

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

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

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

SUBJECT: Approval of Contract Award for the TransAction 2040 Update

DATE: July 2, 2010

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Authority:

- **approve the revisions to the TransAction 2040 Scope of Work recommended by the TransAction 2040 subcommittee established by Chairman Nohe;**
- **approve the evaluation committee's recommendation of Cambridge Systematics as the preferred consultant for the TransAction 2040 Northern Virginia Long Range Transportation Plan Update;**
- **authorize the evaluation committee to negotiate specific deliverables, based on the revised Scope of Work and project budget;**
- **authorize the Northern Virginia Transportation Commission (NVTC)'s Executive Director to execute a contract with Cambridge Systematics and issue a notice to proceed following successful completion of negotiations with the selection committee;**
- **if the selection committee is unable to complete negotiations with the highest ranked bidder, authorize the selection committee to negotiate a contract with the second ranked bidder, consistent with the revised Scope of Work and project budget, and authorize the NVTC Executive Director to execute a contract following successful completion of negotiations.**

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
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Background:

NVTA's TransAction 2030 resolution requires the Authority to update its long range transportation plan every five years. NVTA adopted TransAction 2030 during FY 2007. In the past, this update has taken approximately two years to complete. To meet the resolution requirement, the process of updating the plan has been initiated and will need to be completed during FY 2012. The Jurisdiction and Agency Coordination Committee developed a scope of work (which was approved by the NVTA on January 14, 2010) and issued a request for proposals in March 2010. Two responsive and responsible proposals were received and reviewed by the evaluation committee. The committee, evaluated the proposals using the criteria appearing in the RFP, interviewed the firms and ranked them. The final price of the contract will be determined following contract negotiations recognizing the cost shall not exceed \$1.1 million.

At the May 13, 2010, meeting, the NVTA asked the Jurisdiction and Agency Coordinating Committee to work with a subcommittee of the NVTA to review the elements of the scope to determine whether or not the cost of the study can be reduced. The subcommittee met on June 23, 2010. Materials from the subcommittee meeting are attached. These materials were developed to address the questions raised by the NVTA on May 13, 2010. They include: a summary of TransAction 2030; the major changes to TransAction 2030's scope of work; what the Code of Virginia, the NVTA Bylaws and TranAction 2030 resolution say about the Long Range Transportation Plan; a list of projects that might be funded with any savings that can be achieved by reducing the scope of work and the subcommittee's recommendations.

The selection committee met with the first ranked proposer on June 29, 2010, to review the subcommittee's recommendations with them. The selection committee asked the proposer to revise the cost proposal to reflect the changes identified by the subcommittee. These changes are estimated to reduce the cost. An estimate of this reduction will be provided at the NVTA meeting. The selection committee will continue to negotiate with the proposer to reach an agreement.

On July 1, 2010, the Northern Virginia Transportation Commission authorized its Executive Director to sign a contract with the first ranked proposer following NVTA and the Council of Counsels concurrence.

Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the July 8, 2010, NVTA meeting to answer questions.

Attachments: a/s

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

TransAction 2030 Recap

The effort included the following activities

- Updated the Northern Virginia 2020 Transportation Plan project list to delete projects that were completed between 1999 and 2005;
- Updated cost estimates for the remaining projects in the 2020 Plan;
- Updated project scopes, based on studies undertaken between 1999 and 2025;
- Extended the planning period from 2020 to 2030;
- Modeled the impact of constructing/implementing projects in the TransAction 2030 Plan in the region's highway network and comparing these impacts to the Washington region's CLRP;
- Calculated the funding required to fully implement the TransAction 2030 Plan

TransAction 2030 efforts that were not included as part of the Northern Virginia 2020 Transportation Plan

- Conducted a statistically valid public opinion poll to assess the public's view of the most important transportation improvements for the region and the funding sources they found most acceptable to pay for them;
- Conducted public outreach at large jurisdictional fairs, as well as through a traditional public meeting;
- Developed five different transit level of service maps based on passenger loads, service coverage, travel time, frequency and hours of service;
- Developed park-and-ride lot level of service maps;
- Developed multi-modal level of service information for eight corridors;
- Prioritized projects within each of the eight corridors in the region using objective criteria; and
- Compared the TransAction 2030 Plan network to the CLRP's 2030 network using objective criteria.

What TransAction 2030 Accomplished

- Doubled the number of Metrorail stations in Northern Virginia as a result of Metrorail extensions in the I-66, I-95 and Dulles corridors;
- Added light rail transit and/or bus rapid transit to the Route 7, Route 28, Crystal City-Potomac Yards and Columbia Pike corridors;
- Added 600 miles of on-road and off-road trails; and
- Increased highway capacity by eight percent above what is already planned in the region's Constrained Long Range Plan.

What TransAction 2040 Would Do?

The proposed TransAction 2040 scope of work involves:

- Reviewing and revising projects included in TransAction 2030 to reflect planning study work and construction that has been done since FY 2007.
- Removing completed projects and including them in the baseline.
- Recalculating cost estimates for all projects from scratch (rather than inflating old estimates).
- Updating highway and transit levels of service.
- Resolving minor inconsistencies between the projects in TransAction 2030 and current construction projects and other planning documents.
- Testing the impact of an alternative land use option on the transportation network.
- Inclusion of a “Feedback Loop” to add new projects to address any failing segments/facilities identified at the end of the initial analysis.
- Holding two sets of four public workshops with Tasks 2 and 4 (Task 2- Inventory/Review of Existing Plans/Identify Plans/Projects for Analysis, Task 4- Prioritization of Improvements).
- Incorporating input from NVTA’s Planning Coordination Advisory Committee and Technical Advisory Committee (individuals with transportation expertise).

New analyses being proposed for TransAction 2040 include:

- Extending the planning horizon extended from 2030 to 2040 to match TPB travel demand modeling and TPB’s upcoming Constrained Long Range Plan.
- Opening up the project list to include new projects (e.g., HOT lanes, BRAC projects, Dulles Loop, I-66 and I-95/395 transit and TDM recommendations, Metro long-range planning projects, etc.).
- Incorporating cost-benefit calculations as part of the prioritization process, possibly using a methodology developed for U.S. Department of Transportation’s TIGER discretionary grant program.
- Testing individual highway and transit projects to determine their impact on vehicle miles traveled and delay across the entire Northern Virginia network. This information will also be used in the project prioritization.

Estimated Cost for Various Aspects of TransAction 2040: After careful evaluation of the proposals, the evaluation committee recommended one firm that could provide consultant services for the development of the TransAction 2040 plan. In response to NVTA Board member’s concerns, the evaluation committee examined the proposal of recommended firm and identified a number of scalable project tasks, which could reduce the overall project cost. Based on the information included in the proposals, staff developed some estimate cost saving information. Actual savings would depend on negotiations with the proposers.

Other Important Information

Cost of Past Studies:

- Northern Virginia 2020 Transportation Plan (December 1999) -approximately \$450,000
- TransAction 2030 (September 2006) - \$1.0 million
- Proposed TransAction 2040 (June 2010) - \$1.1 million

Revenues

Over the past five years, NVRTA has received approximately, \$307 million in CMAQ and RSTP funds.

The proposed study represents .3% of the funding available over the period

Other proposed, but unfunded, FY 2011 CMAQ/RSTP Projects in the \$50,000 to \$1,000,000 range).

- Remaining Virginia share of MATOC - \$300,000
- Transportation Demand Management Advancement (Alexandria) - \$300,000
- Alternative Fuel Vehicles for Town Fleet (Herndon) - \$150,000
- Purchase Hybrid/Alternative Fuel Vehicles (Manassas) - \$120,000
- PRTC OmniRide Buses at \$478,000 each
- Remaining Funding for VRE Broad Run Station Parking Expansion - \$280,000
- Remaining Funding Old Bridge Road Sidewalk Project - \$500,000
- Sidewalks for Town Arterial Streets Initiative (Vienna) - \$300,000
- Bike Racks on DASH buses - \$280,000
- Holmes Run Pedestrian/Bicycle Tunnel Phase II - \$500,000
- Bike Sharing Initiative (Alexandria) - \$500,000
- Eisenhower Avenue Metrorail Station Platform Extension - \$500,000
- Braddock Road Metrorail Station Multimodal Connections - \$250,000
- Bicycle Parking at Major Transit Stops (Alexandria) - \$380,000
- Transportation System Management Project (Arlington) - \$1,000,000
- Traffic Signal Optimization (Arlington) - \$400,000
- Bus Shelters (Arlington) - \$50,000
- Herndon Parkway Intersection Improvements - \$500,000
- East Eldon Street Improvements (Herndon) - \$500,000
- Remaining Funding for Route 28 Widening (Manassas) - \$760,000
- Remaining Funding for Manassas Drive/Euclid Avenue Improvements - \$300,000
- Increase bike capacity at Vienna Metrorail Station - \$200,000
- WMATA buses at \$540,000 for 42' hybrid bus and \$795,000 for 62' hybrid bus

What State Law Says:

§ 15.2-4838. Responsibilities of Authority for long-range transportation planning.

A. The Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

What NVTA's Bylaws Say:

ARTICLE VI

NVTA TRANSPORTATION PLAN

A. **NVTA Regional Transportation Plan.** The Authority shall adopt a NVTA Regional Transportation Plan for Northern Virginia. The Plan shall consist of the NVTA Long Range Transportation Plan and the NVTA Six Year Program.

(1) **NVTA Long Range Transportation Plan.** The Authority shall adopt an unconstrained NVTA Long Range Transportation Plan (*TransAction 2030* or its successor) for Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of regional consensus, set regional transportation policies and priorities for regional transportation projects. In support of regional consensus, it is desirable that NVTA secure the formal approval of each of its member jurisdictions before adoption of the plan. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner.

What the TransAction 2030 Resolution Says:

NOW, THEREFORE, BE IT RESOLVED that NVTA does hereby adopt the TransAction 2030 Plan, and that this resolution shall be appended to the TransAction 2030 Plan;

BE IT FURTHER RESOLVED that where significant differences exist among jurisdictional resolutions or comprehensive plans and the TransAction 2030 Plan, the NVTA should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

BE IT FURTHER RESOLVED that the following procedural stipulations shall be followed as the NVTA works to implement the transportation strategies contained in the TransAction 2030 Plan:

- The adopted resolution of each member jurisdiction shall be appended to the TransAction 2030 Plan.
- The NVTA shall continue to evaluate any highway corridor that is still projected to experience one hour or more of stop-and-go traffic in 2030, even after the implementation of the TransAction 2030 Plan in order to find ways to further reduce this congestion.
- The NVTA shall continue to evaluate Metrorail and Virginia Railway Express lines into Washington, D.C., in order to understand capacity constraints and further identify improvements that will support additional ridership growth.
- The TransAction 2030 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the TransAction 2030 Plan is implemented.
- The TransAction 2030 Plan shall be updated and presented to the member jurisdictions at least every five years.
- Since TransAction 2030 Plan did not add or delete projects from the Northern Virginia 2020 Transportation Plan adopted by the Transportation Coordinating Council of Northern Virginia in December 1999, the next update of the Plan should include a complete review of the project list to determine if changes are necessary.

BE IT FURTHER RESOLVED that the NVTA should continue to review the interdependence of transportation and land use and recommend future measures for improving this linkage.

BE IT FURTHER RESOLVED that the project-based criteria and modal-rankings adopted by NVTA, as included in Attachment A and B, should be considered by local jurisdictions and regional agencies when placing projects in the region's Constrained Long Range Plan.

BE IT FURTHER RESOLVED that since the data regarding the Base Relocation and Closure Commission's recommendations were not available for consideration in TransAction 2030, these recommendations should be incorporated into the regional planning process as soon as more details are available.

Recommendations of the NVT A Subcommittee:

Items to keep in TransAction 2040 Scope of Work

- Task 3-Model Runs
- Task 3.3-Level Of Service Maps - LOS maps, except for the Park and Ride LOS map
- Task 3.4-Feedback Loop
- Task 4.3-Cost Benefit Analysis
- Task 5-Telephone Survey (with modifications; review alternatives)
- Task 5.3-Summary Report
- Task 5-Final Public Meeting

Items that should be reduced/eliminated in the scope of work

- Task 5.2-Market Research-Reduce the number of questions for the online survey
- Task 5-Do not print copies of the Final Report; reduce copies of the summary brochure
- Task 3-Park and Ride LOS Map
- Tasks 2 & 4-Public Hearings-instead of 2 sets of 4 public workshops scale back to 1 round of 3 workshops (hold at Prioritization of Projects stage of plan)
- Task 6-Project Coordination-Limit to only senior consultant staff-use jurisdiction and agency staff to present to NVT A, CTB, JACC, PCAC, TAC, and TPB

Other Suggestions

- Use social media to increase awareness about TransAction 2040
- Review what MWC O G's Greater Washington 2050 Plan did
- Advertise using local jurisdictions public information channels
- Jurisdictions should look at holding public meetings on the draft plan
- Utilize Kojo Nomde Show or similar venues