the agencies would be needed to determine whether a legal consolidation adds values and is worth the effort and cost. The potential for a future consolidation exists as both entities share an identical geographic region as well as several common board members. NVRC has an office and staff while NVTA does not, thus avoiding disruptive effects on current employees or costly lease negotiations. Most Virginia planning district commissions undertake some transportation planning activities. New legislation would need to have the combined statutory powers that the two individual agencies now possess.

III. Consolidation of the NVTA into the NVTC

This scenario involves consolidating NVTA into NVTC. This scenario involves combining an organization with a larger geography and broader mission (NVTA) into an agency with a more focused mission and smaller geography (NVTC). While NVTC staff has been providing financial and public outreach support to NVTA for some time, this combination would require numerous changes to governance structures, including voting rules and membership. NVTC's mission would need to be expanded significantly. Legislation would be needed to give NVTC the unique powers and authority that have been granted to NVTA. For example, NVTA has broad authority for funding, tolling, and implementing transportation projects and service that are not specifically granted to NVTC. NVTC has generally concentrated on transit and alternatives to the single occupant vehicle, while NVTA has a more multi-modal focus.

Due to NVTA's expressed statutory linkage to the Commercial and Industrial Property Tax for Transportation which was approved by the General Assembly in 2007, and has been implemented by three Northern Virginia jurisdictions, eliminating NVTA would have an impact on the ability of these local governments to collect this tax.

Since NVTA only has a virtual office and a website, the physical colocation of the two agencies would not be difficult to achieve. However, the savings from doing so would be minimal, because NVTA does not have paid staff or lease facilities.

The Task Force found that retaining NVTA's Jurisdiction and Agency Coordinating Committee to continue to handle the technical transportation functions of NVTA would be beneficial, if this scenario is adopted.

Conclusion

Combining NVTA into NVTC would present significant challenges due to the larger geography and broader mission of NVTA, particularly in the areas of statutory authority and NVTA's linkages to the Commercial and Industrial Property Tax for Transportation. These challenges would be significantly greater than any savings that would be achieved. As a result, the Task Force does not recommend this consolidation.

IV. Consolidation of the NVTC into the NVTA

This scenario is similar to Scenario III (above), but involves consolidating NVTC into NVTA. In this case, the agency with a more focused mission and smaller geography would be combined into an agency with a broader mission and larger geography. NVTC is identified in the Washington Metropolitan Area Transit Authority Compact as the appointing authority for WMATA board members. With this in mind, the surviving agency in this scenario would probably need to be called NVTC to avoid the time consuming process of amending the WMATA Compact. (Legislative bodies in Virginia, Maryland, the District of Columbia and the Federal government must all approve compact changes). If this scenario is pursued, voting on WMATA matters and responsibility for WMATA funding would need to be addressed, because several jurisdictions have concerns about taking on WMATA responsibilities. This consolidation also has implications for VRE debt issued by NVTC, VRE contracts and the Master Agreement, railroad leases and equipment ownership. While NVTC staff has been providing financial and public outreach support to NVTA for some time, this combination would require changes to numerous voting and membership provisions. In addition, there would be little cost savings, because NVTA does not have paid staff or lease facilities.

Conclusion

Combining NVTC into NVTA would result in significant difficulties related to the WMATA Compact, the VRE Master Agreement, VRE railroad agreements and insurance requirements. The Task Force determined that the effort needed to address all of these difficulties would greatly exceed any savings or efficiencies that could be achieved by this consolidation. As a result, the Task Force does not recommend this consolidation.

Additional Consolidation Comments and Analysis

The Task Force considered the savings that might be achieved by consolidating two or more of the transportation and planning agencies, and found that there are a number of functions unique to each of the agencies. As a result, there are unlikely to be significant financial savings from any consolidation. For instance, operational personnel required for the PRTC and VRE bus and rail services are necessary regardless of the organization to which they belong. Institutional changes of any sort would not lessen the need for such personnel.

Additionally there are other staffing issues that would need to be addressed. NVRC staff undertake work that is almost exclusively unrelated to transportation. Consideration of where these program activities and related staff would be housed is necessary. There are other organizational functions (e.g., executive director, receptionist, etc.) performed in three of the organizations (NVTA has no staff) that, if existing agencies were combined, may result in savings; a more detailed analysis (beyond the scope of this study) would need to be done to determine the amount of savings that would actually occur. While it may seem that three receptionist positions could be combined into one, an analysis would need to determine the exact functions are being performed by each of the receptionists. Finally, NVTA has no paid staff of its own—it uses staff from its member localities and agencies who donate time for its operations; any consolidation would have to address this policy to determine how the current NVTA activities would be carried out.

In addition, there would be costs associated with consolidation. A detailed analysis would also need to determine what non-personnel administrative costs (leased space, combined phone/information technology systems, etc.) could be saved through consolidation. One-time costs (e.g., costs incurred for termination of leases, moving, relocating phones/computers, transitioning to a common information technology, financial and accounting systems, and computer software, etc.) would also have to be factored into such an analysis.

The total estimated administrative costs as defined by these organizations follow. Each agency uses its own accounting conventions, so “administrative costs” are defined differently for each agency:

- NVTA: Less than \$1,000 per year in actual expenses; however, NVTA benefits from approximately \$52,000 in donated staff time from its member local jurisdictions and other Northern Virginia transportation agencies.
- NVTC: Approximately, \$1.19 million per year
- NVRC: Approximately, \$0.90 million per year;
- PRTC: Approximately, \$1.75 million per year
- VRE: Approximately, \$2.60 million per year

NVRC’s administrative cost estimate is calculated differently than the three transportation agencies, due to the other functions NVRC undertakes. Information prepared by the Organizational Working Group is included as Attachment P.

V. Baseline/Current Structure with Efficiencies

This scenario analyzes the current structure and proposes certain efficiencies to better streamline current operations. An objective of the Task Force's review is the desire to operate transportation agencies more efficiently and reduce the requirements of elected officials to travel to multiple transportation meetings every month, often at the end of the evening peak travel period. The Short Term Approaches and Other Efficiencies Working Group investigated ways to improve efficiencies within the existing structure of the four independent agencies, and identified a number of suggestions that could reduce the amount of time spent traveling to and from meetings. Additional suggestions would increase transparency. The suggestions include scheduling meetings of multiple agencies and at the same day of the month, at the same location back-to-back, expanding statutory authority to hold electronic board meetings or permit members to attend electronically, and ensuring that policy makers on each of the bodies receive detailed orientations when they become members. These orientations would include information about the other regional transportation and planning organizations.

Some suggestions raised during the Task Force effort are listed below. Several of these are being pursued.

1. Pursue more joint projects when aims go beyond individual agency boundaries, such as the existing VRE and the new Vanpool Incentive Program;
2. Share staff similar to NVTA's current use of jurisdictional and agency resources and VRE's current use of NVTC and PRTC staff for state and federal grant management;
3. Co-locate offices, either immediately in the case of NVTA, and/or potentially as other agencies' existing leases expire;
4. Reduce the number of board meetings and give each of the agencies greater discretion to cancel meetings when prospective agendas don't warrant a meeting;
5. Schedule board/commission meetings following one another at the same location to reduce travel time and limit the number of days board members/commissioners are spending on transportation and regional planning meetings;
6. Study televising meetings to encourage more public understanding and transparency and determine the costs and benefits of doing so;
7. Enhance the orientation practices for new members to ensure materials include information on all the regional transportation and planning agencies and how they relate to each other; consider holding these orientations jointly

8. Pursue joint procurements (i.e., VRE, NVTC and PRTC currently work together to purchase goods and services they commonly need, such as auditors, fuel, risk management and financial advice);
9. Explore combined purchases of insurance and other employee benefits either with each other or model after NVRC which participates in Fairfax County's health plans;
10. Combine legislative agendas by adopting one uniform agenda for all agencies rather than the current practice of adopting coordinated but separate agendas;
11. Establish a regular meeting of the chairs or other appointed representatives of each of the agencies at least annually to review and address any gaps and conflicts that exist in agency work programs;
12. Create a joint public advisory committee to receive citizen input on the respective work programs to facilitate coordination and improved public participation;
13. Broaden transportation staff working groups to include representatives of outlying Virginia jurisdictions (such as Clarke, Culpepper, Fauquier, Rappahannock, and Warren Counties) to improve coordination beyond Northern Virginia;

Legislation would be required for the following suggestions; however, further review would be needed to develop specific proposals:

14. Allow electronic participation by board members in meetings as now permitted for General Assembly members during the session;
15. In the case of NVTA and NVTC, reduce the number of board members without eliminating any jurisdictions by using weighted voting, as currently used at VRE and TPB, to reduce travel and save per diem costs.

More detail on the Working Group's analysis is included as Attachment O.

Section E: Establishment of a Northern Virginia Metropolitan Planning Organization (MPO)

As part of this study, the Task Force reviewed federal regulations related to MPOs to determine whether the establishment of a Northern Virginia MPO would be feasible.

Northern Virginia is part of the National Capital Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Metropolitan Washington Area Region. The TPB was designated as the MPO for the region in 1965. According to federal law, an MPO must be designated in every urbanized area with a population over 50,000. The TPB is designated as this region's MPO by the governors of Virginia and Maryland and the mayor of Washington based upon an agreement among the local governments.

To create a Northern Virginia MPO, the current MPO would need to be redesignated. Title 23, United States Code, Highways (23 U.S.C.) and Title 49, United States Code, Transportation (49 U.S.C.) and 23 U.S.C. and Title 23 of the Code of Federal Regulations (CFR) detail designation and redesignation procedures related to MPOs. The metropolitan planning section of 23 CFR was last revised prior to the Transportation Equity Act for the 21st Century (TEA-21); consequently, in reconciling inconsistencies between the statute and the regulation, the language in 23 U.S.C. is controlling. The specific code language is:

23 CFR 450.306 Metropolitan planning organization: Designations and redesignation.

- An MPO may be designated either (1) by agreement between the Governor and local governments representing at least 75 percent of the affected population, or (2) in accordance with procedures established by State or local laws.
- Once designated, an MPO can be redesignated only by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population, including the central city or cities. (With the 2000 Census, the term "central city" should be replaced by the term "principal city" to be consistent with Census Bureau terminology.)

The idea behind these more restrictive criteria for redesignation is that state authorities should not be allowed to unilaterally abolish and redesignate an MPO without the willing agreement of the local governments for whom the MPO was originally designated.

- 23 U.S.C. 134 (b)(4) stipulates that a designated MPO shall be recognized as the official policy body for transportation planning decisions in an urbanized area until it is redesignated in accordance with statutory procedures.

Language allowing for the "revocation" of an MPO was explicitly removed from 23 U.S.C. by TEA-21 reauthorization language. Consequently, FHWA and FTA have interpreted the more restrictive provisions in 23 U.S.C. as controlling since it was enacted more recently than the statutory language in 49 U.S.C. 5303 and after 23 CFR Part 450 was issued.

While neither the relevant statutory nor regulatory provisions contain language as to what specific changes in an MPO policy board would trigger a redesignation, the FHWA and FTA have interpreted that redesignation is needed whenever:

1. There is a substantial change in the balance of power on the MPO policy board between the representatives of the central (now principal) city or cities, other local governments, and the State; or
2. There is a substantial change in the decision-making authority and responsibility of the MPO board, or in decision-making procedures established under the MPO by-laws.

In general, the following changes to an MPO policy board are allowed under 23 CFR 450.306(i)-(k), without requiring a redesignation:

- Adding members to the policy board to represent new areas included in an expanded MPO boundary;
- Adding members to satisfy the specific membership requirements for an MPO serving a transportation management area;
- Periodic rotation of members representing local jurisdictions, as established under MPO by-laws.

Conclusion

Following the review of the federal regulations related to MPOs, the Task Force determined that the requirements for redesignation of an MPO in the Washington metropolitan area would be difficult, if not impossible, to achieve, because it would require approval by the District of Columbia, Maryland jurisdictions and the Federal Government. In addition, the benefits of creating a Northern Virginia MPO were unclear given the complex nature of the Washington metropolitan area. The possibility of establishing such a subregional MPO also seemed to be secondary to transportation agency consolidation and efficiency in the delegation's letter. As a result, the Task Force did not continue reviewing this possibility.

Copies of the Federal Register provisions related to establishing sub-regional MPOs are included as Attachment Q.

Section F: Conclusions

Following the review of materials comparing the various consolidation alternatives, the Task Force reached the following conclusions:

- The responsibilities and authorities of the agencies are sufficiently different, and there is important coordination underway already.
- Cost savings of a consolidation would be predominately administrative and would be nominal at best. These savings would likely be offset by the significant startup costs associated with consolidating agencies.
- Current organizations are tailored to responsibilities. In many of the alternatives, consolidation would spread responsibilities to jurisdictions that have no real interest.
- Any consolidation should be evaluated specifically on cost, performance, schedule and legal hurdles. None of the proposed consolidations provides a significant advantage above the baseline with efficiencies in these areas.

As a result, the Task Force concluded that it is more productive to focus on administrative efficiencies (such as meetings and locations) within the current agency structure, rather than formal consolidations.

Section G: Recommendations

Do Not Legally Consolidate Agencies

The Task Force recommends that none of the consolidation alternatives be pursued at this time. The Task Force has no cost savings or service delivery improvement that would warrant the disruption and cost of a legal consolidation between or among any of these agencies.

Co-Locate NVTA with NVRC

The Task Force recommends that the NVTA immediately co-locate with NVRC with common meeting dates. Better coordination of their activities should result in greater efficiencies in the governance, management and operations of both agencies.

The Task Force does not recommend consolidating these agencies at this time. Should conditions change that would cause reconsideration of a consolidation (such as NVTA being funded as originally intended), further work by the agencies, would be needed to determine whether a legal consolidation adds value and is worth the effort and cost. The potential for a future consolidation exists as both entities share an identical geographic region as well as several common board members. NVRC has an office and staff while NVTA does not, thus

avoiding disruptive effects on current employees or costly lease negotiations. Most Virginia planning district commissions undertake some transportation planning activities. New legislation would be required to legally merge the two agencies, and the survivor organization would need to have the combined statutory powers that the two individual entities now possess.

The Task Force recommends that the results of co-locating NVTA with NVRC be monitored to assess the impact on the delivery of transportation and planning services in Northern Virginia, and what, if any, additional action might warrant consideration in the future.

Implement Other Administrative Efficiencies

The Task Force recommends that several other measures be considered that alone or in combination could result in more streamlined operations and improved coordination among the agencies. While many of these suggestions have already been implemented to a limited extent and could be expanded for greater benefit, other suggestions are untried but worthy of consideration. Several of these suggestions do not require General Assembly action and are being pursued by some or all of the agencies.

- **Consider additional opportunities for policy makers to participate in meetings electronically**, as NVTC's and PRTC's General Assembly members are permitted to do during the session;
- **Joint procurement of services**, as VRE and PRTC now do for financial and fuel consultants;
- **Consolidated purchasing of employee benefits**, as NVRC now is included in Fairfax County's health plans;
- **Pursuing projects jointly**, as with the new Vanpool Incentive Program;
- **Sharing staff**, as NVTA's current use of jurisdictional and agency resources and VRE's use of NVTC and PRTC staff for state and federal grant management;
- **Reducing the number of board meetings**;
- **Enhancing the orientation process for board members**;
- **Combining legislative agendas**;
- **Broadening transportation staff working groups** to include staff from outlying jurisdictions;
- **Holding at least annual meetings of the leadership of each of the agencies** to examine the agencies' work programs for possible gaps, conflicts, or efficiencies; and
- **Develop a consolidated meeting calendar** for all of the transportation and planning agencies.

A more complete list of ideas for improving efficiency and transparency is included in Section D of the report.

Do Not Consolidate NVTC into Another Agency

There have been several recent legislative initiatives to abolish NVTC or combine it with other agencies. Given the legislative interest, the Task Force focused carefully on NVTC's role.

Ultimately, the Task Force did not propose any change in NVTC's status for several reasons:

- Even if NVTC were abolished, its work program, which focuses on obtaining funding for WMATA, VRE and local bus services, and providing a forum for coordination among these agencies, would need to continue.
- Of even greater significance, some of NVTC's responsibilities are defined in WMATA's Interstate Compact. Moving NVTC's Compact responsibilities to another body would require a change to the Compact. Any changes in the Compact require identical action by the Virginia, Maryland and District of Columbia legislative bodies in addition to the U.S. Congress. This process requires extensive cooperation and coordination among these four entities and the process takes several years.
- NVTC receives and allocates the 2.1 percent motor fuels tax with uses and recipients restricted in several sections of the Code of Virginia. This motor fuels tax generates about \$48 million per year. NVTC's responsibilities related to administration of the tax would need to continue, even if NVTC is eliminated.
- NVTC is a designated recipient of federal transit funding and has negotiated complex non-transferable agreements with labor unions that are required to allow such funds to flow to the region. If NVTC ceased to exist, the new entity would need to negotiate the agreements all over again.
- NVTC co-owns VRE, which has assets of \$377 million. The VRE is founded upon a Master Agreement to which NVTC is a party along with PRTC and nine counties and cities from the commissions. In this document each local government agreed to pay a share of VRE's annual costs, subject to annual appropriation of funds. Changing NVTC's legal status might abrogate the existing Master Agreement and imperil part of the payback of VRE's outstanding bonds. This could be a violation of the Virginia constitution which prohibits impairing obligations of contracts. In establishing VRE, NVTC and its partner PRTC completed delicate negotiations with many local jurisdictions, federal and state agencies, Amtrak and multiple freight railroads, using unique statutory authority to indemnify those railroads. NVTC also issued bonds for VRE which remain outstanding. Legal counsel involved in the study effort cautioned that there is a constitutional issue of whether the General Assembly has the power to void such contractual agreements among NVTC and PRTC members.
- Cost savings would be minimal from eliminating NVTC, particularly because its functions would need to be addressed in other ways. NVTC's administrative budget

is \$1.2 million annually. Among other things, this budget funds a staff of six full-time and two part-time employees.

Based on the above considerations, the Task Force concluded that the costs of unwinding these complex agreements and debt issues would outweigh any financial benefit of abolishing NVTC or combining it with one or more other entities. As a result, the Task Force does not recommend pursuing combinations that include NVTC.

Do Not Pursue a Northern Virginia MPO

A budget amendment introduced during the 2012 General Assembly session that would have directed the Secretary of Transportation to study the establishment of a Northern Virginia MPO. MPOs are federally designated for the purpose of receiving federal funds for transportation, producing transportation plans and establishing transportation funding priorities. Fulfillment of these planning and programming requirements is a prerequisite for the region's continued receipt of federal transportation funds. The federal "model" for MPOs is that the MPO encompass the whole metropolitan region, as the Washington D.C. area MPO – the Transportation Planning Board (TPB) – does.

As a result of this investigation, the Task Force determined that federal law makes it virtually impossible to establish such an MPO, because TPB already serves in that capacity. In particular, withdrawing from an existing MPO requires approval from the other members (in this case the District of Columbia, the State of Maryland and its suburban Washington jurisdictions), meaning that this is not an action that Virginia can take unilaterally.

The NVTA has been functioning as a Virginia caucus of the TPB, and has been undertaking subregional planning activities. Accordingly, the Task Force does not recommend pursuing establishment of a Northern Virginia MPO.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Adoption of TransAction 2040 (Agenda Item 4.B.)

DATE: November 8, 2012

The Authority will be briefed on the results of the second model run and asked to adopt the TransAction 2040 Plan.

During the months of May and June 2012, project stakeholders reviewed the second model-run (Build 2 scenario) output from Cambridge Systematics. The second model run included 10 new actions/projects, as approved by the Authority at its May 10, 2012 meeting, that were not previously identified in the baseline or the first model run.

The Build 2 scenario improves the levels of congestion in most of the corridors when compared to levels assuming the baseline network of the region's Constrained Long-Range Plan (CLRP) for 2040. The I-495 and the I-66/US 29/US 50 Corridors exhibit lower congestion levels in the 2040 Build 2 Scenario than in the baseline and 2040 Build Scenarios. Furthermore, if additional land use changes (different from what is reflected in MWCOG's Round 8.0 forecasts) were considered, the region would see an even greater impact from the investments of the Build 2 scenario.

To implement these infrastructure improvements included in the recommended TransAction 2040 plan, approximately \$27.5 billion in additional funding, over what is already identified in the CLRP, is necessary. These improvements, coupled with the investments currently programmed in the CLRP, will result in a transportation network that is sustainable and can accommodate planned land use for 2040.

The Technical Advisory Committee (TAC) and the Planning Coordination Advisory Committee (PCAC) met and commented on the preliminary model run results and draft versions of the initial newsletter.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
November 8, 2012
Page Two

Below is a list of the major tasks undertaken as part of the TransAction 2040 Plan:

- Identified the Initial Project List
- Established the Evaluation Framework
- Analyzed the Baseline and Network of Initial Projects Using TPB Version 2.3 (Release 37) Model
- Assigned Ratings and Performed Preliminary Project Prioritization
- Prepared Highway and Transit Level of Service (LOS) Maps
- Issued Newsletter #1 and Conducted Public Open House
- Developed Project List for Build 2 Scenario
- Modeled and Analyzed Build 2 Scenario
- Finalized Project Prioritization
- Issued Newsletter #2
- Developed Recommended Plan Documents

At its October 25, 2012, meeting, the Jurisdiction and Agency Coordination Committee (JACC) recommended that TransAction 2040 be adopted by the Authority. JACC members, the Council of Counsels and I will attend the November 8, 2012 NVTa meeting to answer questions.


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

TransAction 2040 Schedule

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

Date	Major Topic(s)
Jan. 2012	<p>6th - Submit a draft summary of the model results (tables and graphs) for all-project run compared with our CLRP run. Project ratings and benefits calculations and LOS maps will not be part of this package.</p> <p>9th - Management conference call – discussion of draft summary model run results; scope for LOS maps; details on plans for generating project ratings</p> <p>16th – Submit updated summary results (revised for technical corrections or adjusted presentation)</p> <p>19th - Subcommittee meeting (Agenda: summary model results)</p> <p><i>31st – Note: Last finish date for “Analysis of Model Output” subtask</i></p>
Feb. 2012	<p>4th – Submit draft model output materials resulting from Jan. 31 completion and draft Newsletter #1</p> <p>6th – Management conference call to discuss</p> <p>8th - Subcommittee meeting (Agenda: quantitative and qualitative project ratings; Newsletter #1)</p> <p>3rd week in February – TAC meeting (14, 15, 16) (project prioritization and quantitative and qualitative project ratings should be available; cost/benefit ratings will still be pending)</p> <p>25th – Submit draft LOS maps</p> <p>28th (Tuesday) – Management conference call to discuss draft LOS maps</p> <p><i>29th – Note: Last finish date for “Development of LOS maps” and “Cost/Benefit Analysis for Prioritization” subtasks</i></p>
Mar. 2012	<p>2nd – Deadline for any materials for distribution at NVTA meeting</p> <p>3rd – Submit final draft LOS maps resulting from December completion; submit cost/benefit analysis</p> <p>5th – Management conference call to discuss LOS Maps</p> <p><i>Make Newsletter #1 Available in March</i></p> <p>8th – NVTA Meeting (brief on model run summary results)</p> <p>12th – Management conference call to discuss upcoming meeting</p> <p>15th – Subcommittee meeting date: LOS maps; cost/benefit analysis; preliminary prioritization; open house preparations;</p> <p>24th – Submit draft Open House content and boards</p> <p>26th – Conference call to discuss Open House plans</p>
Apr. 2012	2 nd to 6 th – Spring Break

Date	Major Topic(s)
	<p>3rd or 5th - TAC/PCAC Meeting – discuss Open House content (exact date TBD)</p> <p>Mid-Month Open House (10th, 11th, or 12th)</p> <p>19th – Subcommittee meeting: preliminary second model run project list</p>
May. 2012	<p>9th – <i>Note: Brief Marty Nohe by this date</i></p> <p>10th – NVTA Meeting (brief on open house comments; final 2nd model run project list)</p> <p>17th – Subcommittee meeting: open house debrief; progress update</p> <p>26th – Submit draft Newsletter #2</p>
Jun. 2012	<p>8th - Second model run complete; begin analysis of second model run output; commence project rating and prioritization update</p> <p>18th – Management conference call to discuss subcommittee meeting</p> <p>21st – Subcommittee meeting: progress report; summary model run information; finalize Newsletter #2</p>
July 2012	<p>14th – Analysis of model output complete</p> <p>16th – Management conference call to discuss model output and meeting</p> <p><i>Make Newsletter #2 Available in July</i></p> <p>19th - Subcommittee meeting: second model run results; project rating updates; preliminary draft deliverables</p> <p>PCAC / TAC meetings – possible dates July 24, 25, 26th</p>
Aug. 2012	<p>11th - Preliminary deliverables submitted</p> <p>13th – Management conference call to discuss deliverables and meeting</p> <p>16th – Subcommittee meeting: draft plan; draft final deliverables</p>
Sep. 2012	<p>8th – Final deliverables submitted</p> <p>10th – Management conference call to discuss deliverables</p> <p>17th – Management conference call to discuss subcommittee meeting</p> <p>20th – Subcommittee meeting: final plan</p>
Oct. 2012	Endorsement of Plans
Nov. 2012	8 th – NVTA Meeting: Adoption of TransAction 2040
Dec. 2012	31 st – Contract End




TransAction 2040

Presentation to the Northern Virginia
Transportation Authority
November 8, 2012

TransAction2040
Transportation for Today and Tomorrow

1



Presentation Outline

- **Background/Purpose**
- **Plan Development and Findings**
- **Public Involvement**
- **Cost**
- **Jurisdictional Support**
- **Next Steps**

TransAction2040
Transportation for Today and Tomorrow

2



TransAction 2040 Overview

- Northern Virginia Transportation Authority (NVTA) is responsible for developing transportation plan (with periodic updates) for Planning District Eight
- Current plan (TransAction 2030) adopted June 8, 2006
- Unlike the TPB's federally-mandated, constrained long-range plan (CLRP), NVTA's plans are financially unconstrained
- Plan's projects are prioritized within corridors and modes

TransAction2040
Transportation for Today and Tomorrow

3




Relationship to TransAction 2030

- TransAction 2030 and 2040 similarities:
 - Retains corridor-level multimodal focus
 - Draws from jurisdictional long-range plans
- TransAction 2030 and 2040 differences:
 - Extends planning horizon to 2040
 - Improves evaluation and prioritization process
 - Introduces benefit/cost analysis

TransAction2040
Transportation for Today and Tomorrow


4




TransAction 2040 Goals

Goals
Provide an integrated, multimodal transportation system
Provide responsive transportation service to customers
Respect historical and environmental factors
Maximize community connectivity by addressing transportation and land use together
Incorporate the benefits of technology
Identify funding and legislative initiatives needed to implement the Plan
Enhance Northern Virginia relationships among jurisdictions, agencies, the public and the business community

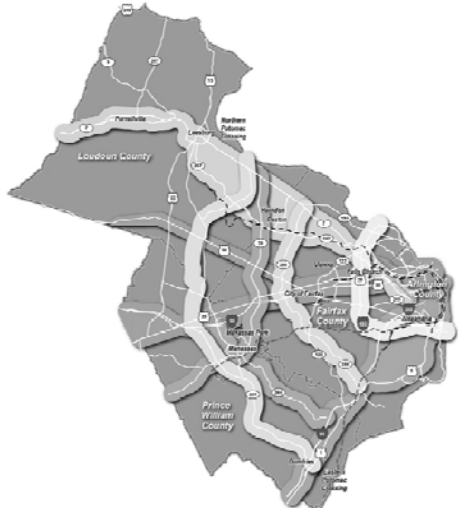
Adopted by NVTA 2005


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Eight Regional Corridors

1	Dulles/VA 7 Corridor
2	Loudoun County Parkway/Tri-County Parkway/ Belmont Ridge Road/Gum Springs Road Corridor
3	VA 28 Corridor
4	Prince William Parkway Corridor
5	Fairfax County Parkway Corridor
6	I-486/U.S. 29/U.S. 50 Corridor
7	I-485 Beltway Corridor
8	I-66/I-396/U.S. 1 Corridor
--- Metrolink Lines	
--- VRE Lines	



Other major improvements outside the eight defined corridors are also identified


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Plan Development Steps

- Identify Initial Project List
- Establish Evaluation Framework
- Analyze Initial Build Scenario Using TPB Version 2.3 Model
- Assign Project Ratings and Perform Preliminary Project Prioritization
- Prepare Multimodal Corridor Level of Service (LOS) Maps
- Issue Newsletter #1 and Conduct Public Open House
- Determine Revised Project List for "Build 2" Scenario
- Perform Model Analysis of Build 2 Scenario/Project Prioritization
- Develop Draft Plan
- Issue Newsletter #2
- Develop Recommended Plan

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Scenarios Modeled for Year 2040

- 2040 Base Scenario
 - 2040 land-use assumptions
 - All projects in the 2011 Financially Constrained Long Range Plan (CLRP), including Silver Line, I-495 Express Lanes, etc.
- 2040 Build Scenario
 - 2040 land-use assumptions
 - CLRP projects plus initial list of TransAction 2040 projects (TransAction 2030 projects plus others provided by local jurisdictions)
- 2040 Build 2 Scenario
 - 2040 land-use assumptions
 - Build scenario projects plus ten actions approved by the NVTa to address some corridor deficiencies identified in Build Scenario

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Some Projects in the Build Scenarios

- Over 100 highway projects adding 785 lane-miles
 - Western Transportation Corridor
 - Eastern Potomac River Crossing
 - Urban street grids at major activity centers (e.g., Tysons Corner, Crystal City, etc.)
 - HOV lanes on the Fairfax County Parkway
- Over 40 projects to improve bicycle/pedestrian conditions
 - Bikesharing
 - Grade-separated crossings
 - Trails



Add'l Projects in the Build Scenarios

- More than 50 transit projects in Build Scenario
 - Metrorail extensions to Gainesville and Potomac Mills
 - Metrorail connections across the Wilson and Legion Bridges
 - Expand Metrorail fleet to all 8-car trains
 - Light-rail transit (LRT) on VA 28 and VA 7
 - VRE extensions to Haymarket and Fauquier County
 - Priority Bus services on the Capital Beltway, Fairfax County Parkway, Duke Street, and other corridors
 - Park-and-Ride lot construction in outer counties
- Transit projects in Build 2 Scenario
 - LRT across Wilson and Legion Bridges (instead of Metrorail)
 - Additional/upgraded BRT/Priority Bus corridors



System- & Corridor-Level Findings

- The 2040 Build Scenario includes increased lane miles (i.e., new or widened roads) and improved transit service in all corridors, relative to today and the 2040 Base Scenario
- Comparing 2007 to 2040 Base, more vehicle travel occurs on congested roadways in nearly all of the corridors
- In most corridors, the 2040 Build Scenarios show less congestion, relative to the 2040 Base Scenario
- Nonetheless, the 2040 Build scenarios show higher levels of congestion than 2007



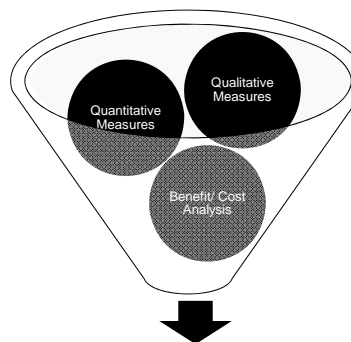
Findings from Build 2 Scenario

- Overall, the 2040 Build 2 scenario reduces the level of congestion in the peak periods for most of the corridors
- Build 2 scenario projects and congestion reduction are focused on the I-495 and the I-66/US 29/US 50 Corridors



Project Prioritization

- Each project assessed using set of evaluation criteria to facilitate the evaluation of potential benefits
- Project scoring involved qualitative and quantitative performance measures
- Prioritization methodology was developed in coordination with project oversight and advisory bodies
- Benefit/cost analysis for each project, shown in tiers (high, medium, low)
- Projects are prioritized within corridors and within project type




Prioritization of the project list



Public Involvement

- Input from the TAC and PCAC on study documents
- Periodic postings about TransAction 2040 progress on NVTA's website
- Spring Newsletter (#1) re: initial model results
- April 18th public open house at West Falls Church
- Summary Newsletter (#2) re: study conclusions
- Recommended plan posted to NVTA website




Cost to Implement TransAction 2040

- Based on CLRP, capital and operating costs to 2040 total \$58.2 billion for Northern Virginia
- Implementation of TransAction 2040 projects would require another \$27.5 billion (about 50% more)
- TransAction 2030's cost estimate was \$16.6 billion above then-current CLRP level, also about 50% more
- Annualized, additional revenue need about \$1 billion
- Factors that contribute to higher cost of TransAction 2040, relative to TransAction 2030, could include:
 - Inflation since 2006
 - Higher growth forecasts for 2040

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Jurisdictional Support

- As of November 1, 2012, the following jurisdictions adopted resolutions endorsing adoption of TransAction 2040:
 - Alexandria
 - Arlington
 - Fairfax City
 - Fairfax County
 - Falls Church
 - Herndon
 - Loudoun
 - Prince William

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Next Steps

- NVTA adopts TransAction 2040 Plan at November 8, 2012 meeting
- TransAction 2040 Plan shared with 2013 General Assembly
- TransAction 2040 Plan considered as input for future updates to jurisdictions' comprehensive plans and the region's next CLRP
- Potential additional Northern Virginia discussions about transportation funding options

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Transportation for Today and Tomorrow

NORTHERN VIRGINIA TRANSPORTATION PLAN



October 2012

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Plan Background

Plan Purpose

The Northern Virginia Transportation Authority (NVTA) is charged with preparing a regional transportation plan for Northern Virginia, including transportation improvements of regional significance. The NVTA revises and amends this plan every five years. The TransAction 2040 Northern Virginia Regional Transportation Plan represents an update of the TransAction 2030 Northern Virginia Regional Transportation Plan, which was endorsed by the NVTA in 2006. TransAction 2040 is designed to extend the planning horizon, allowing for consistency with the National Capital Region Transportation Planning Board (TPB) Financially Constrained Long-Range Plan (CLRP). TransAction 2040 includes new projects and introduces a revised evaluation and prioritization process, along with a benefit-cost (b/c) analysis. Like the plan that preceded it, TransAction 2040 is intended to provide a guide for funding future transportation projects in Northern Virginia.

Vision and Goals

The TransAction vision, adopted by the Transportation Coordinating Council in 1999, is for an improved multimodal transportation system that facilitates achievement of specific regional goals.

In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.

These seven goals developed for the TransAction 2040 Plan build on the goals from the TransAction 2030 Plan and are used to guide the assessment and prioritization of projects included in TransAction 2040:

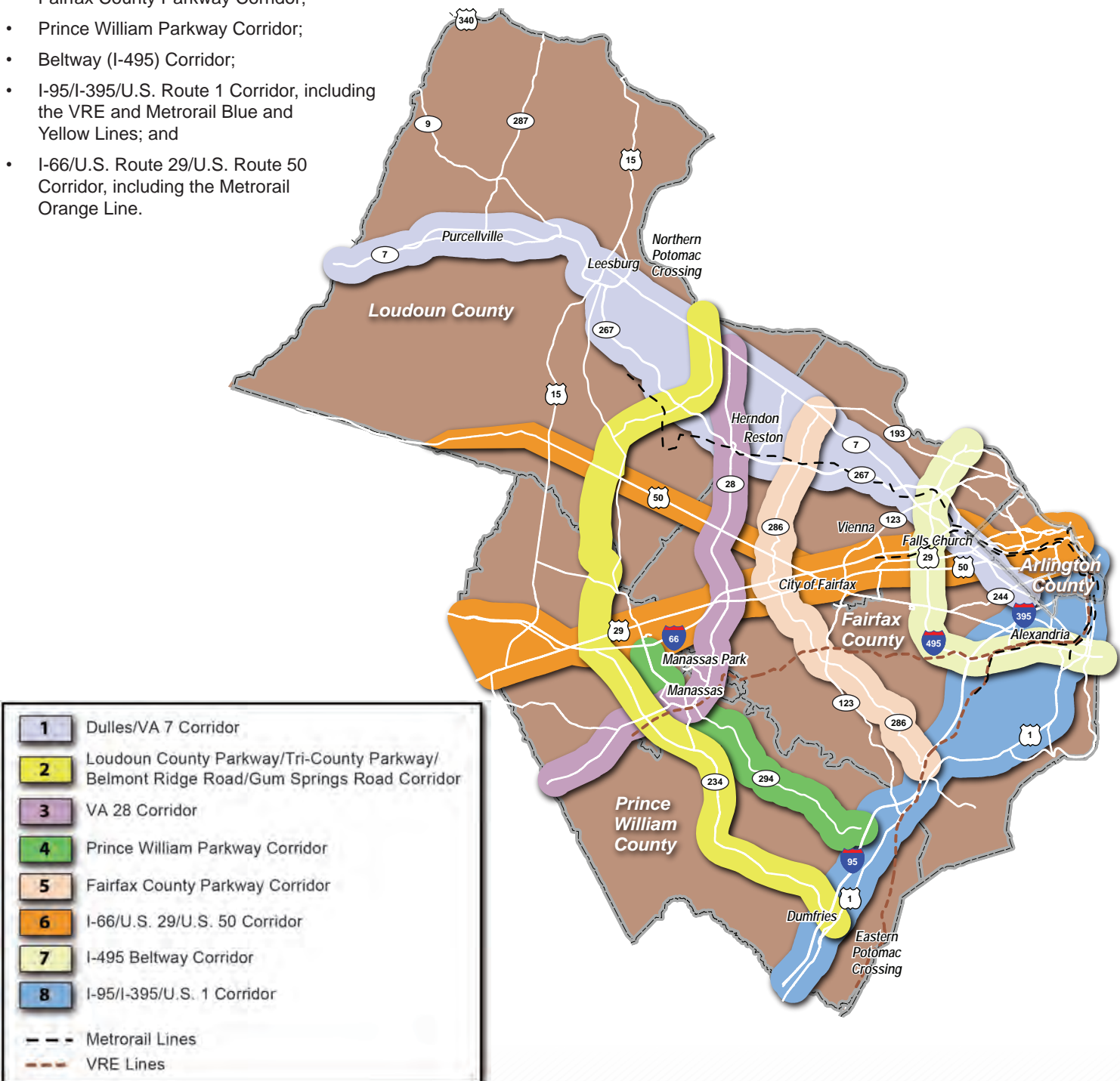
- Provide an integrated, multimodal transportation system;
- Provide responsive transportation service to customers;
- Respect historical and environmental factors;
- Maximize community connectivity by addressing transportation and land use together;
- Incorporate the benefits of technology;
- Identify funding and legislative initiatives needed to implement the Plan; and
- Enhance Northern Virginia relationships among jurisdictions, agencies, the public, and the business community.

TransAction 2040 Plan Area

Communities and Facilities Covered in TransAction 2040

TransAction 2040 covers the counties of Arlington, Fairfax, Loudoun, and Prince William; the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park; and the towns of Dumfries, Herndon, Leesburg, Purcellville, and Vienna. The plan includes a category of non corridor-specific improvements as well as roadway, transit, bicycle, and pedestrian projects in the eight corridors specified below:

- Virginia Route 7 and Dulles Toll Road Corridor, including the future Metrorail Silver Line;
- Virginia Route 28 Corridor;
- Loudoun County Parkway/Tri-County Parkway/Belmont Ridge Road/Gum Springs Road Corridor;
- Fairfax County Parkway Corridor;
- Prince William Parkway Corridor;
- Beltway (I-495) Corridor;
- I-95/I-395/U.S. Route 1 Corridor, including the VRE and Metrorail Blue and Yellow Lines; and
- I-66/U.S. Route 29/U.S. Route 50 Corridor, including the Metrorail Orange Line.

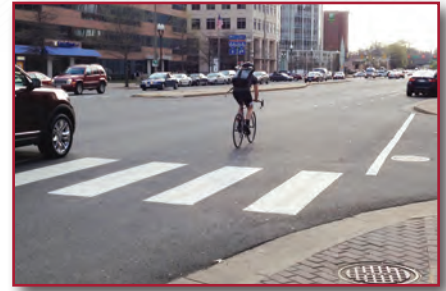


TransAction 2040 Plan Methodology

To identify future transportation improvements that are cost effective and meet the goals for the Northern Virginia and Metropolitan Washington region, a number of project activities were undertaken.

Individual Project List

TransAction 2040 Subcommittee members identified transportation system improvement projects in the plan area and their associated cost estimates. Two primary types of projects identified for TransAction 2040 included: 1) projects developed in the TransAction 2030 Plan; and 2) new projects since the TransAction 2030 Plan effort. The NVTA approved a proposed project list which details transportation needs across modes, including transit, highway, bicycle, pedestrian, intelligent transportation systems (ITS), and travel demand management (TDM). The projects range in size from small, localized improvements to major new highways or LRT lines. The final project list includes over 100 highway projects, which add 785 lane miles and include numerous bicycle/pedestrian improvements; more than 50 transit projects; and over 40 additional projects specifically to improve bicycle/pedestrian travel.



Corridor	Highway	Transit	Bicycle/Pedestrian
Dulles/VA 7 Corridor	18	5	4
Fairfax County Parkway Corridor	7	1	0
I-495 Beltway Corridor	5	4	5
I-66/U.S. 29/U.S. 50 Corridor	22	14	7
I-95/I-395/U.S. 1 Corridor	21	22	9
Loudoun County Parkway/Tri-County Parkway/Belmont Ridge Road/Gum Springs Road Corridor	7	1	6
Prince William Parkway Corridor	3	0	0
VA 28 Corridor	15	2	3
Other	9	9	8

Analyze Projects Using the Regional Computer Model

Once the proposed TransAction 2040 projects were identified, the regional computer model for travel forecasting adopted by the National Capital Region TPB was used to forecast travel patterns under three scenarios. Each of the scenarios was tested to see how the different combinations of transportation projects would impact regional mobility.

Scenario 1: Current

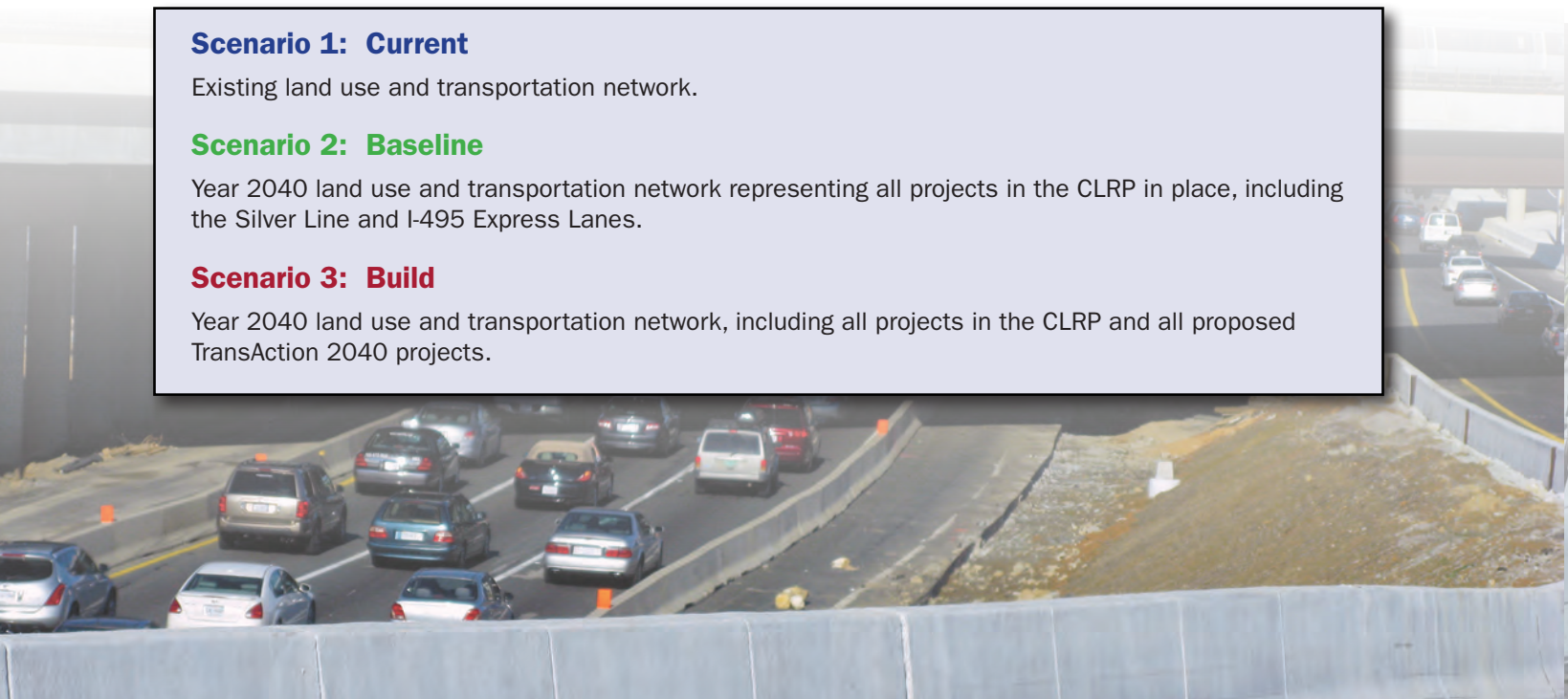
Existing land use and transportation network.

Scenario 2: Baseline

Year 2040 land use and transportation network representing all projects in the CLRP in place, including the Silver Line and I-495 Express Lanes.

Scenario 3: Build

Year 2040 land use and transportation network, including all projects in the CLRP and all proposed TransAction 2040 projects.

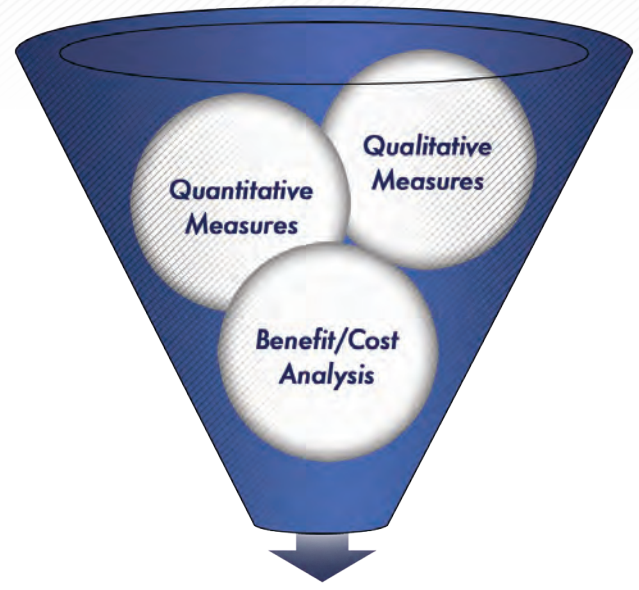


Preliminary Project Prioritization

A project scoring approach was developed using a comprehensive set of qualitative and quantitative evaluation measures and a benefit/cost (b/c) analysis. A project prioritization process was then conducted within corridors and by project type (e.g., bicycle/pedestrian, transit, highway).

Fifteen evaluation criteria were used to consider potential program and project benefits: Freight Movement, Improved Bicycle and Pedestrian Travel Options, Multimodal Choices, Urgency, Project Readiness, Reduce Vehicle Miles of Travel (VMT), Safety, Person Throughput, Reduce Roadway Congestion, Reduce Time Spent Traveling, Environmental Sensitivity, Activity Center Connections, Land Use Support Transportation Investment, Management and Operations, and Cost Sharing. Each project was given a “low,” “medium,” or “high” score depending on how well it met each of the evaluation criteria.

Once each project was scored, a b/c methodology was employed, which considered the project score as well as the project cost. To calculate the b/c rating, the total score of each project was divided by a project cost index. The project cost index normalizes project costs (expressed in dollars) into a 100-point scale to allow for a common scale of the benefit and costs, ensuring the process provides comparability between the benefit and cost.



Prioritization of the Project List

Revise Project List

An Open House was held for the public and stakeholders to review the prioritized list of projects and help NVTA determine project priorities and suggest additional transportation projects. Based on this input and input from the oversight committees, 10 additional actions were included, adding to the TransAction 2040 project list.

Analyze New and Revised Projects

Using the regional computer model, projects resulting from the additional actions were tested in Scenario 4, Build 2 to see how they would impact regional mobility.

Finalize Project Prioritization

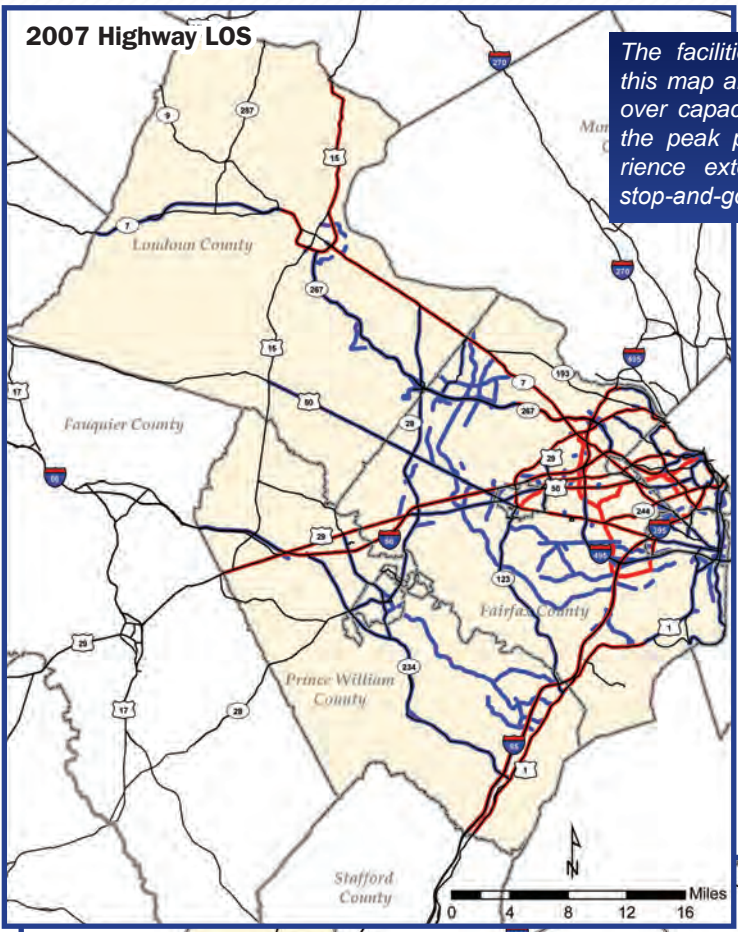
Together, the score and the benefit/cost rating for all of the projects can inform decisions about priorities for investments, recognizing that there remain challenges to funding all desired transportation improvements.

Scenario 4: Build 2

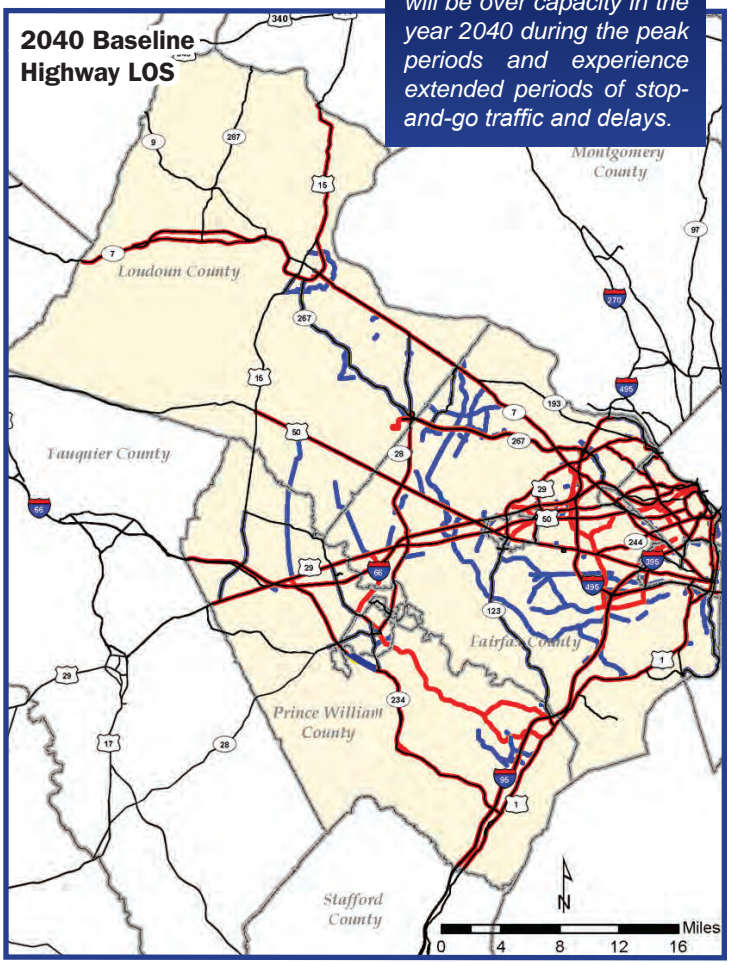
Year 2040 land use and transportation network, including all projects in the CLRP, proposed TransAction 2040 projects, and additional actions. Some of these additional actions are not in jurisdictional comprehensive plans and would require further study before additional action was taken.



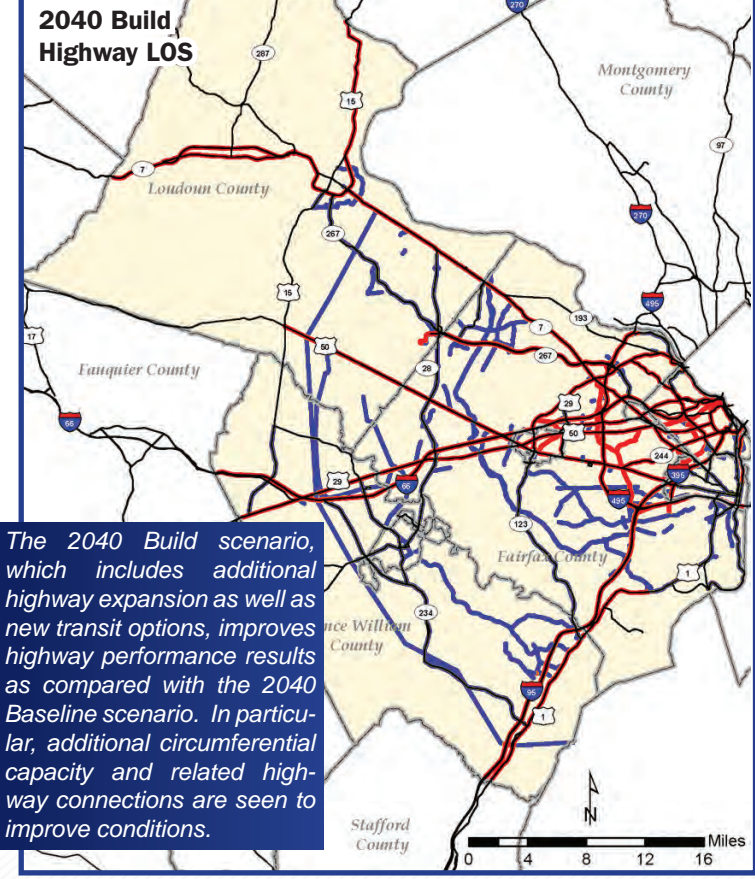
Highway System Performance



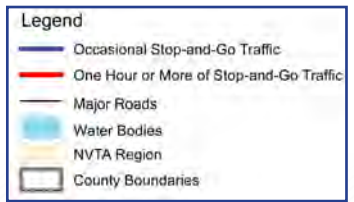
The facilities colored red in this map are areas that were over capacity in 2007 during the peak periods and experience extended periods of stop-and-go traffic and delays.



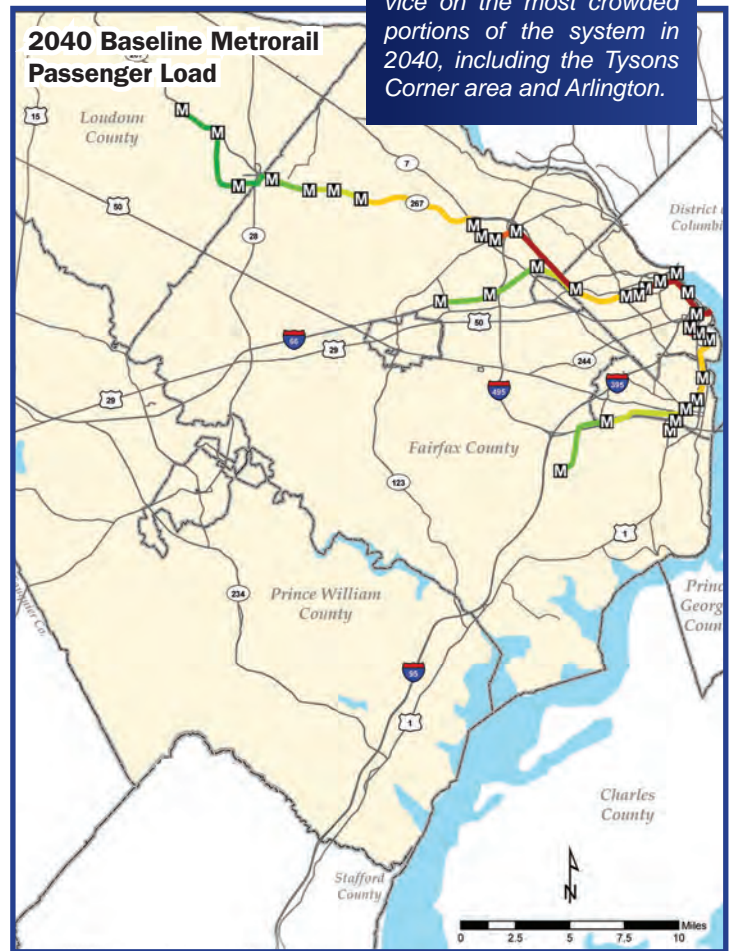
The facilities colored red in this map are areas that will be over capacity in the year 2040 during the peak periods and experience extended periods of stop-and-go traffic and delays.



The 2040 Build scenario, which includes additional highway expansion as well as new transit options, improves highway performance results as compared with the 2040 Baseline scenario. In particular, additional circumferential capacity and related highway connections are seen to improve conditions.



Metrorail System Performance



The proposed improvements to the Metrorail system included in the TransAction 2040 project list improve the level of service on the most crowded portions of the system in 2040, including the Tysons Corner area and Arlington.



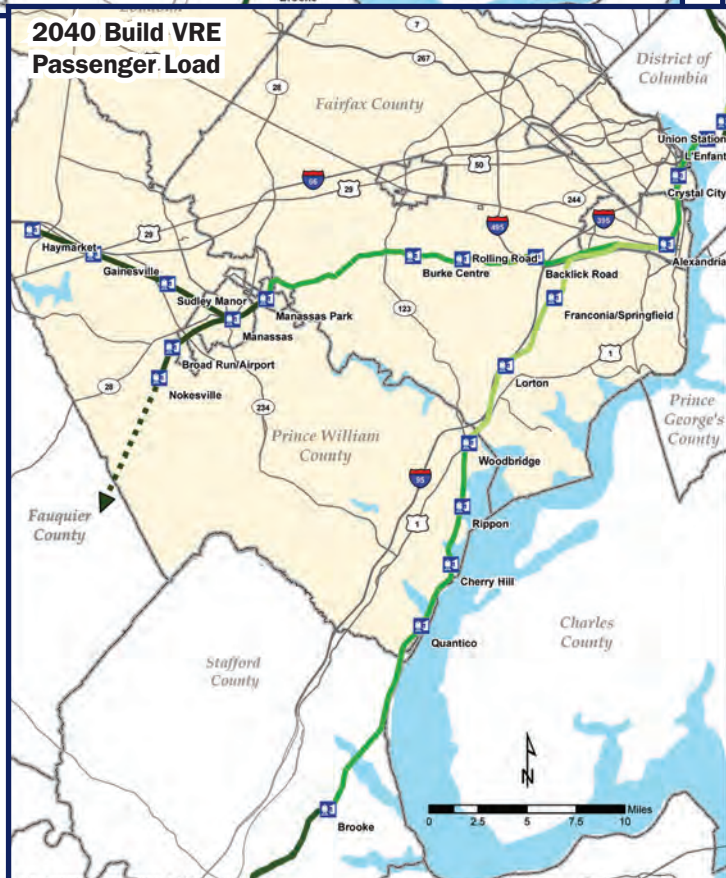
Legend

2007 Peak Hour Passenger Load LOS

- LOS A (0 - 36 passengers/car)
- LOS B (37 - 54 passengers/car)
- LOS C (55 - 71 passengers/car)
- LOS D (72 - 100 passengers/car)
- LOS E (101 - 120 passengers/car)
- LOS F (> 120 passengers/car)

- 2007 Metrorail Stations
- Major Roads
- Water Bodies
- NVTA Region
- County Boundaries

VRE System Performance



The proposed VRE expansions and improvements included in the TransAction 2040 project list help alleviate congestion on crowded trains in 2040, especially on the Fredericksburg line.



Technical Evaluation Findings

Regional and Corridor Level Observations

The technical evaluation and travel demand modeling show a number of findings at the regional and corridor level:

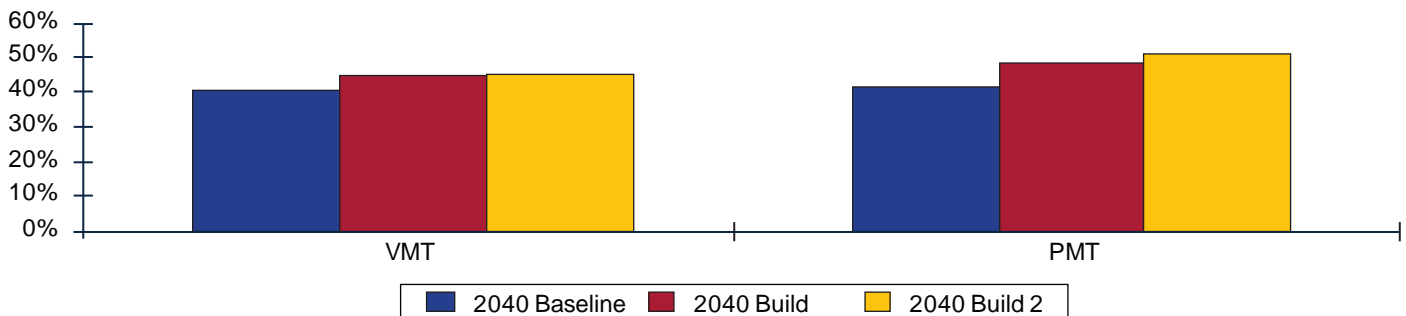
- All corridors have expanded multimodal capacity.
- The increased activity and travel pattern changes that are forecast for 2040 result in increased travel. Many corridors experience worsening congestion under the 2040 Baseline.
- The TransAction 2040 projects do help, although there is still congestion present.
- On the transit side, TransAction 2040 offers extensive improvements that result in improved level of service.
- TransAction 2040 does not eliminate congestion, but it does expand mobility options and improves travel conditions as compared with the 2040 Baseline scenario.
- Comparing 2007 to 2040 Baseline, more vehicle travel occurs on congested roadways in nearly all of the corridors.
- Comparing 2040 Baseline to 2040 Build, more vehicle travel occurs on uncongested roadways in virtually all of the corridors; this shows that the Build projects help reduce congestion.
- Despite major improvements, the 2040 Build scenario still has higher levels of congestion than 2007.

Further evaluation included an assessment of person miles of travel (PMT), vehicle miles of travel (VMT), work trip mode share, and job accessibility. Major observations are described and shown in graphs.

Person Miles of Travel and Vehicle Miles of Travel

- PMT increases in all of the 2040 scenarios compared to 2007 conditions, indicating increased multimodal travel opportunities in both of the Build scenarios.
- In each of the 2040 scenarios, PMT increases more than VMT, clearly indicating that more people are using alternatives, such as bus, rail, and ridesharing, to single occupancy vehicles (SOV).

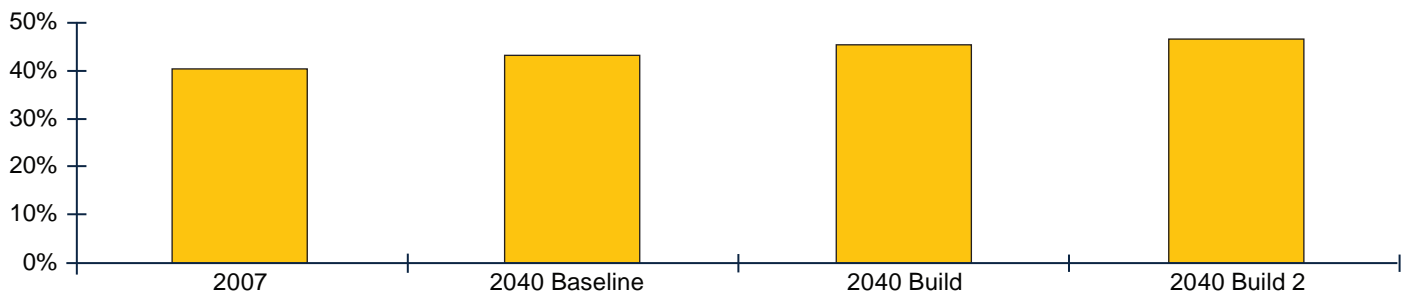
Increase in Travel Compared to 2007



Work Trip Mode Share

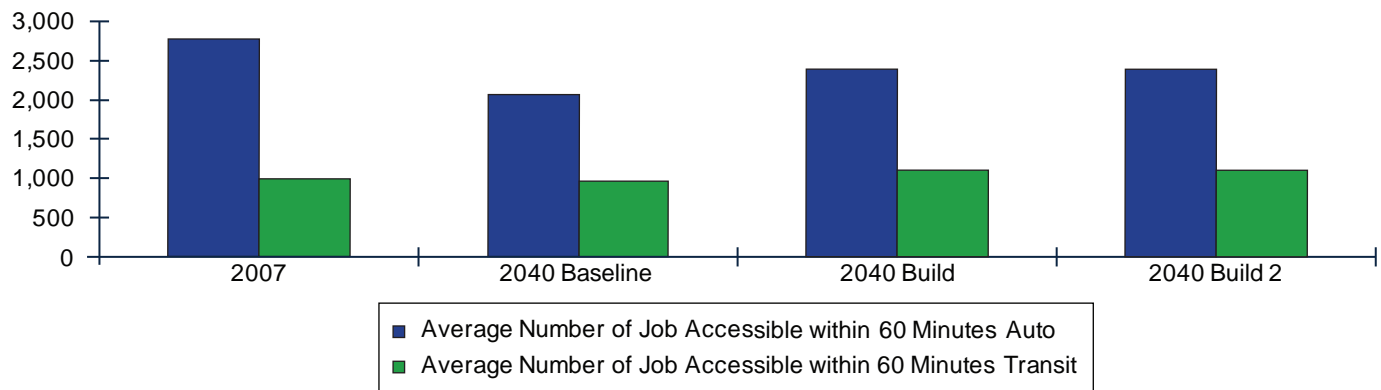
- Mode share (percentage of trips) for non-SOV modes, including transit and HOV, also increases for work trips in 2040.
- Projects in both of the Build scenarios further increase the use of alternative modes, such as bus, rail, and ridesharing.

Percent Non-SOV Work Trips



Job Accessibility

- The figure shows the number of regional jobs (including downtown D.C.) that are accessible to households in the NVTAs jurisdictions.
- Due to increased congestion by 2040, the 2040 Baseline scenario shows a decrease in accessibility, or increase in travel, as compared to 2007 results.
- Projects in both of the Build scenarios decrease congestion and improve accessibility for automobiles compared to the 2040 Baseline scenario.
- Projects in both of the Build scenarios include major transit investment projects, increasing transit accessibility over the 2040 Baseline scenario.



Cost Estimates

TransAction 2040 combined the cost estimates for projects currently in the Northern Virginia portion of the CLRP with estimates for the additional TransAction 2040 improvements. The Northern Virginia CLRP projects and the TransAction 2040 additional recommended improvements represent nearly \$42 billion in transportation infrastructure and service expansion and \$44 billion in highway and transit operations and preservation from 2011 to 2040. All figures are in 2011 dollars.

Project Type	Capital Costs (2011 \$)	Operating Costs (2011 \$)	Total Costs (2011 \$)
Northern Virginia Portion of Region's Constrained Long-Range Plan^(a)			
	(2011-2040)	(2011-2040)	(2011-2040)
Highway	\$7.7 billion	\$21.1 billion	
Transit	\$10.9 billion	\$18.5 billion	
Total	\$18.5 billion	\$39.7 billion	\$58.2 billion
TransAction 2040 Additional Projects^(b)			
Project Types	(2011-2040)	(2040)	(2011-2040)
Highway	\$9.3 billion	\$16 million	
Transit	\$13.2 billion	\$312 million	
Bicycle/Pedestrian	\$640 million	\$1.2 million	
Technology	\$58 million	\$1.0 million	
Total	\$23.2 billion	\$330 million^(c)	\$27.5 billion^(d)
Combined Project List			
	(2011-2040)	(2011-2040)	(2011-2040)
Total	\$41.7 billion	\$44.0 billion	\$85.7 billion

^(a) CLRP "Operating Costs" includes costs identified as for "Preservation." Data Source: Analysis of Resources for the 2010 Financially Constrained Long-Range Transportation Plan for the Washington Region, Cambridge Systematics, November 2010.

^(b) Figures include all projects in the Build 2 Scenario.

^(c) Figure represents the reported annual operating cost for all projects in year 2040. Total operating cost for the period 2011 to 2040 is estimated as \$4.3 billion based on aggregating the annual operating cost for each project multiplied by the number of operating years for the project as derived based on its project readiness ratings.

^(d) Determined by adding the capital cost and derived operating cost for the indicated period.

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Acknowledgments

Northern Virginia Transportation Authority Membership

Hon. Martin Nohe, NVTA Chairman, Prince William County
Hon. William D. Euille, NVTA Vice Chairman, City of Alexandria
Hon. R. Scott Silverthorne, City of Fairfax
Hon. Sharon Bulova, Fairfax County
Hon. Harry J. "Hal" Parrish, II, City of Manassas
Hon. Bryan Polk, City of Manassas Park
Hon. David Snyder, City of Falls Church
Hon. Suzanne Volpe, Loudoun County
Hon. Christopher Zimmerman, Arlington County
Hon. Adam Ebbin, Virginia Senate
Hon. Joe T. May, Virginia House of Delegates
Hon. Thomas Davis Rust, Virginia House of Delegates
Kerry Donley, Governor's Appointee
Gary Garczynski, Governor's Appointee, CTB Member
Garrett Moore, VDOT
Thelma Drake, VDRPT
Robert Lazaro, Town of Purcellville
Hon. Mary Margaret Whipple, Virginia Senate *
Hon. Jane Seeman, Town of Vienna *
Hon. Scott K. York, Loudoun County *
Hon. Robert F. Lederer, City of Fairfax *

* Former Members

Oversight Bodies and Coordination

Four oversight bodies have been involved throughout the TransAction 2040 update process, providing valuable feedback on the technical evaluation, key findings, and public materials. Membership for the TransAction 2040 Subcommittee, Planning Coordination Advisory Committee (PCAC), the Technical Advisory Committee (TAC), and the Jurisdiction and Agency Coordination Committee (JACC) included representatives from:

Arlington County	Prince William County
City of Alexandria	Town of Dumfries
City of Fairfax	Town of Herndon
City of Falls Church	Town of Leesburg
City of Manassas	Town of Purcellville
City of Manassas Park	Town of Vienna
Fairfax County	Virginia Railway Express
Loudoun County	Virginia Department of Transportation
Northern Virginia Transportation Commission	Virginia Department of Rail and Public Transportation
Potomac and Rappahannock Transportation Commission	Washington Metropolitan Area Transit Authority

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: FY 2014-2019 Congestion Mitigation and Air Quality Program/
Regional Surface Transportation Program Recommendations (Agenda Item 4.C.)

DATE: November 8, 2012

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding for FY 2014-2019 Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP). The Authority approved the FY

Background:

Based on past practice, the JACC established Friday, September 28, 2012, as the submission deadline for FY 2014 – FY 2019 CMAQ and RSTP applications. The Authority previously approved the FY2013-FY 2018 applications in November 2011, but due to a surplus in CMAQ funds for FY 2013-2018, adjustments were made to CMAQ projects. VDOT has informed the JACC that FY 2018 estimated funding levels for CMAQ and RSTP should be used for FY 2019.

The funding available for distribution is:

Projected Prior Years & FY 2014 – FY 2019 Regional Funding Surplus
(subject to change based on final Federal allocations)

▪ CMAQ	up to	\$173,581,561
▪ RSTP		\$238,856,748
		\$412,438,309

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 8, 2012
Page Two

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 44 CMAQ applications and 46 RSTP Applications, totaling \$702.543 million. The JACC reviewed the projects submitted, and recommends that the NVTA endorse the attached list of CMAQ and RSTP projects for submission to VDOT and the Commonwealth Transportation Board for approval.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 8, 2012, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

CMAQ/RSTP Allocations for Northern Virginia - FY19 Proposed Strawman

Proposed FY 2013 - FY 2019 CMAQ/RSTP Allocations
November 7, 2012

Estimated Allocation
CMAQ NoVA
CMAQ Match NoVA
CMAQ Total

		FY13	FY14	FY15	FY16	FY17	FY18	FY19	
		\$23,034,932	\$22,193,874	\$22,762,993	\$23,128,979	\$23,956,272	\$24,865,542	\$24,330,427	
		\$5,758,732	\$5,548,468	\$5,690,748	\$5,782,245	\$5,989,067	\$6,216,385	\$6,082,607	
		\$28,793,664	\$27,742,342	\$28,453,741	\$28,911,224	\$29,945,339	\$31,081,927	\$30,413,034	
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	
CMAQ	Overall Ranking	Current Allocation	Current Allocation	Current Allocation	Current Allocation	Current Allocation	Current Allocation	Total Requested	Regional Proposed Amount
OFF-THE-TOP PROJECTS/REGIONAL									
		\$ 4,973,386	\$ 446,000	\$ 455,000	\$ 465,000	\$ 475,000	\$ 486,000	\$ 845,366	\$ 545,366
NVTC		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
COG/TPB - Commuter Connections Operations Center (UPC 52726)	1 of 1	\$ 187,000	\$ 196,000	\$ 205,000	\$ 215,000	\$ 225,000	\$ 236,000	\$247,366	\$247,366
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC 101293)	1 of 1	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$400,000	\$100,000
VDOT - Clean Air Partners (UPC 52725)	1 of 1	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$198,000	\$198,000
VDOT - I-66 Active Traffic Management Initiative (UPC 98017)		\$ 4,536,386	\$ -	\$ -	\$ -	\$ -	\$ -		
BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS									
		\$23,820,278	\$27,296,342	\$27,998,741	\$28,446,224	\$29,470,339	\$30,595,927		\$29,867,668
JURISDICTIONAL ALLOCATIONS									
ALEXANDRIA, CITY									
DASH Bus Replacement (UPC T11740)	1 of 11	\$ 1,950,000	\$ 2,650,000	\$ 2,050,000	\$ 2,100,000	\$ 2,870,000	\$ 2,160,000	\$2,160,000	\$2,160,000
Bicycle Sharing Initiative (UPC 100420)	2 of 11	\$ 400,000	\$ 100,000	\$ 300,000	\$ -	\$ -	\$ 270,000	\$300,000	\$300,000
Braddock Road Metro Multimodal Connections (UPC 100421)	9 of 11	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$0	
ARLINGTON									
Commuter Services Program (ACCS),(UPC T100)	2 of 3	\$ 4,305,000	\$ 4,413,000	\$ 4,523,000	\$ 4,636,000	\$ 4,752,000	\$ 5,000,000	\$6,000,000	\$2,540,000
Capital Bikeshare (UPC 99518)	3 of 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$250,000	\$250,000
Traffic Signal Optimization (UPC 99179)		\$ -	\$ 400,000	\$ -	\$ -	\$ 450,000	\$ -		
Crystal City VRE Platform Extension		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FAIRFAX, CITY									
Multi-Use Trail Design and Construction – George T. Snyder Trail Extension and Wilcoxon Trail Paving		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$395,000
FAIRFAX COUNTY									
Countywide Transit Stores (UPC T207)	7 of 10	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$800,000	\$800,000
VRE Lorton Platforms (UPC T8522)		\$ 2,000,000	\$ 2,000,000	\$ 1,500,000	\$ 1,920,000	\$ 500,000	\$ -		
Fairfax County - VRE Backlick Road Platform Extension		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Route 28 Metrorail Station (UPC 102891)	8 of 10	\$ -	\$ -	\$ -	\$ -	\$ 894,869	\$ 8,514,882	\$8,000,000	\$1,807,668
Tysons Metrorail Access Improvements (100469)	5 of 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,443,944	\$4,000,000	\$5,900,000
Vienna Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Columbia Pike Streetcar Project (UPC 471)		\$ 4,997,844	\$ 2,509,000	\$ 5,029,599	\$ 2,650,000	\$ 5,085,761	\$ -		
Springfield Multimodal Transportation Hub (T1120)		\$ 1,068,000	\$ 4,500,000	\$ 6,506,625	\$ 2,937,375	\$ 6,161,000	\$ -		
FALLS CHURCH, CITY									
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HERNDON, TOWN									
Herndon Metrorail Intermodal Access Improvements	2 of 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$700,000	\$300,000
Herndon Trails to Metrorail	3 of 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$300,000	
W&OD Trail Crossing Improvements (Bridge Overpass at Crestview Road), (UPC 79812)		\$ 225,000	\$ 250,000	\$ 275,000	\$ -	\$ -	\$ -		
LEESBURG, TOWN									
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LOUDOUN COUNTY									
Leesburg Supplemental Park & Ride (300 spaces), (UPC 100472)		\$ 1,500,000	\$ 1,500,000	\$ 2,500,000	\$ -	\$ -	\$ -		
Dulles North Transit Center Canopy (UPC97678)		\$ 1,068,000	\$ -	\$ -	\$ -	\$ -	\$ -		
Broadlands South Park & Ride Lot Lease (UPC 93273)		\$ 75,000	\$ 75,000	\$ 75,000	\$ 77,388	\$ 79,000	\$ -		
Lowe's Island Park & Ride Lot Lease (UPC 79679)		\$ 27,000	\$ 28,000	\$ 29,000	\$ 30,000	\$ 31,000	\$ -		
Western Loudoun Park & Ride Lots	? Of 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$150,000	\$150,000
One Loudoun Park & Ride Lot	? Of 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,500,000	\$3,500,000
Route 7 Bicycle and Pedestrian Bridge (UPC 102935)		\$ -	\$ -	\$ -	\$ -	\$ 4,721,000	\$ -		

CMAQ/RSTP Allocations for Northern Virginia - FY19 Proposed Strawman

MANASSAS, CITY		\$ 330,000	\$ 377,000	\$ 474,000	\$ 66,000	\$ 68,000	\$ -	\$ -	\$ -
GPS Fleet Management System (UPC 102904)		\$ 60,000	\$ 62,000	\$ 64,000	\$ 66,000	\$ 68,000	\$ -	\$ -	\$ -
Traffic Signal Improvements (UPC 100473)		\$ 270,000	\$ 315,000	\$ 410,000	\$ -	\$ -	\$ -	\$ -	\$ -
MANASSAS PARK, CITY		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 3,455,414	\$ 200,000	\$ 2,100,000	\$ 2,000,000	\$ 2,000,000	\$ 5,249,101	\$ 16,210,000	\$ 4,330,000
Glenkirk Road Sidewalk Project		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Telegraph Road Park and Ride Lot		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Kettle Run Road/Vint Hill Road Sidewalk (UPC 102897)		\$ 2,455,414	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Gideon Drive Sidewalk (UPC 102931)		\$ 1,000,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VRE Rippon Platforms (UPC T10671)		\$ -	\$ -	\$ 2,100,000	\$ 2,000,000	\$ 2,000,000	\$ 819	\$ -	\$ -
VRE - Broad Run Station Parking Expansion (UPC T8523)	2 of 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,248,282	\$16,210,000	\$4,330,000
VIENNA, TOWN		\$ 335,000	\$ 335,000	\$ 335,000	\$ 330,000	\$ 330,000	\$ 330,000	\$ 335,000	\$ 335,000
Traffic Signal Reconstruction (UPC 100489)	1 of 1	\$ -	\$ 335,000	\$ -	\$ 330,000	\$ -	\$ 330,000	\$335,000	\$335,000
Sidewalks to Metrorail (UPC 100428)		\$ 335,000	\$ -	\$ 335,000	\$ -	\$ 330,000	\$ -	\$ -	\$ -
		\$ 22,236,258	\$ 19,837,000	\$ 26,697,224	\$ 17,246,763	\$ 28,442,630	\$ 23,467,927	\$43,550,366	\$22,767,668

AGENCY ALLOCATIONS

								Total Requested	Proposed Amount
PRTC (Prince William, Manassas, Manassas Park)		\$ 300,000	\$ 1,300,000	\$ 1,300,000	\$ 3,072,291	\$ 1,027,709	\$ 2,400,000	\$ 2,300,000	\$ 2,300,000
PRTC Commuter Assistance Program (UPCT183)	1 of 2	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Commuter Bus Replacements (45 ft. Buses), (UPCs 100448, PRTC0005)	2 of 2	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 600,000	\$ 2,100,000	\$ 2,000,000	\$ 2,000,000
PRTC Western Facility (UPC 85382)		\$ -	\$ 1,000,000	\$ -	\$ 1,772,291	\$ 127,709	\$ -	\$ -	\$ -
WMATA		\$ 1,284,020	\$ 6,159,342	\$ 1,517	\$ 8,127,170	\$ -	\$ 4,728,000	\$ 4,800,000	\$ 4,800,000
Virginia Metrobus Replacement (UPC 12878)	? of 2	\$ 1,284,020	\$ 6,159,342	\$ 1,517	\$ 8,127,170	\$ -	\$ 4,728,000	\$ 4,800,000	\$ 4,800,000
VRE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Crystal City VRE Platform Extension		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GRAND TOTAL		\$ 1,584,020	\$ 7,459,342	\$ 1,301,517	\$ 11,199,461	\$ 1,027,709	\$ 7,128,000	\$ 7,100,000	\$ 7,100,000
REMAINING CMAQ TO BE ALLOCATED		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 50,650,366	\$ 0

CMAQ/RSTP Allocations for Northern Virginia - FY19 Proposed Strawman

Estimated Allocation			FY13	FY14	FY15	FY16	FY17	FY18	FY19	
RSTP NoVA			\$31,895,400	\$30,785,362	\$31,515,626	\$32,562,055	\$33,623,598	\$34,790,328	\$34,790,328	
RSTP Match NoVA			\$7,973,850	\$7,696,341	\$7,878,907	\$8,140,514	\$8,405,900	\$8,697,582	\$8,697,582	
Total			\$39,869,250	\$38,481,703	\$39,394,533	\$40,702,569	\$42,029,498	\$43,487,910	\$43,487,910	
RSTP	Overall Ranking		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	Regional Proposed Amount
			Current Allocation	Current Allocation	Current Allocation	Current Allocation	Current Allocation	Current Allocation	Total Requested	
OFF-THE-TOP PROJECTS/REGIONAL										
			\$ 863,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,813,380
		VDOT - I-66 Active Traffic Management Initiative (UPC 98017)	\$ 863,614	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0
		Revised RSTP Estimate FY13-FY18 (6/11/2012), Dedeuction taken from FFX CO Project UPC 100478								\$1,813,380
		BALANCE REMAING FOR JURISDICTIONAL ALLOCATIONS	\$39,005,636	\$38,481,703	\$39,394,533	\$40,702,569	\$42,029,498	\$43,487,910		\$41,674,530
JURISDICTIONAL ALLOCATIONS										
										Project Proposed Amount
ALEXANDRIA, CITY										
			\$ 750,000	\$ 1,450,000	\$ 1,100,000	\$ 1,025,000	\$ 925,000	\$ 1,230,000	\$ 1,740,000	\$ 1,740,000
		Bicycle Parking at Major Metro Stops (UPC 100466)	\$ -	\$ -	\$ -	\$ 25,000	\$ 225,000	\$ -	\$ 100,000	\$100,000
		Rebuilding the Mt. Vernon Trail Parallel to E. Abingdon Drive (UPC 100422)	\$ 50,000	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	
		Transit Store (UPC T99)	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ 560,000	\$ -	
		Transit Analysis Study (UPC 100492)	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	
		Transportation Demand Management (UPC 82847)	\$ 700,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 700,000	\$ 560,000	\$ 600,000	\$600,000
		Parking Technologies (UPC 102943)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ 200,000	\$200,000
		Transitway Enhancements (UPC 79794)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 500,000	\$500,000
		Bicycle and Pedestrian Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 340,000	\$340,000
		DASH Bus Replacement (UPC T11740) - From CMAQ Request								
		Bicycle Sharing Initiative (UPC 100420) - From CMAQ Request								
ARLINGTON										
			\$ 1,000,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 600,000	\$ 600,000	\$ 3,400,000
		Transportation System Management & Communications Plant Upgrade (UPCs 87493,94652)	\$ 1,000,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 600,000	\$ 600,000	\$600,000
		Commuter Services Program (ACCS),(UPC T100) - From CMAQ Request								\$2,800,000
DUMFRIES										
			\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Multimodal Enhancements (UPC 96734)	\$ 236,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
FAIRFAX, CITY										
			\$ 920,000	\$ 1,155,000	\$ -	\$ -	\$ -	\$ -	\$ 2,855,000	\$ 760,000
		Repaving of Various Streets in the City of Fairfax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$300,000
		Multi-Use Trail Rehabilitation and Paving- Various Trails in the City of Fairfax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 460,000	\$460,000
		Multi-Use Trail Design and Construction – George T. Snyder Trail Extension and Wilcoxon Trail Pavi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 395,000	
		Roberts Road Sidewalk Improvements (UPC 100423)	\$ 50,000	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	
		Traffic Signal at Chain Bridge Road and Fairfax County Judicial Center (UPC 100462)	\$ 20,000	\$ 230,000	\$ -	\$ -	\$ -	\$ -	\$ -	
		Reconstruction of Route 50 in the City of Fairfax (UPC 100475)	\$ 850,000	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	
FAIRFAX COUNTY										
			\$ 16,032,534	\$ 18,198,215	\$ 20,039,612	\$ 20,554,464	\$ 19,577,400	\$ 26,312,038	\$ 43,500,000	\$ 20,483,035
		Vienna Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements), (UPC 81009)	\$ 5,020,000	\$ 6,500,000	\$ 980,000	\$ -	\$ -	\$ -	\$ -	
		Tysons Corner Roadway Improvements (UPC 100478)	\$ 2,012,534	\$ 2,209,215	\$ 3,241,612	\$ 6,610,938	\$ 7,593,400	\$ 6,487,931	\$ 15,000,000	\$6,000,000
		Columbia Pike Streetcar Project (UPC 100471)	\$ -	\$ 2,489,000	\$ 2,818,000	\$ 5,943,526	\$ 1,984,000	\$ -	\$ -	
		Tysons Metrorail Access Improvements (UPC 100469)	\$ 3,000,000	\$ 2,000,000	\$ 3,000,000	\$ 4,000,000	\$ 5,000,000	\$ 2,324,107	\$ 3,500,000	
		Reston Metrorail Access Group (RMAG) Recommendations (UPC 100470)	\$ 3,000,000	\$ 2,000,000	\$ 3,000,000	\$ 4,000,000	\$ 5,000,000	\$ 3,500,000	\$ 5,000,000	\$3,405,116
		Rolling Road Loop Ramp (UPC 100391)	\$ 3,000,000	\$ 3,000,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	
		Rolling Road (DeLong to Fullerton), (UPC 102905)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 2,500,000	
		Rolling Road (Old Keene Mill to FCP), (UPC 5559)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 2,500,000	\$1,500,000
		Route 7 (Reston Ave to Reston Pkwy), (UPC 99478)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 5,000,000	\$1,577,919
		Route 236/Beauregard Street Intersection Improvements (UPC 102894)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500,000	\$ 10,000,000	\$8,000,000
FALLS CHURCH, CITY										
			\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 355,000
		Pedestrian, Bicycle and Traffic Calming Improvements (UPC 100411)	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$355,000
HERNDON, TOWN										
			\$ 893,000	\$ 1,000,000	\$ 1,066,000	\$ -	\$ -	\$ 700,000	\$ 3,500,000	\$ 550,000
		Herndon Parkway Intersections (at Van Buren Street, Sterling Road & Spring Street), (UPC 89889)	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		East Eldon Street Widening & Improvements (UPC 50100)	\$ 293,000	\$ 1,000,000	\$ 1,066,000	\$ -	\$ -	\$ 700,000	\$ 3,000,000	\$550,000
		Van Buren Street Improvements to Herndon Metrorail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	
LEESBURG, TOWN										
			\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 769,000	\$ -	\$ 1,000,000	\$ 1,235,000	\$ 1,235,000
		Route 15 (South King Street) Widening Phase II, (UPC 17687)	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 769,000	\$ -	\$ -	\$ -	
		Sycolin Road Widening Phase IV, (UPC 102895)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,235,000	\$1,235,000

CMAQ/RSTP Allocations for Northern Virginia - FY19 Proposed Strawman

LOUDOUN COUNTY		\$ 4,380,000	\$ 6,030,000	\$ 4,195,000	\$ 7,821,000	\$ 7,969,105	\$ 4,665,000	\$ 2,000,000	\$ 2,000,000
Route 7 Truck Climbing Lane, (UPC 58599)		\$ 980,000	\$ 1,980,000	\$ -	\$ -	\$ -	\$ -		
Route 50 Widening, (UPC 68757)		\$ 2,400,000	\$ 3,050,000	\$ 1,650,000	\$ -	\$ -	\$ -		
Lexington Drive Overpass, (UPC 100425)		\$ 1,000,000	\$ 1,000,000	\$ 2,545,000	\$ 7,821,000	\$ 7,969,105	\$ 4,665,000		
Route 7 Bicycle and Pedestrian Bridge	? Of 3							\$ 2,000,000	\$2,000,000
MANASSAS, CITY		\$ 940,000	\$ 1,370,000	\$ 1,100,000	\$ 700,000	\$ -	\$ 1,100,000	\$ 1,554,000	\$ 1,554,000
Route 28 Widening Project, (UPC 96721)		\$ 940,000	\$ 1,160,000	\$ 1,100,000	\$ 700,000	\$ -	\$ 500,000		
Visual Messaging Boards, (UPC 100483)		\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ -		
Liberia Avenue Widening (UPC 102903)	1 of 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 1,554,000	\$1,554,000
MANASSAS PARK, CITY		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 8,691,000	\$ 6,272,000	\$ 8,893,000	\$ 8,625,000	\$ 11,750,000	\$ 5,409,000	\$ 8,819,746	\$ 8,820,000
Route 1 North Improvements (UPC 100426)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,403,000		
Route 28 Road Widening-from Linton Hall Rd to Fitzwater Drive (UPC 92080)		\$ 8,691,000	\$ 6,272,000	\$ 8,893,000	\$ 8,625,000	\$ 11,750,000	\$ -		
Route 1 Widening (Featherstone Dr to Mary's Way)	1 of 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,819,746	\$8,820,000
Prince William Parkway @ Hillandale (UPC 100427)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,006,000		
VIENNA, TOWN		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 36,142,534	\$ 38,475,215	\$ 39,393,612	\$ 40,494,464	\$ 41,221,505	\$ 41,316,038	\$ 66,103,746	\$ 40,897,035

AGENCY ALLOCATIONS

								Total Requested	Proposed Amount
PRTC (Prince William, Manassas, Manassas Park)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WMATA		\$ 2,863,102	\$ 6,488	\$ 921	\$ 208,105	\$ 807,993	\$ 2,171,872	\$ 2,590,875	\$ 2,590,875
Virginia Metrobus Replacement (UPC 12878)	? of 2	\$ 2,863,102	\$ 6,488	\$ 921	\$ 208,105	\$ 807,993	\$ 2,171,872	\$ 2,590,875	\$ 2,590,875
VRE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 2,863,102	\$ 6,488	\$ 921	\$ 208,105	\$ 807,993	\$ 2,171,872	\$ 2,590,875	\$ 2,590,875
		\$ 39,869,250	\$ 38,481,703	\$ 39,394,533	\$ 40,702,569	\$ 42,029,498	\$ 43,487,910	\$ 68,694,621	

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval of 2013 Legislative Program (Item 4.D.)

DATE: November 8, 2012

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that NVTA approve the proposed 2013 legislative program and direct staff to transmit it to the Northern Virginia delegation of the General Assembly and Congress.

Background:

Attached is a draft 2013 Legislative Program. Although the proposed program is similar to the 2012 Program, there have been several changes. These include:

- The transportation funding position has been update to reflect the most recent information regarding Virginia's transportation funding situation, including the Commonwealth's decline in ranking in CNBC's "America's Top States for Business," largely due to Virginia's decline in ranking for Infrastructure and Transportation.
- Within the transportation funding position, TransAction 2040 information has replaced the language that previously referred to TransAction 2030.
- Within the transportation funding position, language has been added regarding DRPT's recommendations related to the SJR 297 Statewide Transit Study.
- A new position has been included that voices concerns over the transportation and land use provisions enacted following the 2012 session.
- A new position regarding funding for VRE Track Access Fees has been included.
- The section regarding the Federal Surface Transportation Program Reauthorization has been updated to reflect the passage of Moving Ahead for Progress in the 21st Century (MAP-21) in July.

Chairman Nohe
Member, Northern Virginia Transportation Authority
November 8, 2012
Page Two

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 8, 2012, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority
2013 Legislative Program
DRAFT: November 8, 2012

STATE

TRANSPORTATION FUNDING

Transportation needs are now catastrophic throughout the Commonwealth. The Virginia Department of Transportation has estimated that almost \$1.9 billion is needed annually just for the maintenance and operations of the roads and bridges it maintains and for the third year in a row, secondary road construction has been unfunded. Over \$230 million of additional funding is required for transit projects and eligible operating costs included in the Six Year Program.

Without action, the Commonwealth risks serious disinvestment, which is evidenced by the Commonwealth's fall from #1 to #3 in CNBC's rankings of "America's Top States for Business". This was largely attributed to Virginia's decline in ranking for Infrastructure and Transportation from #10 to #33. A modern, efficient, multimodal transportation system is essential to the Commonwealth, and is intrinsically tied to continued economic development and the ability to compete in a global economy.

In Northern Virginia alone, the TransAction 2040 Long-Range Transportation Plan estimates that the region needs \$900 million per year in additional transportation funding to address its transportation problems, and these needs continue to grow. Northern Virginia jurisdictions have increased funding locally, but continue to need additional state and regional transportation funding for highway, transit, bicycle and pedestrian improvements. NVRTA seeks reinstatement of exclusive Northern Virginia revenues of at least \$300 million annually, as well as 100 percent of its contribution of additional statewide revenues, to address transportation needs.

NVRTA is concerned about DRPT's recommendations related to the SJR 297 Statewide Transit Funding Study. While DRPT acknowledges that state transit assistance has not kept pace with the growth in transit services, the Report does not make an explicit recommendation about how much additional state assistance is warranted. It also contains a troubling recommendation calling for a drastic change to the current transit formula, reallocating the already limited state resources and reducing the stability of these statewide transit funds. The recommended formula change could end up decreasing funding for transit systems throughout the region which, collectively, provide over 90,000 daily passenger trips throughout Northern Virginia. While NVRTA agrees that performance measures are useful, we are opposed to changes to the transit formula that will reduce the stability of statewide funds and believe that any changes to the formula should be applied solely to new revenues added to the Mass Transit Fund, rather than reallocating the already limited resources. Further, we find the peers groups problematic, as they do not take into account the inherent differences of each transit agency. A study of the recommendations by the Joint Legislative Audit and Review Committee with a particular focus on their impact on economic competitiveness in the Commonwealth, Northern Virginia, Central Virginia and Hampton Roads as well as the localities' ability to comply with the Americans with Disabilities Act, would be beneficial.

Transportation is fundamentally a state responsibility and the Commonwealth must lead the efforts to provide more revenue for our transportation infrastructure. Current state transportation revenues are vastly insufficient to maintain and build the multimodal infrastructure Virginia needs to remain an active and dynamic participant in a 21st Century economy. Virginia needs real transportation solutions that provide significant increases in transportation funding for all modes from new stable, reliable, permanent, and balanced sources. Localities throughout Northern Virginia and the entire Commonwealth continue to provide millions in local funds for transportation each year, but the state must do its part, otherwise future generations will pay the price for the current inaction. *(Revises and updates previous transportation funding position.)*

WMATA FUNDING

The Commonwealth must work with the Federal Government to ensure that it, too, provides sufficient resources to address transportation needs. A case in point is the need for continuing the \$50-million Virginia contribution to the \$300-million annual program over 10 years for Metro. This represents a significant commitment to maintaining Metro's assets and ensuring that Metro can continue to safely and efficiently meet the region's transportation needs. So long as both Maryland and DC provide their \$50 million each, Virginia needs to provide \$50 million. *(Reaffirms previous position).*

VRE TRACK ACCESS FEES

Since its inception, VRE has received money from the Commonwealth through the Equity Bonus Program for the track access fees. MAP-21 eliminated the Equity Bonus Program while keeping the level of program funding the same through the first two years of the law. If VRE is unable to resolve this potential funding shortfall then there will be significant budgetary ramifications which could include reductions in service, 58% jurisdiction increase in subsidies, and/or a 28% fare increase. NVTA supports the inclusion of VRE track access funding within the Secretary's proposed transportation budget. If this does not occur then NVTA supports a separate appropriation through eligible federal pass through money for track access fees within its capital program. *(New position)*

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

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

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

Maintenance Funds, placing a huge extra burden on these localities.
(*Reaffirms previous position*).

EQUAL TAXING AUTHORITY FOR COUNTIES, CITIES AND TOWNS

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

BASE REALIGNMENT AND CLOSURE (BRAC) RECOMMENDATIONS

NVTA supports the inclusion of sufficient funding 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 have occurred, and Northern Virginia localities are facing significant shortfalls in the capacity of current infrastructure to support the additional military and civilian jobs. (*Revises and reaffirms previous position*).

PEDESTRIAN SAFETY

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

CHAPTER 729 PLANNING

Land use provisions included in legislation during the 2012 Session changed transportation planning requirements for jurisdictions. Specifically, the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with their current priorities. If they decided this is not the case, they are able to withhold funding for transportation projects in counties. While the NVTA is appreciative of efforts to better coordinate local and state transportation planning, the Authority is concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. Land use and zoning are fundamental local responsibilities and these provisions can override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans. (*New Position*)

TRANSPORTATION CORRIDOR STUDIES

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

FEDERAL

SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION

In July 2012, Congress passed a two-year transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21). This bill provides \$120 billion for federal transportation programs from July 2012 – September 2014. The bill does not direct funding towards specific projects. The U.S. Department of Transportation (USDOT) is currently developing rules for many of the programs, in consultation with state departments of transportation, Metropolitan Planning Organizations (MPOs) and other stakeholders.

As discussions on the rulemaking and possible future legislation continue, NVTa believes that a number of significant issues should be considered, including:

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

DEDICATED FUNDING FOR WMATA

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

FUNDING FOR THE VIRGINIA RAILWAY EXPRESS

NVTa supports the Virginia Railway Express efforts to secure federal funding for the following capital projects: high capacity railcars, positive train control; train storage of

rail equipment, station parking expansion, platform extensions and additions, and expansion of commuter rail service. *(Updates previous position.)*

LIMITS ON COMMUTER RAIL RELATED LIABILITY

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

FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS

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

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

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

COMMUTER BENEFITS

NVTA supports legislation that would create parity between the level of tax-free transit benefits employers can provide to employees for transit (currently \$125/month) and for parking benefits (currently \$230/month), as a way to make transit service more attractive to commuters who currently drive alone. In addition, NVTA supports legislation to permanently extend the current transit benefit to all branches of the federal government. *(Revises and reaffirms previous position.)*

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: CY 2013 Work Program and Meeting Schedule (Agenda Item 4.E.)
DATE: DRAFT: November 8, 2012

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the NVTA approve the attached Calendar Year 2013 meeting schedule and work program.

Background:

Following the practice established in 2002, the JACC met to discuss a proposed NVTA work program for 2013. In preparing the proposed CY 2013 work program, the JACC reviewed the CY 2012 work program and noted progress made on each of the items included in the work program.

The proposed work program continues many of the activities undertaken by the NVTA during CY 2012. The work program and meeting schedule reflect the current status of regional transportation funding. If the General Assembly restores funding for NVTA during the 2013 General Assembly session, the work program and schedule will likely be revised.

It should also be noted that in order to ensure that meetings of regional entities are more efficient, as recommended within the Efficiency and Consolidation Task Force Report, the JACC recommends that the NVTA meet at 6:00pm at the Northern Virginia Regional Commission (NVRC) prior to the scheduled NVRC meetings.

The schedule includes one public forum in January 2013 to give the public the opportunity to comment on NVTA's 2013 Work Program and transportation issues. A second opportunity for public comment is scheduled for November 2013 to allow the public to comment on transportation issues and NVTA's legislative program.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
November 8, 2012
Page Two

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 8, 2012 NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Proposed CY 2013 Meeting Schedule
Northern Virginia Transportation Authority
3060 Williams Drive, Suite 510, Fairfax, VA 22031
DRAFT: November 8, 2012

January 24, 2013 – 6:00 p.m.

January 31, 2013– 5:30 p.m. (Joint Meeting with NVTC in Richmond) VaCo/VML Day schedule

May 23, 2013 – 6:00 p.m.

December 12, 2013 – 6:00 p.m.

*meeting dates are prior to the NVRC meetings with the exception of the joint meeting with NVTC in Richmond.

Proposed CY 2013 Work Activities
Northern Virginia Transportation Authority
DRAFT: November 8, 2012

Continuation of Past Activities

- Adopt an FY 2013 NVTA Budget
- Participate in Securing Federal Appropriation of Dedicated Funding for WMATA
- Discuss and Participate in the Regional TIP/CLRP Update
- Discuss regional air quality issues, including strategies to reduce greenhouse gases
- Participate in I-66 Tier 1 EIS
- Adopt Presentation to CTB Transportation Meetings (Pre-Allocation and Draft Six-Year Program Public Hearings)
- Seek Public Input on Transportation Issues
- Follow Up on ATLAS Study Recommendations
- Endorse an FY 2015-FY2020 CMAQ/RSTP Project List
- Endorse a 2014 Legislative Agenda

- Receive Periodic Briefings on Major Regional Transportation Studies and Projects, including, but not limited to:
 - I-95 Express Lanes Project
 - VRE Extension to Haymarket
 - VTrans 2035
 - Statewide Rail Plan

- Discuss TPB/MWAQC/MWCOG Issues, as needed

Proposed CY 2013 Work Program
Northern Virginia Transportation Authority
DRAFT: November 8, 2012

January 24, 2013 (NVTA Annual Meeting)

- Public Discussion – Open Forum on NVTA’s 2013 Work Program and Transportation Issues
- Approval of 2013 Work Program and Meeting Schedule
- Receive Briefing on the TIP/CLRP Update and Northern Virginia submissions
- Discuss TPB/MWAQC/MWCOG Issues, if any

January 31, 2013 (VaCo/VML Day in Richmond; Joint Meeting with NVTC)

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

May 14, 2013 Outcome of Relevant Transportation Legislation Considered by the General Assembly

- Endorse Testimony for the CTB’s Fall Transportation (Pre-Allocation) Public Hearing ??
- Adopt testimony for CTB Public Hearing on Six Year Improvement Program
- Receive Briefing on Progress on I-95/395 Express Lanes Project
- Receive Briefing on Regional Air Quality Activities
- Discuss TPB/MWAQC/MWCOG Issues

December 12, 2013

- Public Discussion – Open Forum on Transportation Issues and Legislative Program
- Establish Nominating Committee for 2014 Officers
- Accept FY 2014 Audit, if necessary
- Adopt 2014 Legislative Program
- Adopt FY 2020 CMAQ/RSTP Project List
- Discuss Proposed CY 2014 Work Program and Meeting Schedule
- Receive Briefing on a Major Regional Transportation Studies or Projects, if necessary
- Discuss TPB/MWAQC/MWCOG Issues, if any

4.F.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Domain Name Renewal (Agenda Item 4.F.)

DATE: November 8, 2012

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority authorize a renewal of these services through www.register.com for a three-year term.

Background:

The Northern Virginia Transportation Authority (NVTA) owns the following top level domains through www.Register.com:

- www.thenovaauthority.org (primary)
- www.thenovaauthority.com
- www.thenovaauthority.net
- www.thenovaauthority.us

It is important to own all of the top level domains associated with your organization domain name in order to avoid competing sites being set up by individuals or entities which may confuse the public.

In addition to the web site name and top level domains we also have premium web site forwarding that directs the .com, .net and .us designations to the primary .org site.

The .org site is also home to an expandable e-mail service which is scalable and can assign up to 25 NVTA e-mail addresses when and if staff are added or e-mail addresses are needed.

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
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Register.com also hosts the www.thenovaauthority.org web site and all of the NVTA content which includes various projects and important Authority information. This service allows up to 20 GB of information to be stored on the NVTA web site, thus eliminating the need for expensive in house hardware.

The name, the top level domains and the affiliated services are due to expire in June 2013. In order to avoid a lapse in service staff is recommending that the NVTA authorize a renewal of these services through www.register.com (a full service web hosting site) for a minimum of a one, up to a five year term. The price quotes are as follows. The amount of renewal with www.register.com will not exceed the price quoted below:

- 1 year: \$800.00
- 3 year: \$2,100.00
- 5 year: \$3,200.00

Staff recommends renewing these services for three years, to ensure that the Authority does not lose the web domain which could result in confusion for the public.

Staff has attached the existing account information for your information.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on November 8, 2012, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee



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5.A.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: FY 2014-2019 Six-Year Improvement Program Testimony (Agenda Item 5.A.)

DATE: November 8, 2012

Background:

As was done in previous years, the Secretary of Transportation and the Commonwealth Transportation Board have been conducting 2012 Fall Multimodal Transportation Public Meetings across the state in October and November to give stakeholders the opportunity to review and provide comments on the projects and programs to be included in the Fiscal Year 2014-2019 Six-Year Improvement Program.

The scheduled public hearing date for Northern Virginia was Tuesday, October 30, 2012. Due to the fact that the scheduled date for the meeting was prior to the November NVTA meeting date, staff sent the draft testimony to the Authority via email for review and comment. However, due to Hurricane Sandy, the meeting in Northern Virginia was postponed to a date that has yet to be determined.

Since the draft was distributed to the Authority, some modifications have been to the testimony since it was distributed. Attached is the updated testimony.

Northern Virginia Transportation Authority
Comments on Current
FY 2013 to FY 2018 Six Year Program and Development of the FY 2014
to FY 2019 Six Year Program
DRAFT: October 30, 2012

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 reiterate the Authority's position on the FY 2013 to FY 2018 Six Year Program, provide brief comments on the FY 2014- FY 2019 Six Year Program, and several other matters. NVTAs comments are as follows:

- Given the serious transportation problems in our region, we emphasize that construction projects that were previously funded must be implemented as originally scheduled.

- The transportation bill passed by the General Assembly this spring allowed the CTB to allocate up to \$500 million on priority projects before funding is allocated into the construction formula. NVTAs asks that the Board takes into account the needs of Northern Virginia as it is making these allocation decisions and works to ensure that the funding is allocated equitably.

- While we understand the difficult position that the CTB faces due to the lack of revenue, we are deeply concerned that, for the third year in a row, secondary road and urban construction has been unfunded. Not only does this mean that no new significant capacity improvements 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. 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.

- I would like to voice NVTA's concerns about DRPT's recommendations related to the SJR 297 Statewide Transit Study. While DRPT acknowledges that state transit assistance has not kept pace with the growth in transit services, the Report does not make an explicit recommendation about how much additional state assistance is warranted. It also contains a troubling recommendation calling for a drastic change to the current transit formula, reallocating the already limited state resources and reducing the stability of these statewide transit funds. The recommended formula change could end up decreasing funding for transit systems throughout the region which, collectively, provide over 90,000 daily passenger trips throughout Northern Virginia.

While NVTA agrees that performance measures are useful, we believe that any changes to the formula should be applied solely to new revenues added to the Mass Transit Fund, rather than reallocating the already limited resources. Further, we find the peer groups problematic, as they do not take into account the inherent difference of each transit agency.

- The CTB recently acted to provide approximately \$1.4B for the Route 460 Project, including a \$300M transfer from I-95 HOV/HOT Lanes funding contingent upon receipt of federal TIFIA funding for I-95. The Authority is believes that any savings from the I-95 Project should remain in the region to address our pressing needs. DRPT, within the I-95 Transit and TDM Plan, has noted \$216M of short- and long-term service and project needs for the corridor, but only \$22.8M has been committed. It is the Authority's request that the CTB to utilize any I-95 project savings to help fund some of those needs and for other transportation needs throughout the region.

- We also urge you not to reduce transit funding levels once they are approved. Since local government budgets and tax rates are set in April, 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 continues to remain 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. 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:
 - funding for VRE's track leases must be provided, as MAP-21 eliminates Equity Bonus, which has recently been the source of funding
 - environmental reviews for locally administered projects be simplified and shortened;
 - the CTB and VDOT work with Northern Virginia to establish guidelines/criteria regarding the use of Transportation Alternatives funds and other programs authorized through MAP-21.
 - 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 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 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.

Thank you, again, for your consideration and please let me know if you have any questions.

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on VTrans 2035 (Agenda Item 5.A.)

DATE: November 8, 2012

The following is a summary of the VTrans 2035 Study Update

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

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

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

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
November 8, 2012
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- Addressed bicycle/pedestrian safety and education comments
- Addressed comments of the importance of moving people onto modes that reduce roadway demand, affected by both transit and land use.

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

The Office of Intermodal Planning and Investment in the Secretary of Transportation's office is continuing to develop, test, validate and confirm performance based planning process by formulating a draft document.

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

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 8, 2012, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

5.B.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-95 Express Lanes Project (Agenda Item 5.B.)

DATE: November 8, 2012

Since the May 10, 2012, NVTA meeting, activities related to the I-95 Express Lanes project include:

- The 95 Express Lanes will expand and improve the existing I-95/395 High Occupancy Vehicle (HOV)/Express Lanes system from the Edsall Road area in Fairfax County to Garrisonville Road in Stafford County. Construction is underway now and is expected to be complete in December 2014.
- The project will deliver nearly \$1 billion in infrastructure improvements to the I-95 corridor including:
- Adding a third HOV lane for 14-miles from the Edsall Road area on I-395 south to the Prince William Parkway (Route 294).
- Improving the two existing HOV lanes for 6 miles between Prince William Parkway and Dumfries Road (Route 234).
- Adding two new HOV/Express Lanes from Dumfries Road 9 miles south to Garrisonville Road (Route 610) in Stafford County.
- Seamlessly connects I-95 to I-495, Capital Beltway Express Lanes improving trips to destinations like Merrifield and Tysons Corner
- By building nine new bridges including four flyover ramps, adding capacity, and improving access to and from the I-95 corridor, the new 95 Express Lanes will provide faster and more direct options for HOV and toll-paying customers.

Construction – What to Expect:

- Construction will occur along the entire work area from Edsall Road to Garrisonville Road.
- Construction will be complete by December 2014.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
November 8, 2012
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- Existing HOV lanes will be narrowed and shifted with construction barriers installed for workers. Emergency pullovers will be placed approximately every mile.
- Work schedule: Monday – Friday, day and night shifts and most weekends. HOV lanes will be open during morning and afternoon rush hours.

Traffic impacts:

- Nightly closures of the entire I-95/395 HOV Lanes from 8 p.m. until 5 a.m. week nights and 11 p.m. until 9 a.m. on weekends.
- No closures on I-95/395 general purpose lanes or HOV lanes during daytime rush hour.
- During lane closures, expect 10 – 15 minutes of additional traffic delays through the construction zone.

Tree Clearing & Grubbing:

- The first visible work for the project will be removing approximately 100 acres of trees and brush to build the added capacity to the I-95 corridor. A majority of the work will occur in the Virginia Department of Transportation right-of-way. Whenever possible healthy trees will remain in the median but must be clear of the future lanes, and do not pose a future safety concern.

Jurisdiction and Agency Coordination Committee members and I will be available at the November 8, 2012

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on I-66 Projects and Studies (Agenda Item 5.C.)

DATE: November 8, 2012

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

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

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

I-66 Tier 1 EIS (I-495-Rt. 15)

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

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

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

Project Schedule

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

Cost Estimate

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

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

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

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

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

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

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

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

The project also includes:

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

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

Cost

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

Schedule

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

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

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

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

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

Project cost

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

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

Project Schedule

Public hearing - Fall 2012

Design approval - Early 2013

Advertise project (anticipate design-build) - 2013

Begin construction - 2014

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

I-66 Reconstruction Project

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

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

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

I-66/I-495 HOT Lanes

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

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

Martin E. Nohe, Chairman

Members, Northern Virginia Transportation Authority

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I-66 Spot Improvements

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

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

1-66 (Rt. 29/Linton Hall Rd. Interchange

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

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

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

Jurisdiction and Agency Coordinating Committee members and I will be available at the November 8, 2012, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: DRPT SuperNova Transit / TDM Vision Plan

DATE: DRAFT: November 8, 2012

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

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

DRPT has initiated public and stakeholder involvement activities to obtain input on the needs and "gaps" of transit and TDM services in the study area. DRPT has held stakeholder meetings throughout the year with designees from regional planning agencies, local government staff, TDM and transit agencies, and private operators. The Virginia Department of Rail and Public Transportation (DRPT) hosted the final set of public meetings in September 2012 to give citizens an opportunity to review the draft recommendations resulting from commuting needs, travel analysis and input to date.

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

JACC members and I will be available at the Authority meeting on November 8, 2012, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee

5.E.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Update on Regional Air Quality (Agenda Item 5.E.)

DATE: November 8, 2012

The purpose of this memorandum is to advise you of the current status on the development of a Maintenance Plan for particulate matter (PM2.5) for the metropolitan non-attainment area, and suggest that NVTa consider transmitting its comments to regional Air Quality agencies and the Metropolitan Washington Air Quality Committee for consideration as the Plan document is developed.

The good news: The US EPA has determined that the region attained the federal air quality standards for the particulate matter (PM2.5) pollutant. Consequently, Virginia, Maryland, and the District of Columbia (D.C) have withdrawn the region's air quality attainment plan it had submitted to the EPA when the region had been classified as being in non-attainment of the PM2.5 standard. The next step is for the states and D.C to request the US EPA to re-designate the region as an attainment for the PM2.5 standard. As part of this request the states and D.C has to submit a 10 year Maintenance Plan to show that the PM2.5 emissions in the region, between now and 2025 will be at or below the attainment year 2007 levels.

The TPB staff has noted that while the emissions estimates developed for the Maintenance Plan future years (2017 and 2025) was developed using the latest data, software and other planning assumptions, these could, and most certainly will change, during the next 12 years. While there is no federal requirement to revise the Maintenance Plan to reflect these changes in transportation emissions estimates, there is a federal requirement for the air quality conformity analysis for CLRP and TIP reflect these changes.

Last year a change in the average age of the vehicles in the region resulted in increasing the earlier emissions estimates of PM2.5 NOx by 19% and PM2.5 particles by 16%. The most recent update to the software used to calculate motor vehicle emissions, by the EPA, resulted in

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increasing the earlier estimates of PM_{2.5} NO_x by 126% and estimates of PM_{2.5} particles by 76 percent. Neither of these changes is within the control of the transportation agencies.

With the above in mind the TPB wrote a letter (attached), on March 21, 2012, to the regional air quality planning body, MWAQC, urging that the Maintenance Plan establish a safety margin in the emissions inventory for transportation sector in the PM_{2.5} Maintenance Plan. In its letter the TPB has suggested establishing a 20% margin in the 2017 emission levels and 30% margin in the 2025 emissions level. Without adequate safety margin the TPB's ability to demonstrate air quality conformity of its future CLRP and TIPs will be severely constrained and could potentially lead to the region being unable to either add transit or highway projects to the CLRP/TIP or advance existing transit or highway projects beyond the phase it is in the CLRP and TIP.

MWAQC established a Task Force in April to address this issue. The Task Force consists of the Air and Transportation agencies of the two states and D.C with a member of the MWAQC Board serving as the facilitator of these discussions. The Task Force has held a couple of conference call in April and currently exploring a couple of options.

After 9 months of deliberations and analysis the Air and Transportation agencies from the three "states" have agreed to the amount and process of motor vehicle emissions budgets that will be part of this region's Maintenance SIP for PM_{2.5} pollutant. The process has been reviewed by US EPA (Region 3 office) and received tentative approval. VDOT and VDEQ staffs represented VA in these deliberations.

The gist of the proposal is: (1) the motor vehicle emissions budgets for 2017 and 2025 will accommodate current emissions estimates for the CLRP including for the year 2040; (2) a safety margin (also called conformity buffer) of 20% has been added to the motor vehicle emissions budgets for 2017 and 2025 to account for changes in emissions estimates brought about by changes to the model, vehicle age, and other such non transportation network related factors. These budgets will be revisited again in 2015 and 2018. With this agreement the region can now officially submit its request to re-designate the metropolitan Washington region as a Maintenance area for PM_{2.5} as opposed to a Non-attainment area for this pollutant.

JACC members and I will be available at the Authority meeting on November 8, 2012, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee