



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Thursday, November 20, 2014, 5:30pm

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

AGENDA

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| I. | Call to Order | Chairman Foreman |
| II. | Roll Call | Ms. Harris, Program Coordinator |
| III. | Approval of the September 22, 2014 Meeting Notes | |
| IV. | NVTA Executive Director Report | Ms. Backmon, Executive Director |
| V. | Policy Framework for Approved Projects Not Advancing | Mr. Jasper, Program Coordinator |
| VI. | Draft 2015 Legislative Program | Ms. Dominguez, Chair, JACC |
| VII. | HB2 Review | Ms. Harris, Program Coordinator |

Discussion/Information

- | | | |
|--------------|--|---------------------------------|
| VIII. | TransAction 2040 Update Listening Session | Ms. Harris, Program Coordinator |
| IX. | PCAC 2015 Meeting Schedule | Chairman Foreman |
| X. | Other Business | |

Adjournment

- | | |
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| XI. | Adjourn |
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Next Meeting: December 18, 2014 - 5:30 p.m.

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, VA 22031

www.TheNovaAuthority.org



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Monday, September 22, 2014, 9:30am

3060 Williams Drive, Suite 510

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order 9:36am.
- Attendees: NVTa Chairman Nohe
 - ✓ Members: Mayor Foreman; Council Member Way; Council Member Burk; Supervisor Candland; Council Member Lehr; Supervisor McKay; Council Member Merkel; Council Member Oliver; Council Member Smedberg.
 - ✓ NVTa Staff: Monica Backmon (Executive Director); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator).
 - ✓ Other Staff: Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Rick Canizales (Prince William County); Sarah Crawford (Arlington County); Mark Duceman (Town of Herndon); Christine Hoeffner (VRE); and Linda Tenney (NVRC).

II. NVTa Overview and PCAC Charge

Chairman Nohe/Ms. Backmon

- NVTa Chairman Nohe gave an overview of the NVTa since its inception. He stated the original purpose of the Planning Coordination Advisory Committee (PCAC) was to provide for representation of the towns and enable a forum for input. However, in 2007, the NVTa Bylaws were amended to include one non-voting member from the towns with a population of 3,500 or more. The town member will rotate on an annual basis. The charge of the PCAC is to provide a forum for peer review and oversight. Specifically the PCAC charge is the committee shall be responsible for 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 issues and provide advisory recommendations to the NVTa.
- Ms. Backmon gave an overview of the work products that are currently being undertaken by the Authority. She noted that the Authority, through its Project Implementation Working Group (PIWG) is in the process of developing the draft FY2015-16 Two Year Program for consideration of the Authority. As part of the development of the Program, Ms. Backmon reviewed the status of the HB 599 process and how it relates to the development of the Two Year Program. The scheduled adoption of the FY2015-16 Two Year Program is March 2015. Ms. Backmon also informed the Committee that the Authority will be holding a Listening Session as part of the update to the TransAction 2040 plan. The

Listening Session will be held on Thursday, October 9, prior to the NVTa meeting.

III. Discussion of NVTa FY2015-16 Two Year Program

Mr. Jasper

- Mr. Jasper gave a presentation on the draft FY2015-16 Two Year Program project selection criteria and schedule.
- The following discussion occurred during the presentation on the FY2015-16 Two Year Program project selection criteria.
 - ✓ A question was raised as to whether projects approved for FY2014 would automatically be funded for the FY2015/16 Two Year Program. The response noted that there is no formal commitment to fund previously approved projects for inclusion in the Two Year Program. It was recommended that this issue be further explored. There is an expectation and the law requires that the Authority give priority to the projects that provide the greatest level of congestion reduction relative to cost.
 - ✓ A question was asked if any funding has been set aside to continue funding previously approved projects. The response was this had not occurred.
 - ✓ There was discussion about how towns are different from counties and cities as it relates to NVTa funding. The town must work with their counties on the allocation/programming of their 30% funds. The PCAC members were reminded that towns do not have a Commercial and Industrial Tax or Maintenance of Effort provision as the counties and cities do. A comment was made that if a town received 70% regional funds for one year but not subsequent years, project completion could be in jeopardy without additional revenue options. The response was that the NVTa Standard Project Agreement covers all these issues. The point was made that 70% monies should not be set aside, but need to be allocated to projects ready to be implemented. Additionally, NVTa cannot become the sole funding source of transportation projects. The region is entitled to its fair share of federal and state dollars. A concern was expressed about allocations to FY2014 projects that have been funded but require future funding to implement subsequent construction phases. The response was the project selection process takes these concerns into consideration and that cost sharing is viewed favorably. It was also noted that some projects may be delayed due to the HB 2 process.
 - ✓ It was stated that it would be helpful to understand the financing options available to towns, counties and cities to determine what the jurisdictions are doing to raise other revenue sources.
 - ✓ Concerns were raised regarding the process VDOT is undertaking with the Six Year Improvement Program and the HB 2 process. Local jurisdictions further expressed concern about losing VDOT funding on projects not progressing.

- ✓ The question was raised as to whether projects should be included in comprehensive plans. The response was that projects must be in the comprehensive plan of the locality in which the project is located.
- ✓ There was a discussion about the difference between project selection criteria and long term benefits. The PCAC members were informed that long term benefits are not part of the project selection process. The principles of long term benefits are being developed for NVTa approval. The draft project selection criteria looks at general geographic balance and modal balance, but will not look at the technical benefit question.
- ✓ A potential issue of one jurisdiction's priorities not aligning with a neighboring jurisdiction's priorities was raised. The group was then walked through how the call for projects worked with the 2010 CLRP and TransAction 2040 plans serving as the universe of projects to be considered for funding. The NVTa chose the projects to be submitted for the HB 599 rating process which excludes transit from this round. All of approved FY2014 projects were in TransAction 2040 and went through the prioritization process conducted as part of the 2040 Plan analysis. This process was upheld in the Bond Validation Suit by the Fairfax Circuit Court. In the future, transit projects should be included in the HB 599 analysis. The NVTa is working with VDOT and the Department of Rail and Public Transportation to conduct a test run of transit projects through the HB 599 model.
- ✓ There was a brief discussion on scenario planning in the TransAction 2040 plan update.

(Supervisor Candland departed 10:36 am.)

- ✓ Clarification was requested on the impact of the VDOT preliminary HB 599 rankings versus the final ratings due by December 31. The response was that the preliminary rankings were interim to start the HB 599 process with no impact to the project selection process. The final detailed ratings will go into the project selection process in December. It was also noted that the detailed ratings are related to congestion relief and will be considered with other project selection criteria like geographic balance.
- ✓ A question was asked about whether a "wait list" of projects will be created for projects not included in the Two Year Program in the event funding becomes available due to previously funded projects no longer requiring the funds. The response was the money goes back into the 70% regional fund for future use.
- ✓ Questions were raised as to whether the project selection process is subjective. The response was project selection is the result of the rigorous analysis and

project selection criteria done in TransAction 2040 long range transportation plan.

- ✓ The Committee raised the issue of changing land use and questioned whether the project selection analysis encompasses current land use plans. The response was that the NVTa staff is meeting with jurisdictional and agency staff to ensure that the analysis includes the most comprehensive data available. In addition, VDOT charged their consultant, AECOM, to meet with each jurisdiction to ensure that model inputs/assumptions for jurisdictional projects were correct prior to running the model for HB 599 analysis.
- ✓ A question was raised about whether regional connectivity is part of the scoring in the project selection process. It was suggested that the selection criteria should look at jurisdictional connectivity to improve the transportation network as an important criteria. The response was that this point will be taken back to the PIWG.
- ✓ The comment was made that there are challenges related to funding transit capital and operations outside the NVTa region. It was pointed out that Delegate Albo's resolution that the NVTa adopted in March, states the NVTa shall not allocate any funding for a transit project until D.C. and/or Maryland (where applicable) have committed their share of the revenues needed. Additionally, VRE is complicated as its service area includes three jurisdictions not in the NVTa region.
- Mr. Jasper concluded by stating that the transportation projects recommended for inclusion in the Two Year Program will be vetted through the PCAC prior to NVTa approval.

IV. PCAC Organizational Discussion

- Ms. Backmon introduced the items of electing a PCAC Chairman and Vice Chairman per the Bylaws.
- Mayor Merkel moved to nominate Mayor Foreman as Chairman of the Planning Coordination Advisory Committee, seconded by Council Member Lehr. Motion carried unanimously.
- Council Member Burk moved to nominate Council Member Way as Vice Chairman; seconded by Mayor Foreman. Motion carried unanimously.
- Ms. Backmon stated she would work with the Chairman and Vice Chairman on the future meeting times of the PCAC. She added that a call in feature cannot be allowed for the PCAC meetings.

Discussion/Information

V. TransAction 2040 Update Listening Session

Ms. Harris

- Ms. Harris noted that a flyer was included in the meeting packet which invited Committee members to attend the Listening Session on October 9 at 5:00 pm at Fairfax City Hall.

VI. FY 21 CMAQ/RSTP Program Development Schedule

Ms. Harris

- Ms. Harris noted that there is an informational item in the meeting packet that contains the schedule for the FY2021 CMAQ/RSTP Program Development.

VII. Other Business

VIII. Next Meeting

- The committee will meet in November and December with the times to be determined.

Adjournment

IX. Adjournment

- Meeting adjourned at 11:14am.



PROJECT IMPLEMENTATION WORKING GROUP

**Policy Framework for Addressing NVTa-Funded Projects that are not
Advancing (Updated for PCAC 11/20/2014 meeting)**

I. Purpose of Policy

- The Authority commits current and projected financial resources from the 70% Regional Revenues upon project approval. The purpose of this policy is to provide a mechanism for the Authority to remove financial (funding) commitments for approved projects that are not advancing per the approved scope of work. These funds would be returned to the 70% Regional Revenue Fund for assignment to future projects.

II. Background

- The Authority assigns funding to a project with the clear expectation of progress as outlined in the Project Description/Scope of Work. Project funding is obligated at the point that the Authority approves the project. The Standard Project Agreement (SPA – covered in another policy) provides details of expected utilization of the already obligated funds.
- Project progress may be delayed under a variety of circumstances. Funding of projects experiencing significant delays may not be in the best interests of the Authority, if such delays result in the obligation of Regional Revenue Fund resources that could be more immediately utilized by other projects.
- This draft policy framework identifies potential project delay scenarios and corresponding options for resolution, including the de-obligation of NVTa project funding. The de-obligation of project funding returns resources to the Regional Revenue Fund for future allocation by the Authority.
- On July 24, 2013, the Authority approved 33 projects for both pay-as-you-go and bond funding. As of November 10, 2014:
 - NVTa has approved 18 SPAs;
 - Up to 8 projects are slated for SPA approval action by the Authority at its December 11, 2014 meeting;
 - 1 project is slated for SPA approval action by the Authority at its meeting in January 2015;

- 5 projects have not yet submitted SPAs for approval¹; and
- 1 project has been withdrawn
- For the 18 projects with approved SPAs, one project is complete and has been fully reimbursed. Several other projects have recently submitted their first request for reimbursement to NVTa.
- It is envisioned that the Authority's meeting in February 2015 will not include any action items, meaning that the next opportunity for SPA approval action after the Authority's January 2015 meeting will be in March 2015.

III. Specific Provisions

- In all cases, agreement will be sought with the implementing jurisdiction or agency. If agreement is not forthcoming the Executive Director may take a de-obligation request to the Authority for action.
- It will be necessary for the Authority to amend SPA language.
- **Scenario 1: Inability to complete project activation** – if there is an inability of a project sponsor to pursue project completion due to either circumstances within or outside of their control, the best interest of the Authority may be served by cancelling the project and de-obligating the funds. Examples of factors contributing to a determination that a project is not able to be diligently completed include but are not limited to:
 - SPA not being approved by the governing body of the sponsoring entity within X months of project authorization by the Authority. (For FY2014 projects, the Authority authorization date was July 24, 2013. For FY2015-16 projects, authorization is currently scheduled for March 2015.) If the SPA is not approved within X months, the project shall be considered to be cancelled and the revenues shall be considered de-obligated. At the request of a sponsoring entity, NVTa may, at its sole discretion, extend the timeframe for SPA approval.
 - Project delays after SPA approval by the Authority arising from procurement delays. Lack of progress may be evidenced by variance greater than Y months between actual and expected requests for reimbursements as documented in the relevant SPA.
 - Project delays after SPA approval by the Authority arising from changing priorities of the sponsoring entity. Lack of progress may be evidenced by variance greater than Y months between actual and expected requests for reimbursements as documented in the relevant SPA.

Sponsoring entities shall submit a project timetable *within ten business days* of project authorization by the Authority. The project timetable shall include key

¹ One Fairfax County project, two WMATA projects, one City of Alexandria project, and one Town of Leesburg project.

milestones, including schedule for SPA submittal, procurement, and interim landmarks, and phase/project completion.

- **Scenario 2: Inability to complete project funding** – If the approved project anticipated the receipt of additional funding from non-NVTA sources, and such additional funding is either unlikely to ever occur, or will not occur until *Z* months² later than envisioned at the time of SPA approval, the sponsoring jurisdiction or agency may seek to withdraw the project. Such withdrawal must be approved by the Authority. Alternatively, the Authority may initiate a process to cancel the project and de-obligate the funds if the uncertainty associated with non-NVTA funding is unacceptable, e.g. *Z plus ZZ* months after SPA approval. Such an action would necessitate the development of a pre-determined mechanism, which would be developed by the Project Implementation Working Group (PIWG) for subsequent approval by the Authority.
- **Scenario 3: Voluntary project cancellation** – If the project sponsor wishes to cancel/withdraw a project either before work has commenced or after the start of work, a cancellation request must be made in writing to the Executive Director. The PIWG will develop a process, for subsequent approval by the Authority, to determine what proportion, if any, of NVTA regional funds already reimbursed to the project sponsor shall be returned to NVTA.

IV. Schedule

- It is envisioned that this policy will be finalized and approved by the time the FY2015-16 Two Year Program is adopted, currently scheduled for March 2015. Some or all of the provisions of this policy will be applicable to the FY2014 approved projects.
- Prior to seeking Authority approval for this policy, PIWG will coordinate with the TAC, PCAC, and JACC.

² To be determined at the time of SPA approval, and included as an addendum to the SPA.

Northern Virginia Transportation Authority
2015 Legislative Program
DRAFT: October 27, 2014

STATE

TRANSPORTATION FUNDING

The passage of HB 2313 (2013) was the result of bipartisan cooperation throughout the Commonwealth. Of particular interest to Northern Virginia was the inclusion of a regional package generating approximately \$300 million annually in increased Northern Virginia revenues. This funding is a significant step towards addressing the transportation needs of Northern Virginia.

- Ongoing Coordination with the Commonwealth: The Authority is working diligently to implement the regional components of HB 2313. We must all continue to work together to ensure that we are able to fully utilize the resources provided to implement the necessary improvements to Northern Virginia's transportation infrastructure. This is especially important as VDOT continues work on the evaluation required by HB 599/SB 531 (2012), which directly impacts the Authority and its future action. Due to the large role that VDOT has in this process, with the congestion-related evaluation process as well as project implementation, it is essential that VDOT also has sufficient resources needed to participate in this effort.

HB 2 (2014) requires the CTB to develop a statewide prioritization process for state transportation funds, in cooperation with the Authority and other metropolitan planning organizations in the Commonwealth. At the same time that the Commonwealth is working on this process, the Authority and VDOT are working on our own congestion-related evaluation process. Continued discussions and collaboration between us is essential, as projects may need to be evaluated by both to receive the local and regional funding they may need to move forward.

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

The Commonwealth Transportation Board has the authority to allocate up to \$500 million to priority projects before funds are provided to the construction fund. Due to this provision, the secondary and urban construction programs are not expected to receive new funds until after FY 2020. This is especially concerning as localities have not received funds for this program since FY 2010. The continued lack of funding to improve these roads will seriously impact our economy and compromise the movement of people and goods to and from Northern Virginia and other parts of the Commonwealth. It is recommended that this set aside be eliminated or

modified to, at the very least, ensure equitable distribution of funds to each region.

During the 2013 Session, the General Assembly passed SB 1140, which changed the methodology for distribution of new transit funding. The Authority is concerned about implementation decisions that go beyond the intent of the legislation. In particular, the Authority remains opposed to DRPT's decision to change the allocation of state funds for capital costs from the non-federal cost of a project to the total project cost. As several Northern Virginia transit systems do not receive federal funds, this change increases the local share our localities must pay while reducing the share for those other systems in the Commonwealth that provide far less local funding.

- **Transit Bond Funding:** In 2018, state transit funding is expected to decline by over 60 percent, when bond funds authorized in 2007 are expected to be depleted. The Commonwealth should work to address the "bond cliff" issue to ensure that transit systems continue to receive the state resources needed to provide critical transit services.

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. We must all work together to maintain and build the multimodal infrastructure that Virginia needs to remain an active and dynamic participant in a 21st Century economy. *(Revises previous transportation funding position)*

WMATA FUNDING

Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding: The Commonwealth must work with the Federal Government to ensure that it, too, provides sufficient resources to address transportation needs. The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. As part of the federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008, WMATA received a 10-year, \$1.5B federal authorization to address urgent capital needs. The region matches these federal funds with \$50M each annually from DC, MD, and VA. The capital funding is used to support areas such as: meeting safety requirements of the NTSB, repairing aging rail track, investing in new rail cars, fixing broken escalators and elevators, rehabilitating decaying rail stations and platforms, modernizing the bus fleet, and improving bus facilities. *(Reaffirms previous position)*

Momentum: The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system already nearing capacity. To address this need, Metro developed a strategic plan that will guide decisions over the next 10 years and ensure that the system continues to support the region's competitiveness in the future. Metro proposes a number of initiatives called Metro 2025, including: enhancement of rush-hour capacity by upgrading to the use of all eight-car trains, resulting in the ability to move an additional 35,000 customers per hour; expansion of high-volume rail stations to ease congestion; and, completion of the bus Priority Corridor Network that includes a variety of improvements allowing buses to bypass traffic congestion. Continued support of Metro

2025 will help keep Metro, Northern Virginia, and the Commonwealth moving forward.
(New position)

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

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

Additionally, the Authority 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

The Authority supports granting counties the authority cities and towns currently have to enact local excise taxes, including the cigarette tax, admissions 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

The Authority 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. *(Reaffirms previous position)*

PEDESTRIAN AND TRANSIT SAFETY

Safe access to transit facilities can be improved through infrastructure improvements and better traffic safety laws. The Authority supports revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools. This issue is of special importance for pedestrians with physical or sensory disabilities, who are at particular risk of injury when crossing streets. Further, strong safety records depend on strong safety practices and training and the Authority supports training programs for transit systems, pedestrians and

bicyclists. *(Revises and reaffirms previous position)*

MAXIMIZING USE OF EXISTING FACILITIES

High performance, high capacity transit requires smart usage of existing road facilities. Localities in cooperation with the Commonwealth should ensure that urban design standards for transportation system components allow for the efficient movement of vehicles; accommodate safe pedestrian and bicyclist movement; and encourage user-friendly access to transit. More flexibility in the design of transit infrastructure and facilities that enhance safety should be provided. Additionally, localities, with cooperation of the Commonwealth, should identify existing facilities that can be flexed or used by transit vehicles on an as needed or scheduled basis in order to maximize the efficient use of roadways to expand capacity. Examples are:

- The conversion of shoulders for bus use during peak rush hour - with safety practices and improved infrastructure - will improve service and expand capacity on important corridors.
- Express Bus, Commuter Bus, and Bus Rapid Transit as well as Light Rail and Streetcar

(Revises and Reaffirms Previous Position)

CHAPTER 527 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 Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. 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. *(Reaffirms previous position)*

COORDINATION DURING REGIONAL STUDIES

it is vital that the Commonwealth continue to involve local and regional officials in any studies or audits related to funding, planning, operations, organizational structure and processes related to agencies in the Transportation Further, the Authority recommends that the Code of Virginia be amended to specify that transportation studies related to facilities wholly within one VDOT construction district should be managed by that construction district rather than the VDOT Central Office, as regional VDOT staff is better equipped to address the concern of the affected citizens and local governments. *(Revises and 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). The U.S. Department of Transportation (USDOT) is currently implementing MAP-21. In consultation with states, Metropolitan Planning Organizations (MPOs) and other stakeholders, USDOT is developing rules to establish performance measures and standards for numerous programs. Congress is also expected to begin considering the next transportation reauthorization bill soon. As discussions on the rulemaking and possible future legislation continue, the Authority 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;
 - Coordination with regional agencies, such as the Northern Virginia Transportation Authority, and local governments is important as USDOT develops rules to establish performance measures and standards for numerous programs;
 - 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;
 - To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and
 - Safety and security must continue to be an important focus of transportation projects.
- (Revises and reaffirms previous position)*

DEDICATED FUNDING FOR WMATA

Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding: 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. *(Reaffirms previous position)*

Metro 2025: The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system already nearing capacity. To address this need, Metro developed a strategic plan that will guide decisions over the next 10 years and ensure that the system continues to support the region's competitiveness in the future. Metro proposes a number of initiatives called Metro 2025, including: enhancement of rush-hour capacity by upgrading to the use of all eight-car trains, resulting in the ability to move an additional 35,000 customers per hour; expansion of high-volume rail stations to ease congestion; and, completion of the bus Priority Corridor Network that includes a variety

of improvements allowing buses to bypass traffic congestion. Continued support of Metro 2025 will help keep Metro and the Washington Metropolitan region moving forward. *(New position)*

FUNDING FOR THE VIRGINIA RAILWAY EXPRESS

The Authority 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. *(Reaffirms previous position)*

LIMITS ON COMMUTER RAIL RELATED LIABILITY

The Authority calls upon Congress to approve legislation to broaden the applicability of existing statutory language in 49 USC, 28103 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

The Authority 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

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

COMMUTER PARITY

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

MARKETPLACE FAIRNESS ACT

The Authority supports passage of the Marketplace Fairness Act, as it will directly impact our region's road capacity and transit needs. The Commonwealth of Virginia's recently passed transportation funding bill, HB2313, depends on federal passage of the Marketplace Fairness Act. Should Congress enact the legislation, the Commonwealth can begin collecting these taxes. Over half of the revenues generated from these sales taxes will be allocated to the Commonwealth's Transportation Trust Fund (construction and transit), with the remainder being provided for local needs and public education. If

the Marketplace Fairness Act is not enacted by January 1, 2015, the Commonwealth's gas tax will increase by 1.6% per gallon, but these funds will be primarily toward road maintenance. *(Reaffirms previous position)*

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

To: Planning Coordination Advisory Committee

From: Denise M. Harris, NVTa Program Coordinator

Date: November 20, 2014

RE: HB2 Implementation Overview

1. October 14th HB2 Presentation Overview

On October 14, 2014, Virginia Deputy Secretary of Transportation Nick Donohue gave a presentation to the Commonwealth Transportation Board (CTB) on HB2. During this presentation three items were covered with the Office of the Secretary of Transportation (OST) offering recommendations. Items reviewed included: solicitation of candidate projects; geographic scale of weighing areas with the number of weighing frameworks; and treatment of co-funded projects. Below is a synopsis of the presentation given to the CTB.

- a. Solicitation of Candidate Projects:** In order for projects to be analyzed through the HB2 process, a determination must first be made on how projects will be solicited for consideration. OST developed three options for the CTB to consider, including: any government entity may submit projects; only regional entities may submit projects; only local governments may submit projects; or a hybrid model.

OST Recommendation: OST recommends a hybrid model where only regional entities may submit projects in Corridors of Statewide Significance; regional and local governments may submit projects for capacity needs on regional networks; and only local governments may submit projects for improvements to promote Urban Development Areas.

- b. Geographic Scale of Weighing Areas with Weighting Frameworks:** HB2 requires that the CTB establish different weighing factors for different areas of the state. Geographic options considered by OST included: VDOT district based weighting of the factors; urban and rural weighting of the factors; Planning District Commission (PDC) based weighting of the factors; or PDC and Metropolitan Planning Organization (MPO) based weighting of the factors.

OST Recommendation: OST would like to develop a blended approach of 4-6 weighting frameworks based on analysis of relevant factors (i.e. population

growth, density, safety, economic performance, pollution, etc.). Then PDCs and MPOs would be allowed to select which one of the 4-6 weighting frameworks they want to apply within their boundaries. [Note: Northern Virginia is required to weight congestion mitigation the highest.]

- c. **Treatment of Co-Funded Projects:** HB2 requires that the benefits produced by a project be analyzed on a basis of relative costs. OST presented several options for how the scope of projects should be considered, including: total cost of a project; cost of the project minus any non-state controlled funding; state cost to complete the project, excluding toll-based financing costs, and non-state controlled funding sources; or costs of a project minus non-state funding sources, toll-based financing costs, and exempt state funding sources.

OST Recommendation: OST proposed that funds directly under the control of the CTB be analyzed and any other funding sources be excluded from a project's cost for purposes of determining the project's relative benefits. Included funds would be: Federal Highway Safety Improvement Program and State Revenue Sharing Program. Excluded funds would be: non-state public funding (local and regional funds), private equity, and Federal Regional Surface Transportation Program funds and CMAQ monies controlled by MPOs. There was no recommendation on how to treat toll-based financing.

2. HB2 Next Steps

- OST will develop weighting typologies and potential measures October - December 2014.
- Recommendations will be brought to the CTB and public in January – March of 2015.
- Draft HB2 process is due to be released in March 2015.
- Public comment solicitation and regional workshops will be held March – May 2015.
- Revised HB2 process will be presented to the CTB in May 2015.
- Approval of HB2 process by CTB in June 2015.

3. HB2 Comment Request

During the September 11th Authority meeting, Deputy Secretary Nick Donohue requested the Northern Virginia Transportation Authority provide comments on the developing HB2 process. Therefore, comments will be drafted for the Authority to consider at its December 11th meeting. Members of the PCAC may review the full HB2 presentation (http://www.ctb.virginia.gov/resources/2014/oct/pres/Presentation_Agenda_Item_7.pdf) and/or watch the recorded CTB meeting (HB2 presentation begins at 1:27 on the October 14th <http://www.windrosemedia.com/windstream/vdot-transportation/>).

Attachment: Presentation on HB2



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

House Bill 2 Update

Nick Donohue

Deputy Secretary of Transportation

October 14, 2014

ATTACHMENT



Virginia Department of Rail and Public Transportation



House Bill 2 Outreach

- **Significant outreach to stakeholders across the Commonwealth**
 - Presented to 11 metropolitan planning organizations and scheduled to visit the remaining 3
 - Spoke at association conferences including Virginia Association of Counties, Virginia Municipal League, Virginia Transportation Construction Alliance, Virginia Association of Metropolitan Planning Organizations and the VDOT Local Programs Workshop
 - House Bill 2 is the main focus of the Fall Six-Year Improvement Program hearings
- **Additional outreach is necessary as this process moves forward**

Key Issues Raised in Outreach

- Concern that one area of the state would be advantaged over another
- Funding to be considered when determining a project's benefits
- Weighting of factors and the geographic areas for weighting
- Concern that prioritization is on a statewide basis
- Desire additional opportunities for public comment prior to Board adoption of program
- Measures need to consider future as well as current impacts from projects
- Concern over initial project development and preparing projects to be scored

Items for Discussion and Input

- **Need input and direction from the Board on several structural issues**
 - Solicitation of candidate projects
 - Geographic scale of weighting areas
 - Number of weighting frameworks
 - Treatment of Co-funded projects
- **Board will have additional input on issues after Staff have been able to further develop issues and receive input from stakeholders**

Solicitation of Candidate Projects

- Candidate projects will be solicited in summer of 2015
- Need Board's guidance on entities that should be eligible to submit projects for screening and scoring
- Staff have developed 3 options for the Board's consideration
 - Any government entity with responsibility for transportation
 - Only regional entities
 - Only local governments
 - Hybrid model based on capacity need being addressed by the project

Solicitation of Projects – Option 1

- **Allow any governmental entity to submit a project for consideration**
 - Local governments, transit agencies, regional organizations (MPOs, MPCs, authorities and commissions)
- **Considerations**
 - All levels of government are given an opportunity to compete
 - Anticipate a large number of potential candidate projects

Solicitation of Projects – Option 2

- **Allow only regional entities to submit projects for consideration**
 - MPOs, PDCs, Authorities and Commissions
- **Considerations**
 - Requires regional priorities setting
 - Certain jurisdictions may be unable to advance projects forward for consideration due to structure of regional entities

Solicitation of Projects – Option 3

- **Allow only local governments to submit projects for consideration**
- **Considerations**
 - **All jurisdictions will be able to advance projects for consideration**
 - **Some capacity needs may not be addressed because they extend beyond the boundaries of a single jurisdiction**

Solicitation of Projects – Option 4

- Vary types of projects an applicant can submit based on the type of capacity need being addressed
- Capacity needs on Corridors of Statewide Significance – only regional entities may submit projects
- Capacity needs on Regional Networks – both regional entities and local governments may submit projects
- Improvements to promote Urban Development Areas – only local governments may submit projects

Solicitation of Projects – Option 4

- **Considerations**
 - Links the type of project an applicant may submit to the scale of the capacity need being addressed
 - Requires regional priority setting for projects that address capacity needs on Corridors of Statewide Significance
 - Ensures local governments will be able to submit projects

Solicitation of Projects - Recommendation

- **Staff recommend Option 4 to the Board**
- **Other recommendations**
 - **Eligible entities can only submit projects in areas under their jurisdiction**
 - **Secretary with consultant from the Board has the right to submit up to 2 projects for consideration in each scoring round**

Geographic Scale – Discussion

- **House Bill 2 requires that the CTB establish different weighting of factors for different areas of the state**
- **Several options may be considered by the Board**
 - **District-based weighting of factors**
 - **Urban and rural weighting of factors**
 - **PDC-based weighting of factors**
 - **PDC and MPO-based weighting of factors**
- **Staff analyzed various indicators looking at the PDC and MPO level to facilitate Board's discussion**

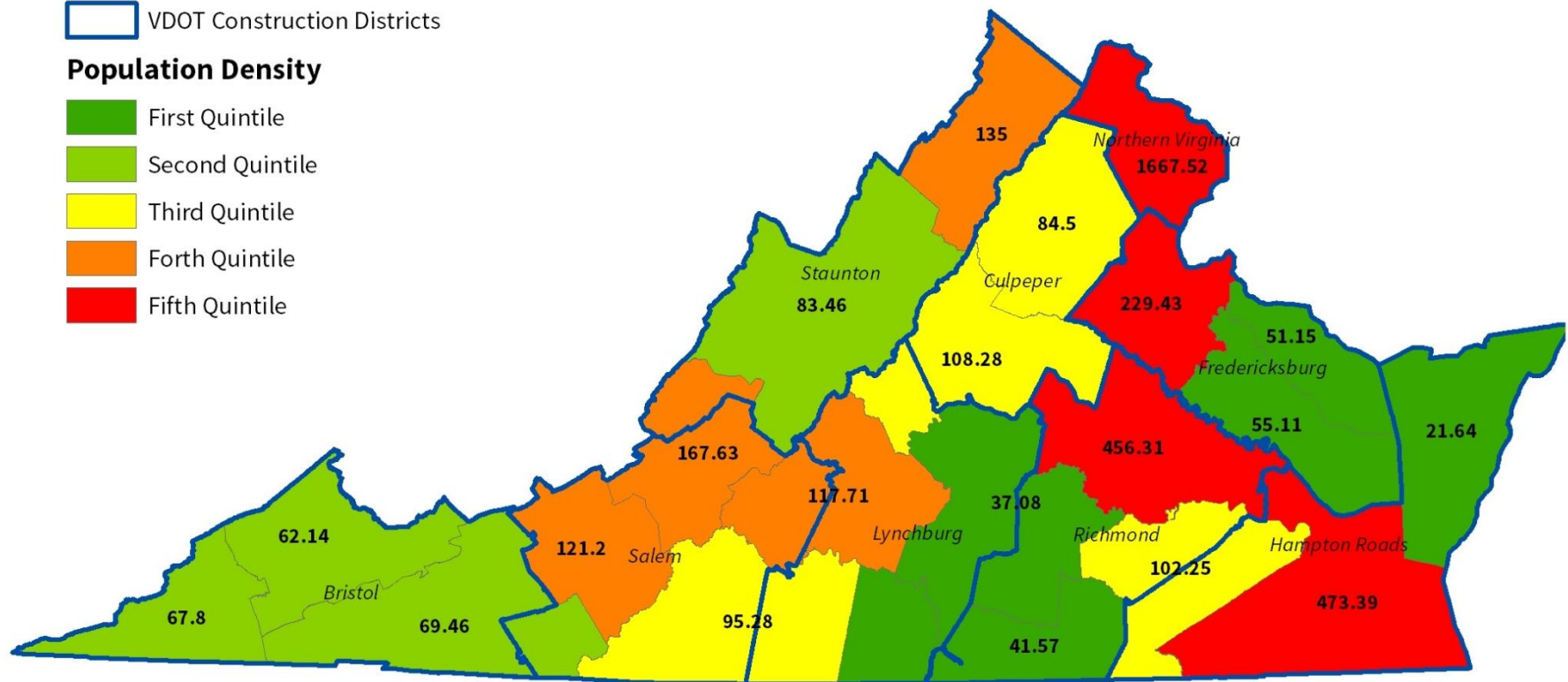
Geographic Scale – Population Density by PDC

Legend

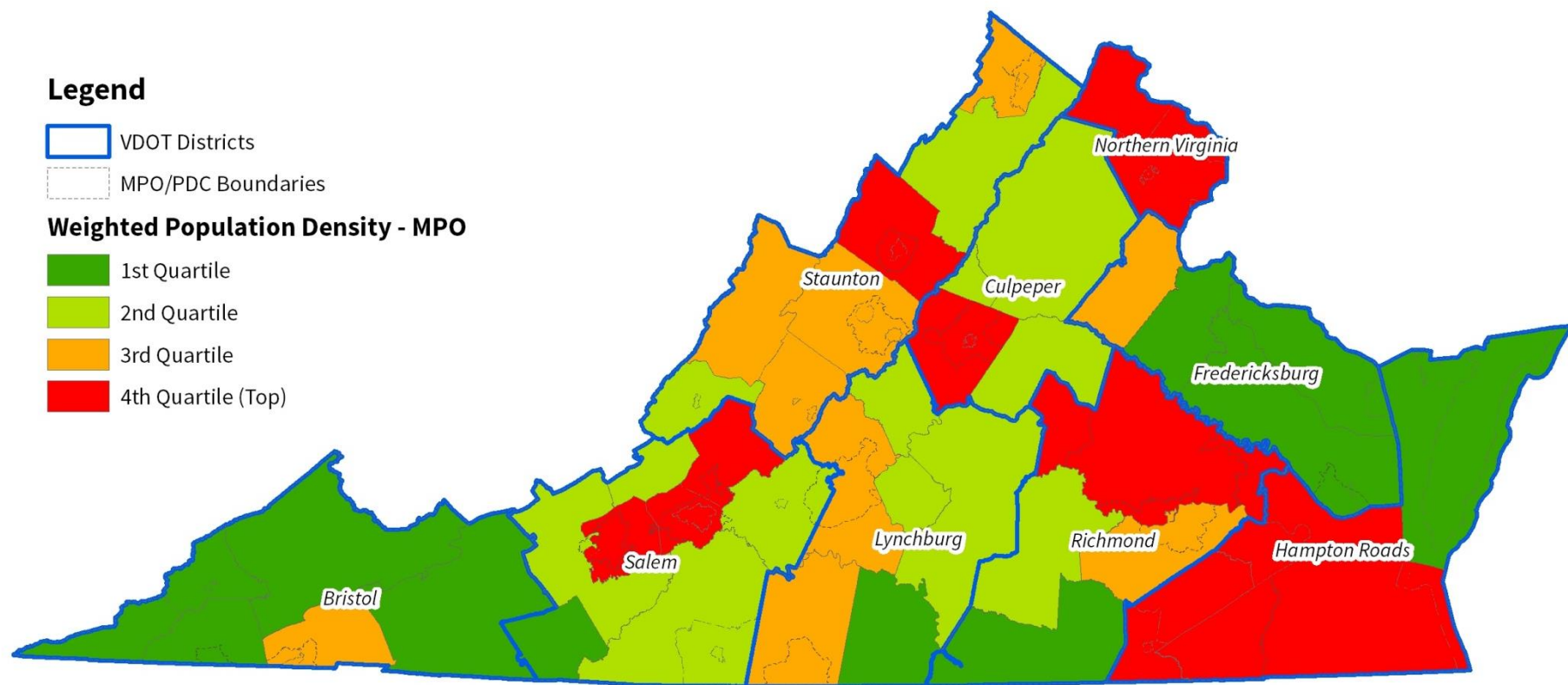
 VDOT Construction Districts

Population Density

-  First Quintile
-  Second Quintile
-  Third Quintile
-  Fourth Quintile
-  Fifth Quintile



Geographic Scale – Weighted Population Density by PDC and MPO



Source: 2010 US Census

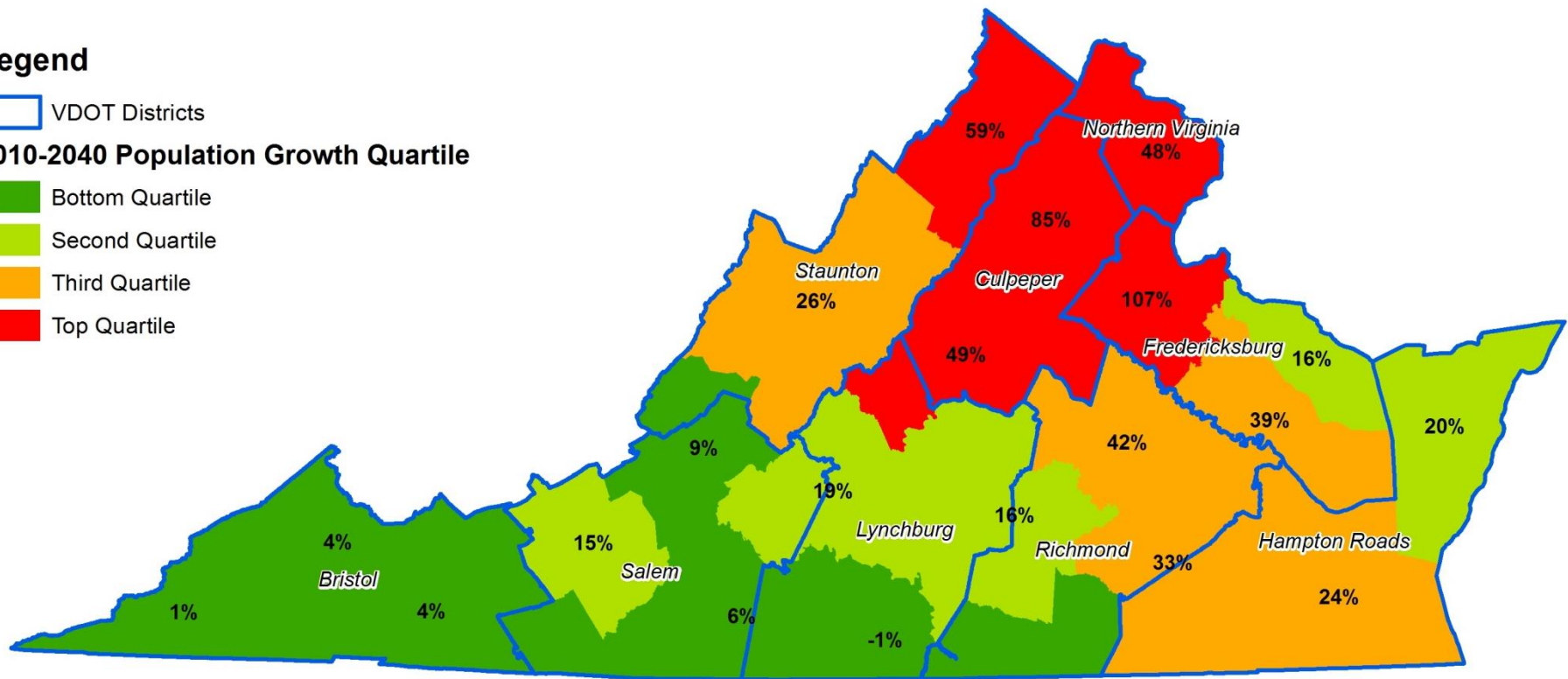
Geographic Scale – Projected Population Growth by PDC

Legend

VDOT Districts

2010-2040 Population Growth Quartile

- Bottom Quartile
- Second Quartile
- Third Quartile
- Top Quartile



Geographic Scale – Annual Fatalities and Injuries per Capita by PDC and MPO

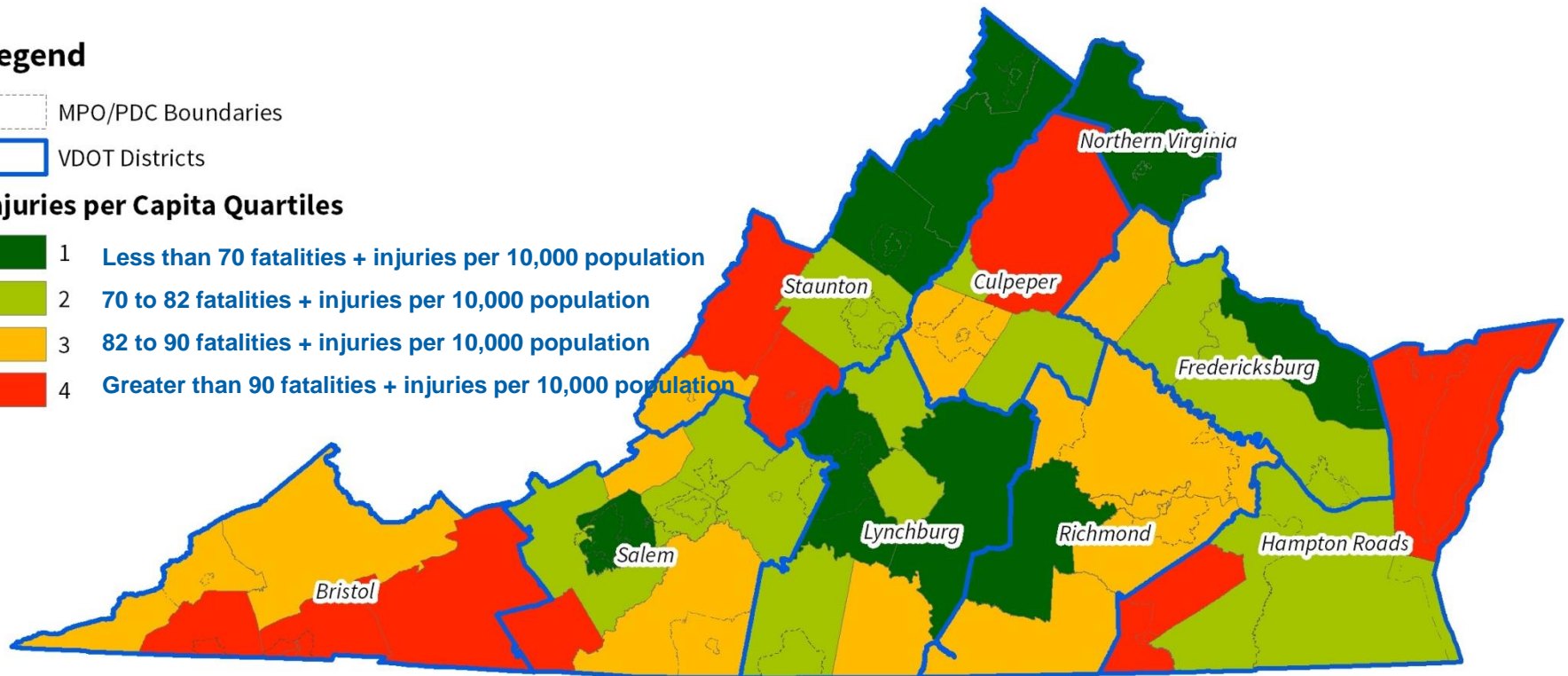
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 MPO/PDC Boundaries

 VDOT Districts

Injuries per Capita Quartiles

-  1 Less than 70 fatalities + injuries per 10,000 population
-  2 70 to 82 fatalities + injuries per 10,000 population
-  3 82 to 90 fatalities + injuries per 10,000 population
-  4 Greater than 90 fatalities + injuries per 10,000 population



Source: Virginia Department of Motor Vehicles, TREDS





Geographic Scale – Annual Gross Domestic Project per Capita by PDC and MPO

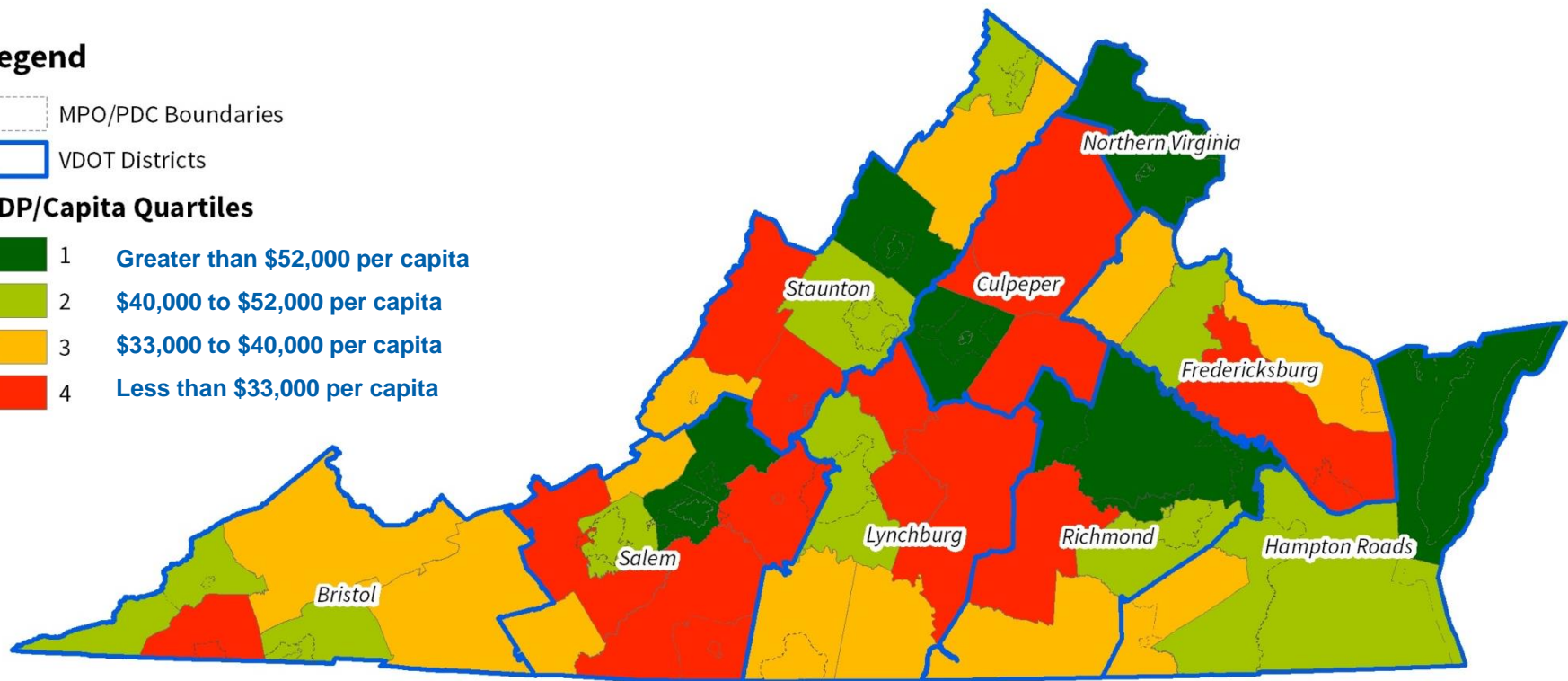
Legend

 MPO/PDC Boundaries

 VDOT Districts

GDP/Capita Quartiles

- | | | |
|--|---|----------------------------------|
|  | 1 | Greater than \$52,000 per capita |
|  | 2 | \$40,000 to \$52,000 per capita |
|  | 3 | \$33,000 to \$40,000 per capita |
|  | 4 | Less than \$33,000 per capita |



Source: US Census, County Business Patterns

Geographic Scale – Discussion

- Across the Commonwealth there are significant variances across the Commonwealth regarding transportation outcomes and needs
 - Between the 9 construction districts
 - Within the 9 construction districts
 - Within planning district commission boundaries
- Using too many weighting frameworks would reduce the transparency and ease of use of the House Bill 2 process
 - For example, if each MPO and PDC had their own weighting frameworks there would be 35 frameworks

Geographic Scale – Staff Recommendations

- Board should use a blended approach
- Develop 4-6 weighting frameworks based on analysis of relevant factors across the Commonwealth including population growth, density, safety, economic performance, pollution, etc
- Allow MPOs and PDCs to select which one of the 4-6 weighting framework they would like to apply within their boundaries for projects
 - PDCs would not select weighting typology for areas covered by an MPO

Evaluation of Co-Funded Projects

- **House Bill 2 requires that the benefits produced by a project be analyzed on a basis of relative costs**
- **Many local governments, some regions, and private entities co-invest their own transportation funds with the state to bring projects to completion**
 - **Regional funding sources in Hampton Roads and Northern Virginia**
 - **Local bond programs**
 - **Federal funds controlled by MPOs**
 - **Private equity**
 - **Toll-based financing**
 - **State exempt project funding**

Evaluation of Co-Funded Projects

- **Guidance is needed from the Board on the scope of costs that should be considered when determining a project's relative benefit to its costs**
- **Options for the Board**
 - **Total cost of a project**
 - **Cost of a project minus any non-state controlled funding**
 - **State cost to complete project, excluding toll-based financing costs, and non-state controlled funding sources**
 - Should all tolls be treated the same? HOT Lanes vs. full facility tolling
 - **Cost of a project minus non-state funding sources, toll-based financing costs, and exempt state funding sources**

Evaluation of Co-Funded Projects

- **495 HOT Lanes under potential options**
 - \$2,068M represents the projects total costs
 - \$1,673M in costs when private equity is excluded
 - \$495M in costs to the state to complete the project
- **Illustrative Project A**
 - \$35M represents the project's total costs
 - \$30M in costs when local match for revenue sharing program is excluded
 - \$17M in costs when non-state funds, and \$5M state revenue sharing and \$3M in Highway Safety Improvement Program funds are excluded

Evaluation of Co-Funded Projects – Staff Recommendations

- Staff recommends to the Board that funds directly under the control of the Board be included and other funds be excluded from a project's cost for purposes of determining the project's relative benefits
- Excluded funds would include:
 - Non-state public funding (local and regional funds)
 - Private equity
 - Federal Regional Surface Transportation Program funds and Congestion Mitigation Air Quality funds controlled by MPOs
- Included funds:
 - Federal Highway Safety Improvement Program
 - State revenue sharing program funds
- No recommendation at this time on toll-based financing

Schedule for House Bill 2 Implementation

- **Develop weighing typologies and potential measures for Board October through December 2015**
- **Discussion and selection of measures and weighting typologies by Board and public January to March 2015**
- **Draft HB2 process released in March 2015**
- **Public comment solicited and regional workshops held March-May 2015**
- **Revised HB2 process presented to the Board in May 2015**
- **Approval of HB2 process by the Board in June 2015**

Discussion of Next Steps in HB2 Implementation

- Board will consider revised FY15-20 Six-Year Improvement Program at November meeting. Staff recommends:
 - Reducing \$130M in revenue reductions from Program in amounts proportionate with CTB Formula
 - De-allocating \$416M from 62 projects to prepare for the implementation of House Bill 2
- Board may approve or modify these recommendations
- Staff will report to Board at future meetings on the status of issues discussed today

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Planning Coordination Advisory Committee
Northern Virginia Transportation Authority

FROM: Denise M. Harris, NVTa Program Coordinator

DATE: November 20, 2014

SUBJECT: TransAction 2040 Update -Stakeholder Listening Session

- 1. Purpose.** To inform the Planning Coordination Advisory Committee (PCAC) of the outcome of the Transaction 2040 Update Subcommittee's Listening Session held on October 9, 2014, with an open comment period until November 6, 2014. The purpose of the Listening Session was to seek public input for consideration in the development of the scope of work for the update of TransAction 2040.
- 2. Background.** Northern Virginia Transportation Authority (NVTa) updates its long range transportation plan every five years. TransAction 2030 was adopted in 2007 and TransAction 2040 was adopted in December 2012, thus triggering the next update. As such, the TransAction 2040 Update Subcommittee met several times in July and August to discuss appropriate first steps. Recognizing that NVTa places high importance on regional input throughout the planning process, the Subcommittee considered it prudent to engage the public and key stakeholders as early as possible. Invitations to the Listening Session were issued in September to the NVTa, NVTa Committees, as well as key stakeholders within the NVTa database. The NVTa Public Information Officer (PIO) worked with local jurisdictional PIO's to ensure outreach was comprehensive. Stakeholders were encouraged to forward the invitation to other interested parties.
- 3. Listening Session Participation and Comments**

Below is a synopsis of the attendees and speakers for the October 9, 2014 Listening Session held at Fairfax City Hall in Fairfax, Virginia from 5:00 – 6:30 pm.

- 41 people signed in
- 15 people spoke, including in order of presentation:
 - Keith Meurlin, Washington Airports Task Force
 - Kimberly Alexander, City of Manassas Park
 - Delegate Jim LeMunyon, Virginia General Assembly
 - Douglas Stewart, Virginia Sierra Club
 - Rob Whitfield, Fairfax County Taxpayers Alliance
 - Brian Fauls, Loudoun County Chamber of Commerce
 - Nancy H. Smith, Northern Virginia Transportation Alliance
 - Stewart Schwartz, Coalition for Smarter Growth

- Allen Muchnik, Virginia Bicycling Federation
 - Steve Huntoon, Arlingtonians for Sensible Transit
 - Delegate Vivian Watts, Virginia General Assembly
 - Jenifer Joy Madden, Vienna Resident
 - David Dixon, Mount Vernon Chapter of Sierra Club
 - Carl Hampton, Fairfax Resident
 - Councilman Jonathan Way, City of Manassas
- 4 responses were submitted online. All but one were from people who attended and spoke at the Listening Session. Written comments were submitted by:
 - Nancy H. Smith, Northern Virginia Transportation Alliance
 - Jeffrey Parnes (comments meant for CTB October 16th Public Workshop)
 - Chen Li, Citizen
 - Jennifer Joy Madden, Fairfax County Transportation Advisory Commission, on behalf of herself

4. Major themes of comments in the Listening Session

Several consistent themes were presented during the Listening Session as important considerations for the scope of work in the TransAction 2040 Request for Proposal. Themes emphasized included:

- *Regionalism*: comments ranged from defining regionalism to the importance of regionalism in transportation programming.
- *Congestion Relief*: speakers spoke to the importance of congestion relief as the main goal.
- *Accessibility*: many speakers spoke to the need of accessibility of multiple modes.
- *Geographic Balance*: speakers commented on the need for geographic balance of transportation programming across the region.
- *Cost Effectiveness*: speakers spoke to the need to ensure investments are strategic for congestion mitigation.
- *Accountability and Transparency*: speakers spoke to the need to continually publicize how transportation programming works and how taxpayer dollars are spent through a tracking progress.
- *Land Use*: speakers spoke to the need to consider current and future land use in transportation programming.
- *Multi-modal*: speakers spoke to the need to consider all modes in transportation programming.
- *Projects*: speakers spoke to the need for the plan to focus on the implementation of projects. This included implementing mega transportation projects, improving congestion on roadways, upgrading capacity and routes on transit, and others spoke to the need to implement bicycle/pedestrian projects.

Attachment: Draft Listening Session Meeting Notes
 Compilation of submitted written comments

VIII.A

TransAction 2040 Update Listening Session Meeting Notes

October 9, 2014

City Hall – Fairfax

10455 Armstrong Street, Fairfax, Virginia

5:00 P.M. – 6:30 P.M.

- Mayor Silverthorne welcomed attendees to the City of Fairfax.
- Northern Virginia Transportation Authority Chairman Marty Nohe opened the Listening Session and introduced other Authority members in attendance.
- Northern Virginia Transportation Authority Executive Director Monica Backmon introduced other elected officials in attendance and Dan Malouff, Chair of the TransAction 2040 Update Subcommittee.
- Dan Malouff, Chair of the TransAction 2040 Update Subcommittee, gave a powerpoint presentation which included an overview of the history of NVTa, TransAction 2040 goals, and the intent of the Listening Session. He ended the presentation by offering three suggested questions for speakers to consider in their remarks. The questions were:
 - *What do you believe should be the guiding principles for the update of TransAction?*
 - *What would you like to see included and/or addressed in the update of TransAction? For example, the 2040 Performance Evaluation Criteria included:*
 - *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.*
 - *What methods, process, and/or topics are most important to you for inclusion in the update of TransAction 2040?*
- Kala Quintana, NVTa PIO, opened the floor to speakers by calling up each speaker by order in which they signed in. The Listening Session panel consisted of NVTa Chair Martin Nohe, NVTa member Sharon Bulova, NVTa Executive Director Monica Backmon, and NVTa TransAction 2040 Update Subcommittee Chair Dan Malouff.
- 41 attendees signed in; 14 requested to speak, 15 spoke.

Speaker Comments in Order of Presentation:

1. Keith Meurlin – Washington Airports Task Force. Mr. Meurlin stated regionalism needs to be looked at instead of pet projects. He also stated the federal government is no longer the key to economic vitality. He stated there needs to be a connection between the three region's airports to ensure economic growth, good access, and a diversity of airlines at airports. He offered that the

plan should look at what is biggest bang for buck to allow movement north-south and east-west; if not, the region risks losing airlines. [Written comments submitted]

2. Kimberly Alexander – City of Manassas Park. Ms. Alexander stated the primary concern from citizens in her city is Route 28. She would like the plan to include identification of Route 28 in the TransAction update that reflects the recommendations from the Virginia Department of Transportation's (VDOT) short-term study. Ms. Alexander stated funding from NVTa comes directly from taxpayers so projects in TransAction should be regionally and geographically balanced.
3. Delegate Jim LeMunyon – Virginia General Assembly. Delegate LeMunyon stated this is an opportunity to do something different from the past plan updates. The principal objective should be to come up with map of Northern Virginia transportation system and determine what it will look like when transportation problems are solved. He stated this will enable taxpayers to visualize what can happen. The vision should be explicitly to congestion reduction and put projects in the plan that will reduce congestion on regional basis. He stated these are the kinds of projects that are required to be selected for funding. He also suggested looking at land use assumptions without preconceived ideas for the future. He further stated that projects should be rated with congestion reduction being the only criteria; other criteria should be tie-breakers. [Written comments submitted]
4. Doug Stewart – Virginia Sierra Club. Mr. Stewart stated the plan should focus on accessibility, cost effectiveness and environmental stewardship. There should be accessibility within local activity centers and connecting activity centers. Additionally there should be a focus on shifting from Single Occupancy Vehicles (SOVs) to other modes; assessing cost-effectiveness at a finer grain level; understanding trips do not have to be long to be big to be regionally significant (e.g. benefit to building out street network in Tysons Corner); and that the unit of analysis should be people. The plan should also mesh with VTrans 2040. He offered that a consultant should develop a plan that is innovative in public outreach (e.g., social media, Mindmixer). [Written comments submitted]
5. Rob Whitfield – Fairfax County Taxpayers Alliance. Mr. Whitfield stated he believes there has not been much transparency in the past year since the passage of HB 2313. He is looking for projects to be funded that solve regional problems. He criticized an Arlington project for serving an aquatic center. He stated there needs to be a proper definition of a regional project in terms of contribution to reduction of regional congestion. For transit, he believes there is a failure to tackle the issue of cost effectiveness. He would like to see the requirement of an evaluation on transit similar to that required of highway projects. He stated he is seeking legal opinion related to the Jurisdiction and Agency Coordinating Committee (JACC).

6. Brian Fauls – Loudoun County Chamber of Commerce. Mr. Fauls stated the guiding principle should be regional projects that contribute to regional congestion reduction. He believes the plan should look at large projects like I-66 widening, Route 28, Route 7, American Legion Bridge, a third Potomac River crossing, and other mega projects with the biggest bang for the buck. He stated economic development should be next as a guiding principle, followed by time savings. He supports evaluating public transportation investments in the same manner as highway investments. He offered there is no requirement to spend all money up front. Money should be banked for big regional projects. (Written comments submitted)
7. Nancy H. Smith – Northern Virginia Transportation Alliance. Ms. Smith stated projects from the Authority should focus on regional benefits, not simply jurisdictional boundaries. She stated there should be a top down approach to identifying strategic investments for region rather than funding the smaller scale projects. She stated NVTa should look at what is the best investment for the region in long term. She would like to move away from attempting to spend all the money collected in one year; instead she proposed saving up for big picture regional projects in combination with state, federal, and P3 funding (e.g. 8-car Metrorail trains, I-66, a new river crossing, and Fairfax County Parkway). She stated there should be a balanced investment based on documented needs and demand, not just modal balance. She would like to move the greatest number of people while reducing travel time and congestion. The process and methods should emphasize time savings and reducing congestion on primary roads that will have benefits throughout the network. People should be provided the same information on ratings for transit as highway. (Written comments emailed)
8. Stewart Schwartz – Coalition for Smarter Growth. Mr. Schwartz stated MWCog's Region Forward is on the right track. He offered that 70% of Arlington and 37% of Fairfax commute trips are non-auto. He stated there are mixed use transit accessible communities, smart land use, street networks, and bicycle/pedestrian connections in the core. The middle suburbs have transit stations with mixed-use and interconnected activity centers. Accessibility is important. He believes elimination of congestion relief is not possible. The region needs to give people more choices which results in a network of choices. He stated there needs to be more choices in peak hour. He stated land use is the core of what needs to be addressed. He believes a sole criteria of congestion relief is a problem and prevents transit projects from being funded. There needs to be multiple criteria. Consequently, Mr. Schwartz stated HB 2 is better than HB 599. The plan must look at accessibility and competitiveness in new way.
9. Allan Muchnick – Virginia Bicycling Federation. Mr. Muchnick stated plans are often disconnected from their goals. He stated there is a disconnect of not tracking what has been implemented from plan update to plan update, especially pedestrian and bicycle improvements. Tracking shows accountability in spending. He is frustrated with the length of time to implement bike projects. The NVTa

funds are paid for by non-motorists so they should fund transit, bicycle, and pedestrian projects with equity. He believes the region should encourage people to get out of cars by implementing, within each regional corridor, at least one high-quality bicycle route. The overarching theme of the plan update should be environmental and economic sustainability. (Written comments submitted)

10. Steve Huntoon – Arlingtonians for Sensible Transit. Mr. Huntoon stated support for bus rapid transit as he believes it is one fifth of the cost. He stated buses are faster and there is incompatibility with other streetcar projects. The Crystal City terminus on Blue Line is already overcrowded. As a general matter he supports cost effective congestion reduction as a primary principle. He spoke further about benefits of buses over streetcars. He supports the incorporation of public opinion in transportation planning decision making. (Written comments submitted)
11. Delegate Vivian Watts – Virginia General Assembly. Delegate Watts stated congestion relief is a goal but that it is an end result that builds on other criteria. Taken alone it supports building more pavement, which may not achieve other goals such as Vehicle Miles Traveled (VMT) reduction. Vehicle reduction is important. Consistency and reliability of the transit systems are important. There should be a move from High Occupancy Vehicle (HOV) lanes to fixed transit routes. She stated all these components have the necessity of reliability. She further stated regionalism should have the best bang for buck in reducing vehicles on roads but consider neighborhoods, inner areas, and access for all people (e.g., Green Spring Village seniors). She concluded that regionalism is not just about bringing people in and around, but also quality of life issues for residents.
12. Jenifer Madden – Vienna Resident. Ms. Madden stated there should be performance evaluation criterion of incorporating technology. She offered that there is a Virginia Tech study on the use of connected vehicles to create efficiency on highway and reduce accidents. In the next 5-10 years, vehicles that sense each other (not driverless vehicles) could revolutionize transportation. She stated NVTa should invite Virginia Tech to speak on the benefits of this technology and other technology solutions (e.g., platooning, on-call transit, public transit facilities, and dedicated lanes for connected vehicles).
13. David Dickson – Sierra Club (Mount Vernon Chapter) and Arlington Resident. Mr. Dickson agreed with statements made by Mr. Stewart. He stated the vision and goals of TransAction 2040 are pretty good. He mentioned MWCOG's Region Forward as a sample plan and the need to sustainably connect activity centers. He disagreed with the Arlingtonians for Sensible Transit statement.
14. Carl Hampton – Fairfax resident. Mr. Hampton stated he has not heard discussion anywhere about interconnection of traffic signals to help control traffic and improve the flow of traffic. He believes this could result in significant benefits, with considerable cost savings compared to building infrastructure.

Concluding the speakers registered to present, Chairman Nohe encouraged people to provide feedback by stating the comment period is open until November 6th. He then invited any further comments from attendees wishing to step forward.

1. Council Member Jonathan Way – City of Manassas. Council Member Way stated that the study needs close coordination with the Transportation Planning Board's CLRP.
2. Rob Whitfield – Fairfax County Taxpayers Alliance. Mr. Whitfield inquired about how the update of TransAction 2040 will coordinate with the update of VDOT's VTrans 2040.

No further speakers offered comments. The Listening Session concluded at 6:30 pm.

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Washington Airports Task Force

www.washingtonairports.com

October 8, 2014

The Honorable Marty Nohe
Chairman
Northern Virginia Transportation Authority
4031 University Drive, Suite 200
Fairfax, VA 22030

Dear Marty:

Our region is blessed with three major commercial airports that are critical to the economic vitality of our region. These assets must not be taken for granted. Recently, airlines have made it abundantly clear that they can and will relocate their service, or abandon markets altogether. Salt Lake City and Albuquerque are examples of markets no longer served from Washington Dulles International Airport (IAD). The federal government, through sequestration, is significantly reducing its footprint in our region, making us far more vulnerable to the fluctuations in the economy. Therefore, it is extremely important that actions taken, as they relate to regional transportation, be focused on access to and between our airports, in order to create an environment for growth at the airports and subsequent economic activity in the region.

The Washington Airports Task Force (WATF) is acutely aware of the increasing congestion in the region and the growing number of highway projects that are in critical need of prioritization and funding. We acknowledge the importance of the construction of the Silver Line, but recognize that it can not significantly alleviate the growing traffic congestion affecting our region.

Our focus needs to be on expediting the construction approved projects and assigning a priority to projects that have the greatest impact on reducing regional congestion. We can not sit back waiting for the Virginia Department of Transportation's (VDOT) response to the requirements of HB 2; we must continue to advance proposed projects to better position them for the evaluation process.

The WATF's primary concern is with improving access to our region's airports, including:

- 1) Completion of the Silver Line.
- 2) Completion of improvements to the Dulles Loop, and in particular, the current improvements planned for Route 606.
- 3) Elimination of the I-66/Route 28 congestion.
- 4) The proposed North-South Corridor to link other Corridors of Statewide Significance to IAD, to improve transportation between Prince William and Loudoun Counties, and in particular for the rapid construction of the North-South Corridor's missing link – the Bi-County Parkway between I-66 and the Dulles Loop.

The Honorable Marty Nohe

October 8, 2014

Page 2

- 5) Work to identify two new Potomac bridge locations between the American Legion and Point of Rocks bridges.
- 6) Improvements to address chokepoints in the Northern Virginia surface transportation network.

Most of these projects are beyond the scope of the Northern Virginia Transportation Authority's current priorities, but the WATF is encouraged by the fact that carefully screened 2014 Authority improvements will reduce congestion at many current chokepoints across Northern Virginia's surface transportation system, and this will provide incremental improvements in airport access for many Northern Virginia citizens.

The Washington Airports Task Force is a non-profit, 501(c)(3) Virginia Corporation that works to promote the expansion and enhancement of aviation services for Virginia and the National Capital region. As such, its views represent consumer, civic, and economic interests in a region whose tourism and high tech employment is closely tied to the proficiency of its scheduled air service. The WATF is goal oriented and its work has yielded hundreds of millions of dollars in economic return.

The WATF appreciates this opportunity to comment.

Thank you.

Sincerely,



Keith W. Meuplin

Remarks by James M. LeMunyon
Member, Virginia House of Delegates, 67th District
(Fairfax/Loudoun)

before the

Northern Virginia Transportation Authority

Regarding a Proposed Update to the TransAction 2040 Regional Transportation Plan

October 9, 2014

Mr. Chairman and members of the Authority, I appreciate your interest in obtaining comments related to updating TransAction 2040, the Authority's long term transportation plan. Your invitation requested ideas about guiding principles and concepts, rather than a discussion about specific projects, and my remarks aim to address the "big picture" issues.

In my view, the objective of the updated plan should be to create a map of what Northern Virginia's transportation system will look like when our congestion problems are solved. Implicit in this statement is defining what "solved" means. As long as our region ranks among the most congested regions of the United States, the NVTa, in my view, has no other purpose than to execute a strategy to solve our transportation congestion problems in the most efficient way possible in terms of time and tax dollars.

After all, if the Northern Virginia Transportation Authority isn't the entity that can present to the public a vision of what our transportation system should look like without chronic traffic congestion, and offer a plan to get there, then who is?

Taking this approach may represent a significant departure from the way NVTa has considered past TransAction updates. The current TransAction 2040 map seems to be a collection of transportation improvement ideas, which is careful to include something for advocates of various modes of transportation, something for all major corridors in the region, and something for all localities in our region—while offering little or no information about how much congestion would actually be reduced if the plan were implemented. In fact, the purpose, goals, and vision statements of the current TransAction 2040 plan do not explicitly mention congestion reduction at all. I respectfully ask that the NVTa not repeat this mistake.

Since the last TransAction update, significant changes have been made to the NVTa's responsibilities that are defined the Code of Virginia, as well as funding for transportation projects in our region. These changes emphasize that congestion reduction is the priority of the NVTa, and in particular, require most projects to be evaluated to establish each project's congestion reduction benefit.

With this in mind, it only makes sense that transportation projects that reduce congestion the most on a regional basis be included in the updated TransAction 2040 plan. The plan should present a justification for the need and timing of each project so that the traveling,

taxpaying public can be confident that the overall plan offers the fastest, most cost efficient way to solve the region's congestion problems. As the NVTa takes up this task, I recommend:

- NVTa consider regional land use assumptions, so that transportation and land use can be better synchronized. If certain land use assumptions are obstacles to reducing congestion in the fastest and most cost efficient way, this should be pointed out for public discussion;
- The updated TransAction 2040 plan should indicate the required amount and likely sources of funding for each project, and in particular which projects should be funded by the NVTa, the Commonwealth Transportation Board, or both. If funds that are reasonably expected to be available to fund the updated TransAction 2040 plan are not sufficient, then this should be pointed out for public discussion;
- NVTa should not give consideration to criteria other than congestion reduction, unless needed to break a "tie" between different projects of similar congestion reduction benefit. To do otherwise would only prolong the day that the region's congestion problems will be solved, while Northern Virginia residents continue to waste million of hours of time each year sitting in traffic.

Mr. Chairman, in summary the NVTa needs to use the opportunity to update the TransAction 2040 plan in a way that results in a picture of what our regional transportation system will look like when our congestion problems are solved, and then implement the plan.

To the extent there is any ambiguity or obstacles in the Code of Virginia that limit the ability of the NVTa to do so, or if any additional encouragement in the Code of Virginia is needed, I would welcome the opportunity to work with the NVTa on legislation to address those issues.

Thank you for this opportunity to testify. I'd be happy to answer any questions.

Virginia Sierra Club

Comments to Northern Virginia Transportation Authority on Transaction 2040 Update

Oct. 9, 2014

The Virginia Sierra Club supports the development of a balanced transportation system that provides people with more transportation choices. An integrated multimodal network will mitigate traffic congestion, reduce global warming emissions and save money. We have seen in our own region that communities which have focused growth in walkable activity centers while building out an integrated road, bicycle and pedestrian network around transit have experienced tremendous economic development without an increase in traffic congestion.

The guiding principles of the Transaction 2040 update should include accessibility, fiscal responsibility and environmental stewardship. A large share of the trips in our region are three miles or less. In Fairfax, these shorter trips account for one-third of all trips. Local governments are planning to focus growth in activity centers such as Tysons Corner and the Dulles Corridor. The National Capital Region Transportation Planning Board forecasts that most new trips in Northern Virginia and the metro region will begin and end in activity centers. Shifting a larger share of these trips to other modes besides driving alone will have regional impacts on mitigating congestion.

Cost-effectiveness of projects should be assessed through a finer grain of analysis that captures walking, bicycling and bus trips. A trip does not have to be long to be regionally significant. At Tysons Corner, for example, improvements such as building out the street grid and reducing curb radii at crosswalks will make it easier for the tens of thousands of people who live and work near the new Silver Line stations to get to their homes, offices and nearby services without having to drive, relieving one of the region's worst traffic bottlenecks.

The plan should be mindful of the metropolitan Washington region's adopted goals for reducing global warming emissions. In 2008 the Metropolitan Washington Regional Council of Governments approved a plan that calls for a 20% reduction in global warming emissions by 2020 and an 80% reduction by 2050. How will this plan contribute to reaching these benchmarks?

The modeling and congestion analysis in the long-range plan should take into account all travel modes. The unit of analysis should be people, not vehicles. The plan should model congestion mitigation and other impacts based on focused growth in activity centers as envisioned in the Council of Governments' Region Forward plan. The plan should also interact with the forecasting and trends analysis that Virginia is doing for its own update of its long-range transportation plan, VTRANS2040.

We appreciated NVTa's transparency and intense public involvement in its 2014 project selection process. NVTa did a huge amount of work with essentially no staff to engage the public in a series of meetings and hearings before approving the 2014 plan. For the development of the long-range plan, we hope that NVTa and the consultant will engage the public through a full range of methods and technologies. Public hearings and meetings only engage a tiny fraction of the interested public. Make sure that the consultant you choose has experience in getting input

from a full cross-section of the public and stakeholder groups in a wide variety of ways including social media, interactive tools such as MindMixer and public events. Look to the innovative things you as local and state government leaders have done in other planning processes, and the benchmarks for outreach that you have set in those RFPs, as models for how NVTa should develop this plan.

Douglas Stewart
Smart Growth and Transportation Chair, Virginia Sierra Club
10822 Maple Street
Fairfax City, VA 22030
703-407-2790
douglasbstewart@gmail.com



**Testimony to the Northern Virginia Transportation Authority
Re: The TransAction 2040 Long Range Transportation Plan
Brian Fauls, Loudoun County Chamber of Commerce
October 9, 2014**

Good evening Chairman Nohe and members of the Northern Virginia Transportation Authority. My name is Brian Fauls and I am the Government Affairs Manager for the Loudoun County Chamber of Commerce.

On behalf of the Chamber's Board of Directors and our more than 1,300 members, I thank you for the opportunity to speak this evening on NVTA's TransAction 2040 Long Range Transportation Plan.

Our Chamber was proud to play a vital role in the adoption of H.B. 2313, the historic transportation funding legislation adopted by the general Assembly in 2013. We are excited about the more than \$3 billion in new regional funds that will be available over the next decade to address northern Virginia's backlog of unfunded transportation projects.

The key now is to remain vigilant in adhering to the General Assembly's mandate that all regional funds associated with HB 2313 be dedicated to projects that will provide the most congestion relief.

To that end we believe the overriding guiding principle for the TransAction 2040 update must an emphasis on projects of greatest regional significance. The Chamber recognizes that drivers benefit when people are given other options to travel that take them off congested roads but we are concerned that using regional funding intended for congestion relief efforts on local bus shelters, buses, and trail lighting does not represent the best long time return on the taxpayers' investment.

The Chamber also believes it is important to establish regional priorities based upon performance-based criteria. Projects must be evaluated based their congestion reduction efforts, economic development, and time savings. Adhering to this strategy will not only protect the taxpayers' money, it will ensure the eligibility of additional critical congestion relief projects in the competition for the limited regional funding. Getting traffic off our neighborhood roads, making it easier for drivers to get to work, school, church, the grocery store and, ultimately, home to their families ultimately improves our economy and quality of life.

And we would urge the NVTA to evaluate public transit investments in the same manner as highway investments. Providing the public with the same rating information on public transit investments that is provided on highway investments ensures transparency and provides taxpayers a measure of confidence that their money is being spent wisely.

Finally, we would strongly urge the NVTA to keep in mind that there is no requirement to spend all of the available funding at once. NVTA has the flexibility to bank these funds for future needs rather than spend them on projects of limited value purely for the sake of spending money. Building up reserves and targeting those funds to projects of greatest regional significance such as improvements to I-66 and Route 7, the proposed Bi-County Parkway, and potential future Potomac River crossings, and eight car metro trains just to name a few.

Northern Virginia is home to the fastest growing, most economically vibrant communities in the Commonwealth and our transportation network is the foundation supporting that growth. The dispersed chaotic transportation planning of the past help create the transportation problems we are struggling to solve. Going forward we must ensure that transportation revenues are well invested on strategic priorities deemed most essential to our long-term prosperity, safety, security and quality of life. If we do that, Northern Virginia will continue to be a growing and vibrant place to live, work and play for decades to come.

Thank you for again for the opportunity to speak tonight and for considering the Loudoun County Chamber's position on this important topic.

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**Northern Virginia Transportation Alliance's comments
to the Northern Virginia Transportation Authority
on the TransAction2040 Update Process**
(Statement provided by Nancy Hiteshue Smith)

Firstly, the Alliance great appreciates Mayor Parrish being part of our *What You Need to Know* event last week on behalf of the Authority. We applauded the recognition in the presentation that projects must focus on improvements made throughout Northern Virginia based on regional benefits and not just jurisdictional boundaries.

In looking at the TransAction 2040 update, in terms of guiding principles, we strongly encourage you to truly focus on projects of regional benefit by taking a....

What do you believe should be the guiding principles for the TransAction 2040 update?

- Top down approach to identify strategic investments for the region
- Identify and implement projects of regional significance rather than local significance.
- Look at the bigger picture and the best return on investment in the long-term

What would you like to see included and/or addressed in the TransAction 2040 update?

- Understand that there are a backlog of projects from when had no money but as we move forward, there is no need to spend all available funds at once. The Alliance would encourage you to move away from a pay-go way of thinking and spending all funds collected annually on small/local projects and focus the regional funds, while leveraging P3, state and fed funds, on projects of large scale regional significance such as 8 car metro trains, I-66, a new Potomac River Bridge crossing, Bi-County Parkway, Fairfax County Parkway, Western Access to Dulles, Rt 28.
- It is important to have balanced investments based upon documented need and demand, not simply a balance of modes.
- Focus on projects that will move the greatest number of people, reduce travel time and increase reliability.
- Provide a network that provides the capacity that meets demand, reduces congestion and travel time.
- Much discussion on tying land use planning and transportation. In this region however, we don't have a lack of good land use planning, have a lack of capacity. Better land use planning requires a better regional transportation framework.

What methods, process, and/or topics are the most important to you for inclusion in the update of the TransAction 2040?

- More emphasis on time savings, reducing congestion throughout the entire network (that improvements to primary roads/large scale projects can relieve congestion secondary roads by providing more capacity), moving greater number of people and documented demand as well as the economic benefits of individual projects.
- Provide the public with the same rating information for public transit investment as provided for highway.



The Northern Virginia Transportation Authority

October 9, 2014

Listening Session Comment Form

Q1. What do you believe should be the guiding principles for the update of TransAction 2040?

Regional sustainability, environmental, quality of life, fiscal, & economic
Equity, quality of life, and public health
Achieving Regional Forward transportation goals

Q2. What would you like to see included and/or addressed in the update of TransAction 2040? For example, the 2040 Performance Evaluation Criteria (PECs) goals include:

- 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.

Track & report project completions at least annually - for every travel mode.

Greater emphasis on funding pedestrian and bicycle facilities, especially within regional activity centers and at transit nodes.

Q3. What methods, process, and/or topics are most important to you for inclusion in the update of TransAction 2040?

Develop and implement an updated regional bicycle plan focused on creating at least one, continuous, high-quality, bicycle route in each of the TransAction 2040 regional corridors.

Blank lined paper with horizontal ruling lines.

Would you like to be added to our e-mail list?

Name: Allen Muchnick

E-mail: allenmuchnick@yahoo.com

County (City) or Town where you live or work: Manassas VA 20108

THANK YOU!

STATEMENT OF ARLINGTONIANS FOR SENSIBLE TRANSIT REGARDING TRANSACTION 2040 LONG-RANGE TRANSPORTATION PLAN

OCTOBER 9, 2014

Arlingtonians for Sensible Transit (AST) is a large non-partisan citizens organization with more than 700 supporters from all parts of Arlington County. We appreciate the opportunity to present our views to the Northern Virginia Transportation Authority.

AST was organized in January 2013 to oppose a 5 mile streetcar line on Columbia Pike from the Skyline area of Fairfax County to Pentagon City in Arlington County. As an alternative, AST supports Bus Rapid Transit (BRT) service. A 2012 report for Arlington County by a consultant established that the capital cost for BRT service would be approximately *one-fifth* the capital cost for streetcar service, and annual operating costs would be millions less as well.

For more information about AST, including documentation for everything in this statement, please visit our website at www.sensibletransit.org.

AST responds to the questions suggested by NVTa as follows:

Q1. What do you believe should be the guiding principles for the update of TransAction 2040?

Q2. What would you like to see included and/or addressed in the update of TransAction 2040?

AST supports cost-effective congestion reduction as the primary guiding principle for long-range transportation planning, and believes this should be included in the update of TransAction 2040.

The Columbia Pike streetcar project is a prime example of failure to plan on the basis of this principle. The Board's basis for rejecting world-class bus service features a number of contra-factual assumptions, such as:

- Bigger bus vehicles couldn't be substituted for smaller bus vehicles – in fact existing ART and Metro buses could be replaced by larger buses.
- All bus vehicles are smaller than the streetcar vehicle – in fact Mercedes, Volvo and others make buses with *more* rider capacity than the Board's planned streetcar vehicle.
- Buses are as slow as streetcars – in fact buses on average are twice as fast as streetcars, which translates into double the system capacity vis-a-vis streetcar vehicles with the same rider capacity.

- Streetcar systems have more capacity than bus systems – in fact existing bus systems carry many more riders than streetcar systems.
- A Columbia Pike streetcar could be part of a regional streetcar network – in fact the County Board has designed in *incompatibility* with the D.C. streetcar, and the D.C. City Council on a 12-1 vote has disavowed any more streetcars in D.C. after the H Street/Benning Road fiasco.
- The Columbia Pike streetcar has an appropriate terminus – in fact the streetcar would dump 10,000s of commuters on to the already overloaded Blue Line at Pentagon City whereas BRT can seamlessly take commuters to all major D.C. employment centers.
- A streetcar is better for economic development – in fact independent studies show that BRT dollar-for-dollar is better for economic development.

Q3. What methods, process, and/or topics are most important to you for inclusion in the update of TransAction 2040?

AST supports objective study of potential transportation projects to ensure that taxpayer dollars are spent cost-effectively on congestion reduction.

Public opinion should of course be part of the process. The Columbia Pike streetcar project is a prime example of ignoring public opinion.

- Arlington County had two public input sessions after its study of the streetcar project was released, and at both sessions citizens were overwhelmingly against the project.
- Arlington also had a special election in April of this year that was effectively a referendum on the streetcar project ("[County Board Chair Jay] Fisette said the special election had 'become a referendum' on the \$310 million streetcar project...." *Washington Post*, 4/9/2014) and the streetcar was overwhelmingly rejected by Arlingtonians.

In summary, AST supports cost-effective congestion reduction as the primary guiding principle for long-range transportation planning. This principle precludes any funding for the Columbia Pike streetcar project. Instead, please fund a regional BRT plan among Arlington, Fairfax and Alexandria.

Respectfully submitted,

Steve Huntoon 703-627-9547
Peter Rousselot

Denise Harris

From: Jeff Parnes <jparnes@cox.net>
Sent: Thursday, October 23, 2014 10:05 AM
To: TA2040 Update
Cc: Calvin Lam; Jenifer Joy Madden
Subject: Post Listening Session Feedback

Good Day,

I attended and spoke before the Northern Virginia Transportation Authority's (NVRTA) Listening Session held on Thursday, 16 October 2014, in Fairfax, Virginia. Although I spoke on several issues, I would like to have these slides which document my points entered into the formal record:

<http://www.sullydistrict.org/presentations/20141016JeffsTestimonytoCTPB.pdf>

Thank you for your kind attention to this matter.

Jeffrey M. Parnes
3153 Ramesses Ct
Oak Hill, VA 20171

(p) 703.424.2956
(f) 484.307.2552
jeff@parnes.net
@jeffparnes

<http://www.parnes.net>

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Testimony to the Commonwealth Transportation Planning Board's Outreach for the FY 2017-2021 SYIP

Jeff Parnes

Chair and Sully Representative to the Fairfax County Transportation Advisory Commission
CoChair of the Fairfax County Federation of Citizens Associations Transportation Committee
Member, MWCOG Transportation Planning Board Citizen Advisory Council
Chair, Sully District Council of Citizens Associations Land Use and Transportation Committee
but speaking for himself as a citizen

16 October 2014

It's been a long year

- ❖ Last year the key concern at this meeting was a small segment of the Bi-County Parkway
- ❖ Thankfully we're beyond that

Key Concerns

- ❖ The Rt 28 / I66 interchange needs to be fully funded and fully functional, allowing all movements between Rt 28 and I66 - north, south, east and west - with access provided to and from the Walney / Braddock roads intersection directly to the north of the highway interchange.
- ❖ The phase 2 US Rt 1 Multi-Model Analysis Study (Environmental and Engineering), the follow on to the phase 1 study just nearing completion, needs to be funded so that matching federal funds can be made available. There is a dire need for Mass transit in the RT 1 corridor, and the available federal funding should be pursued.

Key Concerns Cited

- ❖ Projects between Virginia and our neighboring jurisdictions need to be considered. Here are several:
- ❖ Additional crossings of the Potomac River are desperately needed north and south of the beltway. The commonwealth has multiple north/south roads built or in its plans to the north and west of the I495 American Legion Bridge. We need to build a bridge from one of them to Maryland. We need to make this happen.
- ❖ WMATA, the Washington Metropolitan Area Transit Authority, has developed plans for Metro capital improvements planned for 2025 and 2040. The Momentum 2025 plan is an interim goal with the ultimate improvements planned for 2040. I urge you to bypass the Momentum 2025 interim goal and support the Momentum 2040 plan with the ultimate construction of new Potomac River crossings.

Denise Harris

From: Li Chen <ChenLi1@post.com>
Sent: Thursday, October 16, 2014 7:45 AM
To: TA2040 Update
Subject: Transaction Northern Virginia

To whom it may concern the Transaction document needs to define regional and what makes up a regional project. Transaction should be regionally focused and include regional projects and have a heavy public transportation componet. As someone who has lived in Northern Virginia for over 20 years, specifically Fairfax County which we love, this area continues to urbanized and grow which is great because a lot of things are now either at my door step or within a quick drive, walk, or metro ride away. But there needs to be better and more transportation options inside of Fairfax and connecting to other counties and cities in Northern Virginia and to DC and to Maryland. So anything to improve rail service to other parts of Northern Virginia to DC and Maryland is something such as a new Rosslyn tunnel is what this Transaction needs to focus on instead of small projects. This is a big region and should focus on the big picture and not the small.

Chen Li

Denise Harris

From: Nash, Jacklyn (GOV) <Jacklyn.Nash@governor.virginia.gov>
Sent: Thursday, November 06, 2014 8:05 AM
To: Denise Harris
Subject: FW: Comments on TransAction 2040 Update and VTrans 2040 Fall Meetings

Denise,

I hope the data OIP shared was helpful! I have received a comment via our web comment form regarding Trans Action 2040. See below. Thanks!

-Kelli

From: viennatrails@aol.com [mailto:viennatrails@aol.com]
Sent: Wednesday, November 05, 2014 9:31 PM
To: Nash, Jacklyn (GOV)
Subject: Comments on TransAction 2040 Update and VTrans 2040 Fall Meetings

Dear Ms. Nash,

I am attempting to submit my comments before the November 6, 2014 deadline regarding the update of TransAction 2040 and the new procedure for assessing major transportation projects. Thank you in advance for forwarding my comments to the appropriate parties.

Understand the impact of technology

First, I would like to remind Commonwealth authorities about the important work that Virginia Tech Transportation Institute is doing on Connected Vehicles. With all the work VTTI is doing on the test bed in the Merrifield area of Fairfax County, it's important that you are fully briefed about the promise of their research studies. According to the federal Department of Transportation, connected vehicle technology, well applied, can drastically cut traffic accidents, which in turn will reduce traffic congestion. Since CV vehicles can travel safely much closer together on the roads, they will use the existing infrastructure much more efficiently, possibly precluding the need for additional pavement and the expenditure of potentially billions of dollars. The disruptive impact of CV technology is *right around the corner*. It is prudent that the state wait at least five years to see what develops before proceeding on any major widenings or infrastructure additions.

We are well into the 21st century and as such the Commonwealth must have new eyes in all future planning. While mass transit will continue to play a crucial role in the transportation picture, there is room for improvement in how infrastructure serves transit and SOV. For instance, transit and connected vehicles could share a dedicated lane on an interstate or other major highway because they move more efficiently and should be separated from traditional vehicle traffic.

Institutionalize multi-modal planning

VDOT should convert exclusively to multi-modal planning. Highways of all sizes should be improved with all modes in mind. Level of Service should not be limited to motorized vehicles in the vain hope that improvements will "trickle down" to other modes. From the start, road projects should be tested for how they affect, and hopefully improve, travel for drivers, cyclists, pedestrians and transit travelers.

Fairfax County has now broken the mold by doing multi-modal planning in Seven Corners. The same approach should be applied to activity centers all over the county and the state. This is clearly NOT happening in the so-called "livability showcase" of Tysons. Widenings are planned for both the major highways (7 and 123) that slice through the urbanizing area. While these widenings are supposed to improve "throughput" and LOS of motorized vehicles, they greatly will degrade the safety and mobility of pedestrians and cyclists.

It is not too late to stop these "Tysons Plan" widening projects from moving forward. As a private parking lot adjacent to the Silver Line sits almost empty, road diets are needed on Routes 7 and 123 more than road widenings.

The times they are a-changing and Virginia's land use and transportation planning should change along with them.

Sincerely,

Jenifer Joy Madden
9463 Coral Crest Lane
Vienna, VA 22182
Vice Chair, Fairfax County Transportation Advisory Commission (but my thoughts here are my own)