

October 3, 2011

AGENDA ITEM #8

**Office of the Governor**

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**DRPT**

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## **Commonwealth Initiates “Super NoVa” Transit Study**

*~Study will cross jurisdictional boundaries to examine transit needs for the northern part of Virginia ~*

**RICHMOND** – Governor Bob McDonnell announced today that the Virginia Department of Rail and Public Transportation (DRPT) will initiate a study of current and projected commuter patterns in the northern part of Virginia to plan transit and transportation demand management (TDM) enhancements needed to keep Northern Virginia moving.

The “Super NoVa” study will disregard jurisdictional boundaries in order to develop a comprehensive plan to address transit improvements necessary to move people to and from the employment centers of Northern Virginia and the Washington, D.C. area. The Super NoVa study area will cover commuting within Northern Virginia as traditionally defined, as well as west from the Shenandoah Valley, south through Culpeper and Caroline counties, and east from the Northern Neck. The impact of commuters traveling from Maryland, West Virginia and Washington, D.C. into Northern Virginia will also be considered in the study.

“Northern Virginia is the most congested region in Virginia, and it is projected to continue to grow both in population and employment,” said Governor McDonnell. “Anecdotal information indicates that some people now make daily commutes of 100 miles each way or more to get to their jobs. To truly address congestion in Northern Virginia, we have to take a broader view of what constitutes the region and the commuting patterns of its workforce. We must develop a geographically broader vision and plan for transit and TDMs that do not stop at local or state political borders.”

The study will evaluate existing and future population and employment centers to identify potential transit and TDM improvements that will increase mobility and provide greater transportation choice in the northern part of Virginia. The study will produce detailed and concrete recommendations with a strategic regional focus.

“Every locality in Northern Virginia faces transportation challenges and most have developed jurisdictionally-specific projects to address those challenges,” said Secretary of Transportation Sean Connaughton. “We must broaden our focus and find the most cost-effective transit and TDM services that have the biggest impact on a region-wide basis. The Super NOVA study will help us do that.”

DRPT will lead the study in cooperation with other modal agencies and will include significant public outreach and feedback from local governments, transit providers, and stakeholders in the region.

“We plan to engage stakeholders and the public early and often during the study process,” said DRPT Director Thelma Drake. “Reaching a vision for transit in the northern Virginia region will require significant input and cooperation from everyone in the study area. We look forward to starting that collaborative process.”

The Super NOVA study is anticipated to be completed within 12 months. As the study process evolves, more information will be made available on DRPT’s Web site, [www.drpt.virginia.gov](http://www.drpt.virginia.gov).

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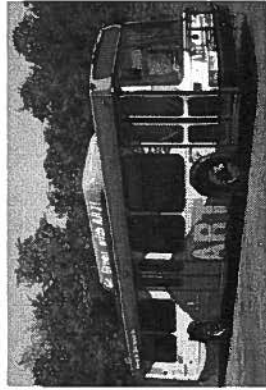


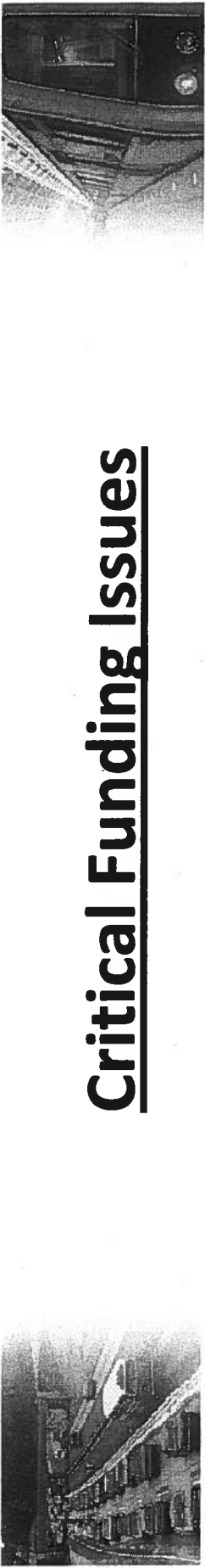


## Transit Success Follows State Investments



- Transit and ridesharing carry two-thirds of commuters in our major corridors inside the Beltway in peak periods and up to half outside the Beltway.
- Despite the economic downturn, transit ridership on many transit systems in Northern Virginia is strong. For example, VRE has broken the 21,000 daily passenger barrier and continues to experience its highest ridership days ever, while PRTC has exceeded 15,000 daily passenger trips.
- There is a direct relationship between investments in quality transit by DRPT and its partners and subsequent ridership success. For example, the FY 12 DRPT program will fund new buses for Loudoun County Transit, WMATA, Arlington's ART, Fairfax Connector, Alexandria DASH and PRTC plus new railcars for VRE.
- The Texas Transportation Institute has just reported that the Washington D.C. region's past investments in transit saved \$726 million annually in reduced fuel use and delay in traffic. In effect, congestion savings alone almost offset most of the cost of providing transit in Northern Virginia, without even considering job access, economic development, air quality and life style benefits.





## Critical Funding Issues

- HOT Lane Transit Improvements and Local Priorities:
  - Northern Virginia transit systems are working with DRPT and VDOT to identify new transit service to take full advantage of Beltway and I-95 HOT lanes and mitigate the traffic congestion resulting from their construction (as well as construction of Dulles Rail, especially in the Tysons Corner area).
  - DRPT's draft plan calls for over \$200 million of improvements, but only \$22 million are currently funded. If a significant portion of the remaining \$180 million is inserted into the six-year program at 100% funding without new revenue sources, our local transit systems will suffer diluted state funding for existing local priority service. and also will need to match state dollars to provide the new HOT lanes- transit improvements. CTB should consider why such a state priority for new transit service should take precedence over existing local priority service.
  - As DRPT pursues its new "SuperNoVa" transit study, CTB should ensure that established local and regional priorities clearly defined in the 2030 plan (and soon the 2040 plan update) of the Northern Virginia Transportation Authority are not overlooked.

*Amendments to House Bill 1500, as Introduced*

Transportation Subcommittee

Item 447 #4h

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 383, line 33, strike "Rail".

Page 383, line 34, after "Virginia." insert:

"In appointing the Virginia members of the board of directors of the Washington Metropolitan Area Transit Authority (WMATA), the Northern Virginia Transportation Commission shall include the Secretary of Transportation or his designee as a principal member on the WMATA board of directors."

**Explanation:**

(This amendment requires the Northern Virginia Transportation Commission to appoint the Secretary of Transportation or his designee to the Board of Directors of the Washington Metropolitan Area Transit Authority.)

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§ 15.2-4507. Members of transportation district commissions.

A. Any transportation district commission created shall consist of the number of members the component governments shall from time to time agree upon, or as may otherwise be provided by law. The governing body of each participating county and city shall appoint from among its members the number of commissioners to which the county or city is entitled; however, for those commissions with powers as set forth in subsection A of § 15.2-4515, the governing body of each participating county or city is not limited to appointing commissioners from among its members. In addition, the governing body may appoint from its number or otherwise, designated alternate members for those appointed to the commission who shall be able to exercise all of the powers and duties of a commission member when the regular member is absent from commission meetings. Each such appointee shall serve at the pleasure of the appointing body; however, no appointee to a commission with powers as set forth in subsection B of § 15.2-4515 may continue to serve when he is no longer a member of the appointing body. Each governing body shall inform the commission of its appointments to and removals from the commission by delivering to the commission a certified copy of the resolution making the appointment or causing the removal.

In the case of a transportation district, commonly known as the Potomac and Rappahannock Transportation Commission, which was established on or after July 1, 1986, and which includes more than one jurisdiction located within the Washington, D.C., metropolitan area, such commission shall also include two members of the House of Delegates and one member of the Senate from legislative districts located wholly or in part within the boundaries of the transportation district. The members of the House of Delegates shall be appointed by the Speaker of the House for terms coincident with their terms of office, and the member of the Senate shall be appointed by the Senate Committee on Rules for a term coincident with his term of office. The members of the General Assembly shall be eligible for reappointment for successive terms. Vacancies occurring other than by expiration of a term shall be filled for the unexpired term. Vacancies shall be filled in the same manner as the original appointments.

In the case of the Transportation District Commission of Hampton Roads, such commission shall also include one member of the House of Delegates and one member of the Senate, one of whom shall be a resident of the City of Hampton or the City of Newport News and one of whom shall be a resident of the City of Chesapeake, the City of Norfolk, the City of Portsmouth, the City of Suffolk, or the City of Virginia Beach. The member of the House of Delegates shall be appointed by the Speaker of the House for a term coincident with his term of office and the member of the Senate shall be appointed by the Senate Committee on Rules for a term coincident with his term of office. The members of the General Assembly shall be eligible for reappointment for successive terms. Vacancies occurring other than by expiration of a term shall be filled for the unexpired term. Vacancies shall be filled in the same manner as the original appointments.

The Chairman of the Commonwealth Transportation Board, or his designee, shall be a member of each commission, ex officio with voting privileges. The chairman of the Commonwealth Transportation Board may appoint an alternate member who may exercise all the powers and duties of the chairman of the Commonwealth Transportation Board when neither the chairman of the Commonwealth Transportation Board nor his designee is present at a commission meeting.

B. Any appointed member of a commission of a transportation district, commonly known as the Northern Virginia Transportation Commission, which was established prior to July 1, 1986, and which includes jurisdictions located within the Washington, D.C., metropolitan statistical area, is authorized to serve as a member of the board of directors of the Washington Metropolitan Area Transit Authority (Chapter 627 of the Acts of Assembly of 1958 as amended) and while so serving the provisions of § 2.2-2800 shall not apply to such member.

(1964, c. 631, § 15.1-1348; 1966, c. 419; 1973, c. 231; 1975, c. 179; 1977, c. 137; 1986, c. 438; 1987, c. 441; 1993, c. 867; 1997, c. 587; 2000, cc. 439, 443; 2004, c. 1000.)

## **ARTICLE III—ORGANIZATION AND AREA**

### **3. Washington Metropolitan Area Transit Zone<sup>3</sup>**

There is hereby created the Washington Metropolitan Area Transit Zone which shall embrace the District of Columbia, the cities of Alexandria, Falls Church and Fairfax and the counties of Arlington, Fairfax, and Loudoun and political subdivisions of the Commonwealth of Virginia located within those counties, and the counties of Montgomery and Prince George's in the State of Maryland and political subdivisions of the State of Maryland located in said counties.

### **4. Washington Metropolitan Area Transit Authority**

There is hereby created, as an instrumentality and agency of each of the signatory parties hereto, the Washington Metropolitan Area Transit Authority which shall be a body corporate and politic, and which shall have the powers and duties granted herein and such additional powers as may hereafter be conferred upon it pursuant to law.

### **5. Board Membership**

- (a) The Authority shall be governed by a Board of six Directors consisting of two Directors for each signatory. For Virginia, the Directors shall be appointed by the Northern Virginia Transportation Commission; for the District of Columbia, by the Council of the District of Columbia; and for Maryland, by the Washington Suburban Transit Commission. For Virginia and Maryland, the Directors shall be appointed from among the members of the appointing body, except as otherwise provided herein, and shall serve for a term coincident with their term on the appointing body. A Director may be removed or suspended from office only as provided by the law of the signatory from which he was appointed. The appointing authorities shall also appoint an alternate for each Director, who may act only in the absence of the Director for whom he has been appointed an alternate, except that, in the case of the District of Columbia where only one Director and his alternate are present, such alternate may act on behalf of the absent Director. Each alternate shall serve at the pleasure of the appointing authority. In the event of a vacancy in the Office of Director or alternate, it shall be filled in the same manner as an original appointment.<sup>4</sup>
- (b) Before entering upon the duties of his office each Director and alternate director shall take and subscribe to the following oath (or affirmation) of office or any such other oath or affirmation, if any, as the Constitution or laws of the signatory he represents shall provide:  
"I, \_\_\_\_\_, hereby solemnly swear (or affirm) that I will support and defend the Constitution of the United States and the Constitution and Laws of the state or political jurisdiction from which I was appointed as a director (alternate director) of the Board of Washington Metropolitan Area Transit Authority and will faithfully discharge the duties of the office upon which I am about to enter."

### **6. Compensation of Directors and Alternates**

Members of the Board and alternates shall serve without compensation but may be reimbursed for necessary expenses incurred as an incident to the performance of their duties.

**THIRD AMENDMENT TO THE  
MASTER AGREEMENT FOR USE OF COMMONWEALTH  
TRANSPORTATION FUNDS**

**THIS THIRD AMENDMENT** to the Master Agreement for Use of Commonwealth Transportation Funds dated July 1, 2009 is made and executed as of the 1st day of July, 2011 by and between the Virginia Department of Rail and Public Transportation (the "Department"), acting by and through its Director, and Northern Virginia Transportation Commission.

**RECITALS**

**WHEREAS**, Section 11.3 of the Master Agreement for Use of Commonwealth Funds (the "Agreement") provides that it may be amended by instrument signed by both parties; and

**WHEREAS**, the parties have entered into Amendment #1 of the Agreement by instrument dated March 1, 2010 and a Amendment #2 to the Agreement by instrument dated July 1, 2010; and

**WHEREAS**, the Department wishes to add an additional section, know as Section 23.5, concerning the appointment of representatives to oversight boards upon request of the Department to the Agreement; and

**WHEREAS**, the Grantee is in agreement with the Department's proposed amendment;

**NOW THEREFORE**, in consideration of the covenants and agreements contained herein and pursuant to Article 11, Section 11.3 of the Agreement, the parties agree to amend the Agreement to add the following language:

**Section 23.5** If the Department requests, the Grantee agrees to appoint a representative selected by the Department to the oversight board of the public transit service provider benefiting from state funding. If this representative is replaced by an alternate member in his/her absence, the Grantee also agrees that the Department shall also select the alternative member. If the members of an oversight board are determined through public



election, or if complying with this requirement will violate a statute or General Assembly authorization, this provision shall not apply.

All other provisions of the Agreement as amended by Amendment #1 and Amendment #2 remain unchanged and in full force.

IN TESTIMONY THEREOF, the parties have caused this Third Amendment to the Master Agreement for Use of Commonwealth Transportation Funds to be executed in duplicate, each by its duly authorized officers, all as of the day, month, and year hereinabove first written.

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF RAIL AND  
PUBLIC TRANSPORTATION**

\_\_\_\_\_  
**Thelma Drake  
Director**

WITNESS: \_\_\_\_\_  
(NAME AND TITLE) DATE

**NORTHERN VIRGINIA TRANSPORTATION COMMISSION**

\_\_\_\_\_  
**Chief Executive Officer (signature)**

\_\_\_\_\_  
**(please print name)**

WITNESS: \_\_\_\_\_  
(NAME AND TITLE) DATE

Operating

	NVTC							Grand	
	wmata	nvtc	arlington	alexandria	city ff	fairfax	Total	VRE	Total
7/15	5,165,528	15,466					5,180,994		5,180,994
8/15	5,165,528	15,466	363,953	524,785	108,629	2,142,460	8,320,821	1,559,255	9,880,076
as of 8/15	10,331,056	30,932	363,953	524,785	108,629	2,142,460	13,501,815	1,559,255	15,061,070
9/15	5,165,528	15,466					5,180,994	-	5,180,994
as of 9/15	15,496,584	46,398	363,953	524,785	108,629	2,142,460	18,682,809	1,559,255	20,242,064
10/15	5,165,528	15,466	363,953	524,785	108,629	2,142,460	8,320,821	1,559,255	9,880,076
as of 10/15	20,662,112	61,864	727,906	1,049,570	217,258	4,284,920	27,003,630	3,118,510	30,122,140
<u>Capital</u>									
as of 9/1	1,200,000					383,350	1,583,350	890,000	2,473,350
10/1/1	4,471,235						4,471,235		4,471,235
as of 10/1	5,671,235					383,350	6,054,585	890,000	6,944,585

FY 2012 ESTIMATED SHARES OF NORTHERN VIRGINIA'S WMATA BUDGET

State Assistance									
Rest of State Contribution	NOVA Contribution	Operating Revenue	NVTC Gas Tax	Local General Funds	Total				
40.9	21.1	226.9	19.8	60.5	369.2	Operating Subsidies			
11.1%	5.7%	61.5%	5.4%	16.4%	100.0%				
26.7	12.6	-	10.2	23.9	73.4	Capital Subsidies			
36.3%	17.2%	0.0%	13.9%	32.6%	100.0%				
67.6	33.7	226.9	30.0	84.4	442.6	Total Subsidies			
15.3%	7.6%	51.2%	6.8%	19.1%	100.0%				
34.9	20.8	-	-	-	55.7	PRIIA Match			
62.6%	37.4%	0.0%	0.0%	0.0%	100.0%				
102.5	54.5	226.9	30.0	84.4	498.3	Grand Total			
20.6%	10.9%	45.5%	6.0%	17.0%	100.0%				

- A. NOVA means the NOVA construction district.
- B. Virginia's share of WMATA operating and capital requirements from the FY12 approved budget.
- C. Operating revenue allocated using WMATA subsidy formulas.
- D. State Assistance includes revenue from the Mass Transit Trust Fund, Recordation Tax, bond revenue, and general fund revenue. State assistance contributions for the Mass Transit Trust fund and Recordation Tax allocated using data from Senate Finance Committee report on transportation contributions by district, and projected FY12 Transportation Trust Fund revenue (July 2011). State assistance contributions for bond and general fund revenue allocated using data from the Senate Finance Committee report on transportation contributions by district, the Department of Taxation's 2010 Annual Report, and FY12 general fund revenue projections (August, 2011). The allocation of approximately 10% of general fund revenue not determined, and allocated 100% to rest of state for this table.

# FY 2012 Shares of Northern Virginia's WMATA Obligations - Combined Operating and Capital (Including PRIIA )

