

# TransAction2040

Transportation for Today and Tomorrow

## NORTHERN VIRGINIA TRANSPORTATION PLAN



November 2012

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## Plan Background

### *Plan Purpose*

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

### *Vision and Goals*

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

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

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

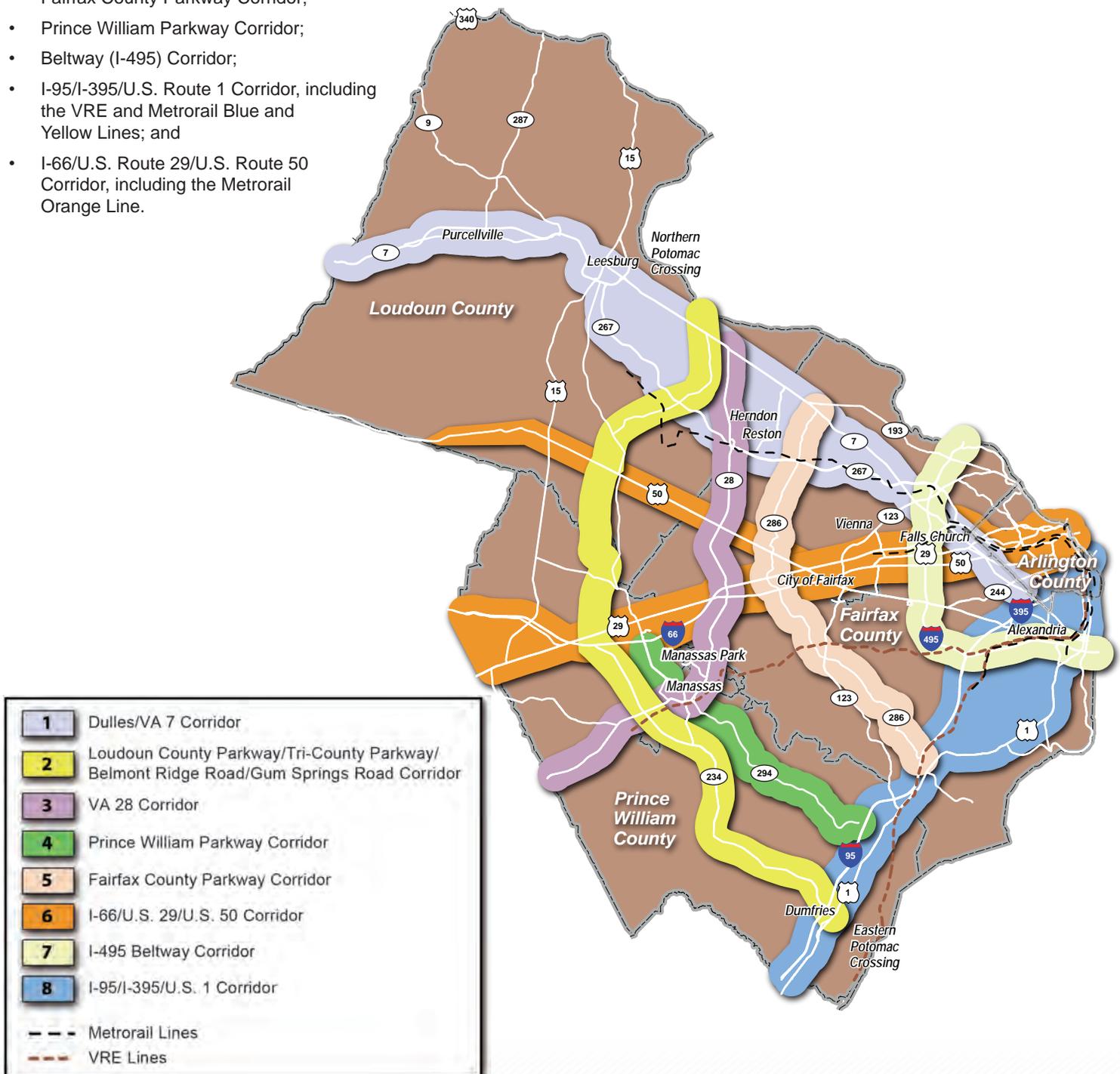
- Provide an integrated, multimodal transportation system;
- Provide responsive transportation service to customers;
- Respect historical and environmental factors;
- Maximize community connectivity by addressing transportation and land use together;
- Incorporate the benefits of technology;
- Identify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

# TransAction 2040 Plan Area

## Communities and Facilities Covered in TransAction 2040

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

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



# TransAction 2040 Plan Methodology

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

## Individual Project List

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



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

## Analyze Projects Using the Regional Computer Model

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

### Scenario 1: Current

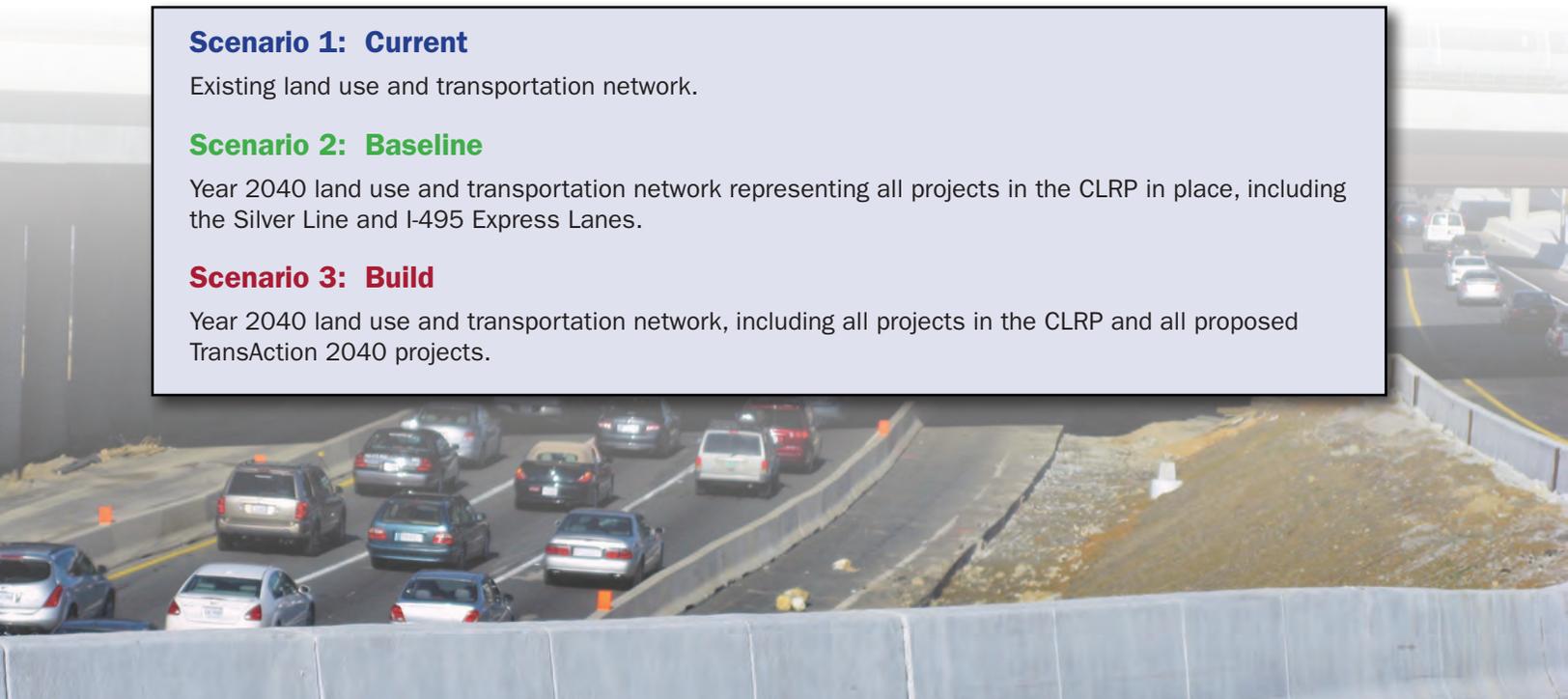
Existing land use and transportation network.

### Scenario 2: Baseline

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

### Scenario 3: Build

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



## Preliminary Project Prioritization

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

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

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

## Revise Project List

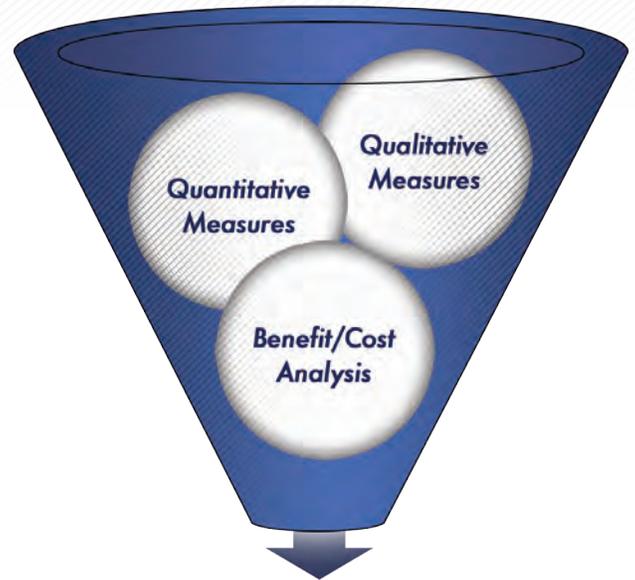
An Open House was held for the public and stakeholders to review the prioritized list of projects and help NVTa determine project priorities and suggest additional transportation projects. Based on this input and input from the oversight committees, 10 additional actions were included, adding to the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

## Analyze New and Revised Projects

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

## Finalize Project Prioritization

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



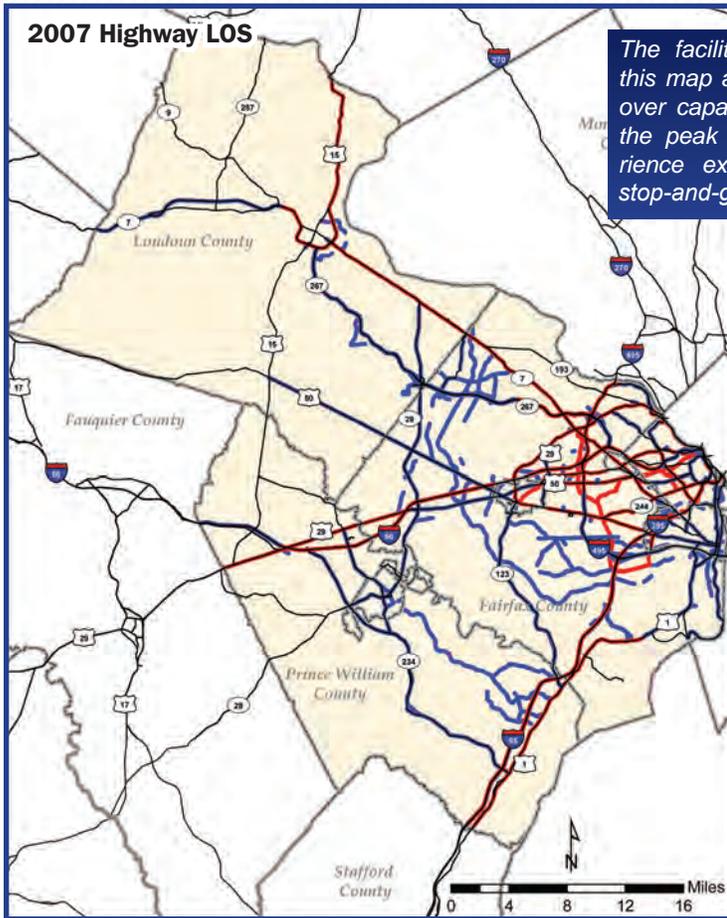
Prioritization of the Project List

### Scenario 4: Build 2

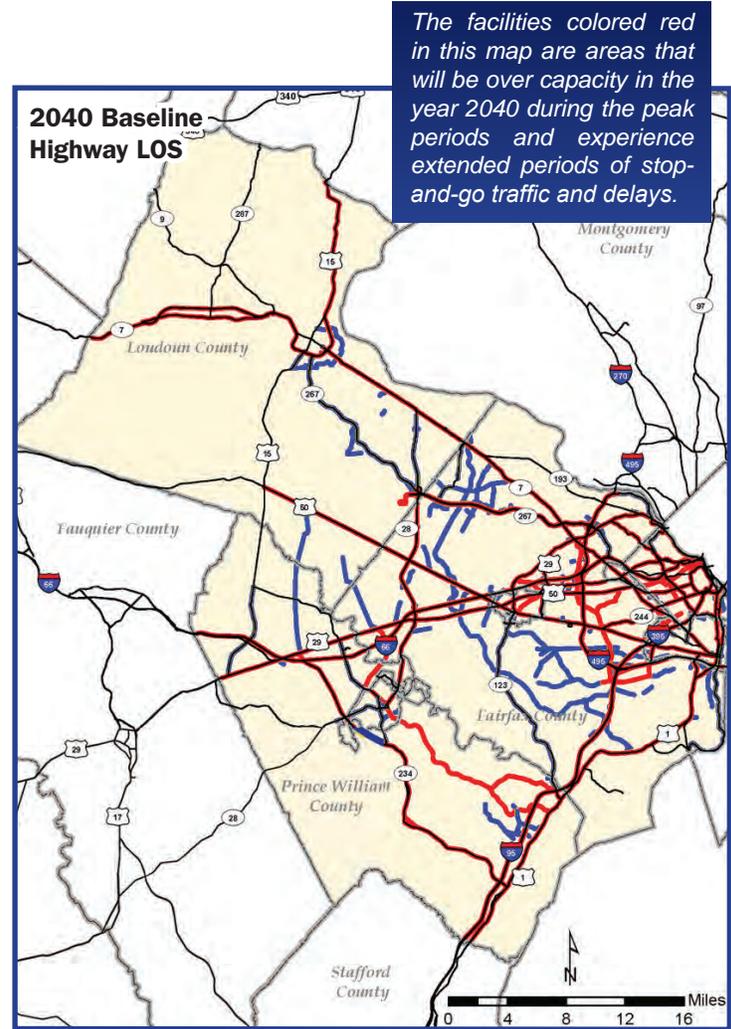
Year 2040 land use and transportation network, including all projects in the CLRP, proposed TransAction 2040 projects, and additional actions. Some of these additional actions are not in jurisdictional comprehensive plans and would require further study before additional action was taken.



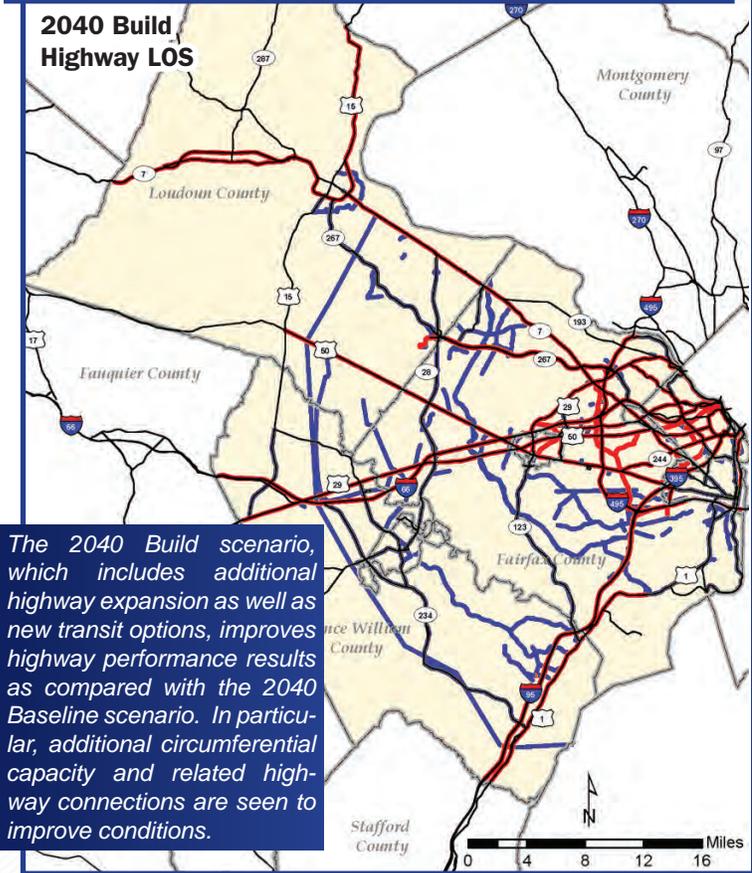
# Highway System Performance



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



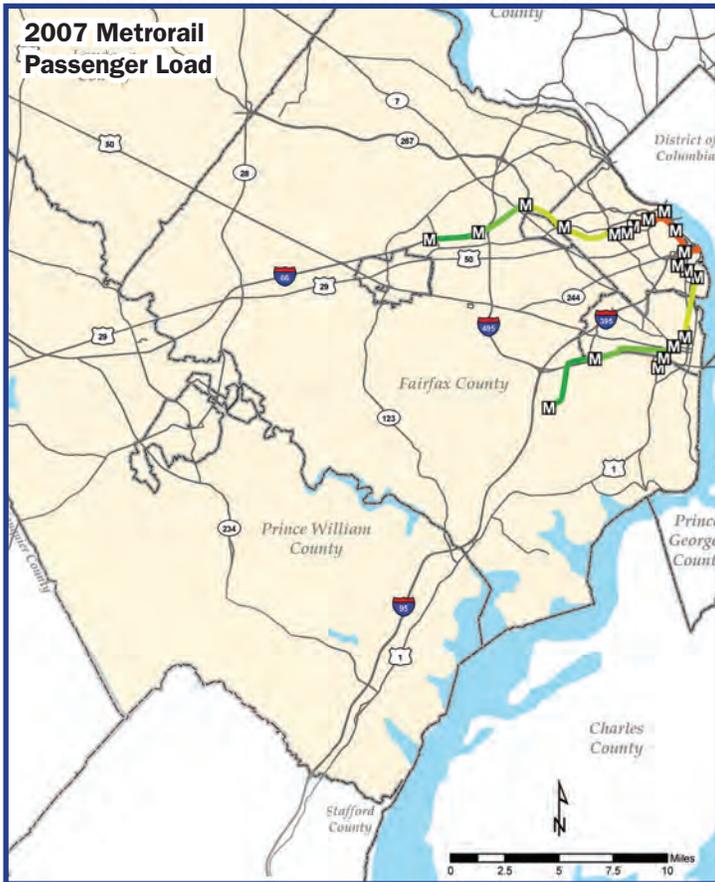
The facilities colored red in this map are areas that will be over capacity in the year 2040 during the peak periods and experience extended periods of stop-and-go traffic and delays.



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

- Legend**
- Occasional Stop-and-Go Traffic
  - One Hour or More of Stop-and-Go Traffic
  - Major Roads
  - Water Bodies
  - NVTAR Region
  - County Boundaries

# Metrail System Performance



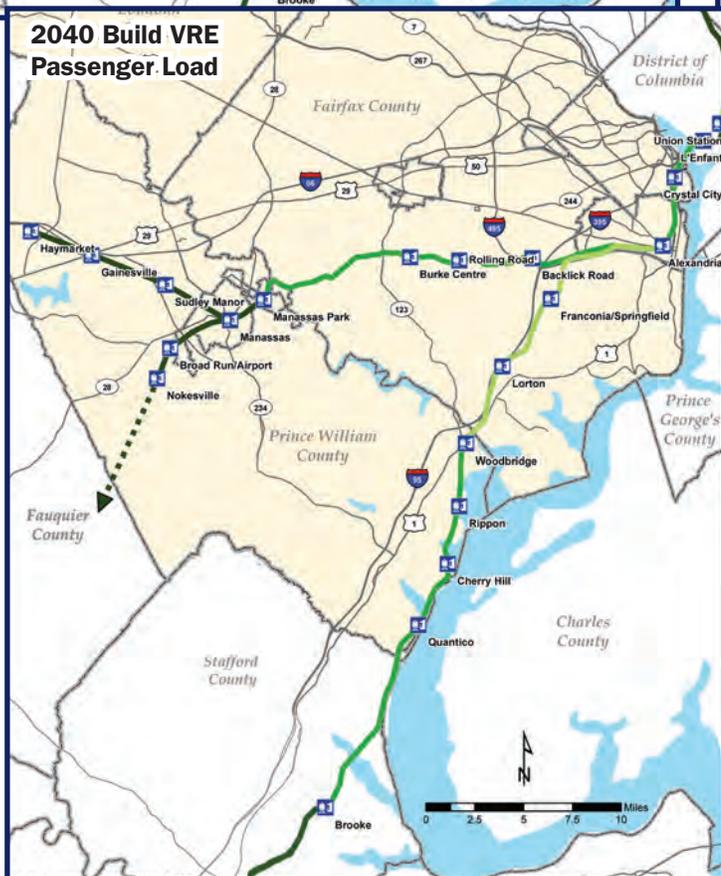
The proposed improvements to the Metrorail system included in the TransAction 2040 project list improve the level of service on the most crowded portions of the system in 2040, including the Tysons Corner area and Arlington.



# VRE System Performance



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



**Legend**

**2007 Peak Period Passenger Load LOS**

- LOS A (0 - 45 passengers/car)
- LOS B (46 - 90 passengers/car)
- LOS C (91 - 137 passengers/car)
- LOS D (138 - 144 passengers/car)
- LOS E (145 - 150 passengers/car)
- LOS F (> 150 passengers/car)

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

# Technical Evaluation Findings

## Regional and Corridor Level Observations

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

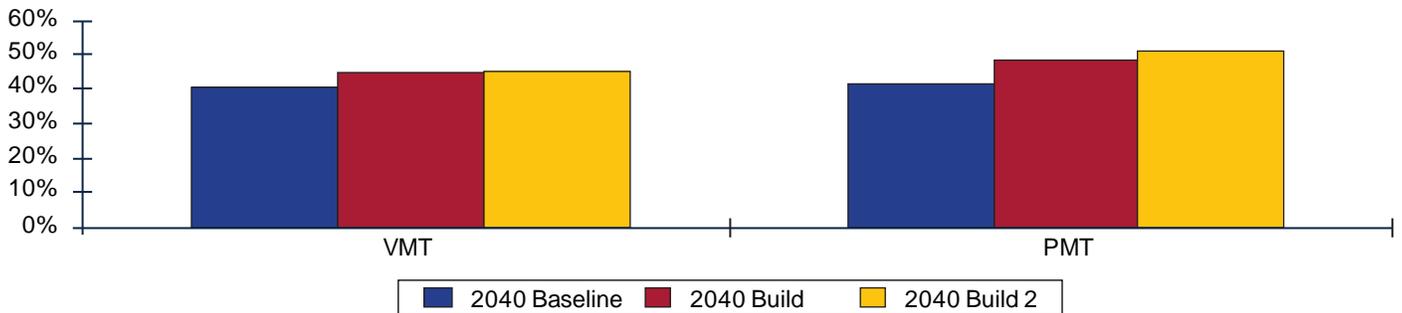
- All corridors have expanded multimodal capacity.
- The increased activity and travel pattern changes that are forecast for 2040 result in increased travel. Many corridors experience worsening congestion under the 2040 Baseline.
- The TransAction 2040 projects do help, although there is still congestion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

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

## Person Miles of Travel and Vehicle Miles of Travel

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

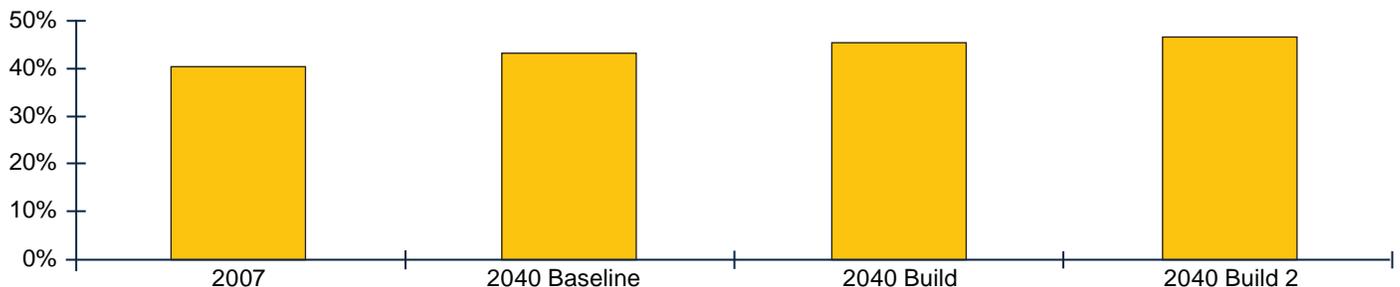
### Increase in Travel Compared to 2007



## Work Trip Mode Share

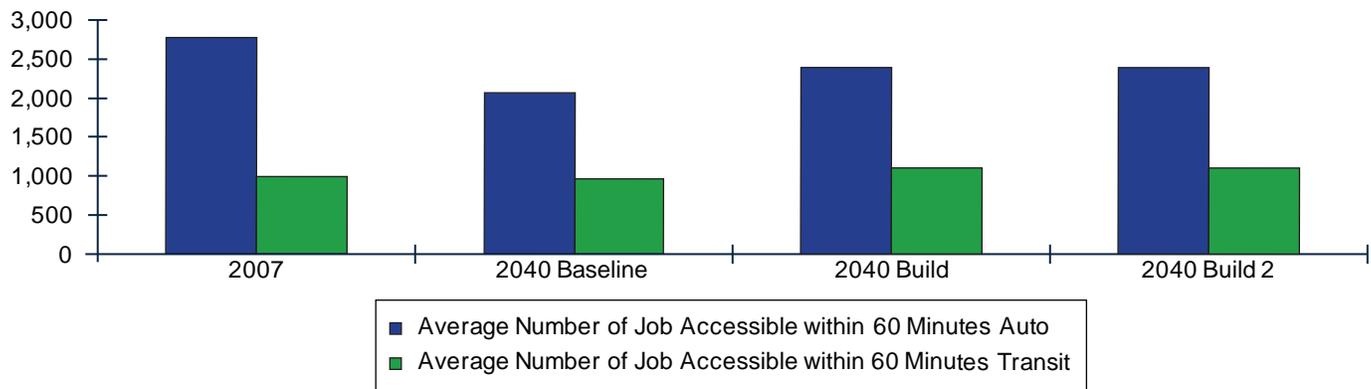
- Mode share (percentage of trips) for non-SOV modes, including transit and HOV, also increases for work trips in 2040.
- Projects in both of the Build scenarios further increase the use of alternative modes, such as bus, rail, and ridesharing.

### Percent Non-SOV Work Trips



## Job Accessibility

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



## Cost Estimates

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

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

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

<sup>(b)</sup> Figures include all projects in the Build 2 Scenario.

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

<sup>(d)</sup> Determined by adding the capital cost and derived operating cost for the indicated period.

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## Acknowledgments

### Northern Virginia Transportation Authority Membership

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

\* Former Members

## Oversight Bodies and Coordination

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

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

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# Appendix



# Appendix

## A.1 Public Involvement

Both internal and external communication was a key component of developing the TransAction 2040 Plan. The intent of the public information and outreach program was to: 1) solicit input and opinions to inform the project list and prioritization; and 2) disseminate timely information about the Plan. Throughout the course of developing the Plan, a variety of tools were used to either obtain appropriate input or disseminate information. These included a public open house, a webpage with pertinent information, and two newsletters.

### Public Open House

One public meeting was held on April 18, 2012 at the Mary Ellen Henderson Middle School, Falls Church, Virginia. The Open House began at 6:30 p.m. on April 18, 2012. Approximately 34 people, including members of the Jurisdiction and Agency Coordination Committee (JACC) and project team were in attendance.

The meeting presented general information about the Plan and sought input on the TransAction 2040 project list and preliminary prioritization process. The public had the opportunity to view exhibits and speak with project technical staff before and after the presentation. The exhibits included 13 display boards and a PowerPoint display regarding the Prioritization by Corridor. The materials were posted to the project webpage.

The Honorable Martin Nohe, Chairman of the Northern Virginia Transportation Authority and Coles District Supervisor of the Prince William Board of County Supervisors, spoke at the Open House about NVTA and the TransAction 2040 Plan and then Mr. John (Jay) Evans, P.E., AICP, the Project Manager for Cambridge Systematics, delivered a presentation on the project to date, followed by a question-and-answer session.

### Webpage

The webpage for the TransAction 2040 Plan can be found on the NVTA website at <http://www.thenovaauthority.org/>. The webpage is a repository for the newsletters and materials from the Open House. It also provides information on the TransAction 2030 Plan.

### Newsletters

Two newsletters were prepared over the course of the study. These newsletters were intended for public consumption and were used to inform the public and other stakeholders about study

progress and key findings. They are available on the Plan webpage, and are included herein as Exhibits A.1 and A.2.

## A.2 Level of Service Schematics for Each Corridor

TransAction 2040 included an update to the level of service (LOS) analyses conducted in the TransAction 2030 Plan. Similar to TransAction 2030, this Plan compared LOS along the major corridors in the region to help identify transportation challenges in the 2007 and 2040 Base scenarios and to demonstrate how the 2040 Build scenario addressed some of these challenges. One change in the TransAction 2040 analysis was to use automobile and indicators of bus levels of service in developing the graphics. Each corridors addressed through this analysis was divided into several segments, for which the following LOS measures were evaluated:

- Peak period highway LOS in the inbound and outbound directions;
- Peak period bus frequency in the inbound and outbound directions; and
- Daily peak period bus load factor.

Each measure was divided into six categories with values representing levels of service A (highest quality service) through F (lowest quality service).

Highway LOS calculations were made based on link-level volume to capacity (v/c) ratios calculated through use of the TPB Version 2.3 Travel Demand Forecasting Model. The specific v/c ratio breakpoints were developed based on the 2010 Highway Capacity Manual. The highway LOS information is useful in determining the degree to which a roadway's capacity is being utilized by the traffic projected in each scenario.

The bus frequency LOS measure reflected how often bus service is provided along the segment. Service frequency is an important LOS measure in determining how much access bus riders have to transit services and how convenient the bus service is (i.e., how long the rider must wait for the bus to arrive, which impacts their overall travel time using transit). The bus frequency thresholds were initially based on the standards for fixed-route service frequency in the Transit Capacity and Quality of Service Manual, 2<sup>nd</sup> Edition, but were then revised by the team to reflect the higher range of service frequencies in the model outputs.

Bus load factor measures the quality of service in terms of how crowded the bus is and whether passengers could find a seat, both of which affect riders' comfort levels while on the bus.<sup>1</sup> The LOS categories for the bus load factor were based on the fixed-route passenger load LOS thresholds identified in the Transit Capacity and Quality of Service Manual, 2<sup>nd</sup> Edition.

Exhibit A.3 presents the results of the multimodal LOS analyses with three schematics per corridor, organized by scenario: 2007, 2040 Base, and 2040 Build. Segments that the model

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<sup>1</sup> Transit Capacity and Quality of Service Manual, 2<sup>nd</sup> Edition.

identified as LOS A and B are shown in dark green and light green, respectively. LOS C and D measures are shown in yellow and orange, respectively, while LOS E and F measures are shown in light red and dark red, respectively. It should also be noted that LOS was only evaluated for segments that lie along the arterials, or intersect the arterials and are in close proximity, within the eight corridors. The analyzed segments are shown in bold black in the following schematics.

### **A.3 Corridor-Level VMT by LOS Grouping**

Exhibit A.4 presents a series of charts depicting the distribution of VMT by LOS grouping for each of the Plan corridors for the morning and evening peak. The charts permit comparison to be made in terms of the proportion of VMT occurring in uncongested, near capacity, and over capacity conditions under the 2007 Current, 2040 Base, 2040 Build, and 2040 Build 2 scenarios according to the modeling.

### **A.4 Supporting Resolutions**

Exhibit A.5 presents resolutions, signed by member agencies/jurisdictions, supporting and endorsing the Northern Virginia Transportation Authority's TransAction 2040 Long Range Transportation Plan. The agencies/jurisdictions providing supporting resolutions include: City of Alexandria, Arlington County, City of Fairfax, Fairfax County, City of Falls Church, Loudoun County, Potomac Rappahannock Transportation Commission, and Prince William County.



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*Exhibit A.1 – Newsletter 1*





# TransAction2040

## Transportation for Today and Tomorrow

March 26, 2012

Newsletter 1

This newsletter provides an overview of the process for developing the TransAction 2040 Northern Virginia Regional Transportation Plan. The newsletter describes the work currently underway and the findings of the technical analyses completed to date, which will be shared at a public Open House on April 18, 2012.

### *What is TransAction 2040?*

The Northern Virginia Transportation Authority (NVTA) is charged with preparing a regional transportation plan for Northern Virginia, including transportation improvements of regional significance. The NVTA revises and amends this plan every five years. The TransAction 2040 Northern Virginia Regional Transportation Plan represents an update of the TransAction 2030 Northern Virginia Regional Transportation Plan, which was endorsed by the NVTA in 2007. TransAction 2040 is designed to extend the planning horizon, allowing for consistency with the Fiscally Constrained Long-Range Plan (CLRP). The CLRP is developed cooperatively by governmental bodies and agencies represented on the National Capital Region Transportation Planning Board and identifies all regionally significant transportation projects and programs that are planned and funded in the Washington metropolitan area between 2011 and 2040. TransAction 2040 also includes new projects, a cost-benefit analysis, and introduces a revised evaluation and prioritization process. Like the plan that preceded it, TransAction 2040 is intended to provide a guide for funding future transportation projects in Northern Virginia.

### *What Communities and Facilities are Covered in TransAction 2040?*

TransAction 2040 covers the counties of Arlington, Fairfax, Loudoun, and Prince William; the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park; and the towns of Dumfries, Herndon, Leesburg, Purcellville, and Vienna. The plan includes roadway, transit, bicycle, and pedestrian improvements in eight regional corridors:

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

As indicated, each corridor includes multimodal network elements connecting major origins and destinations. Other major improvements outside the eight defined corridors are also identified, including the Eastern Potomac River Crossing and the Western Transportation Corridor.

### *TransAction 2040 Goals*

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

# TransAction 2040 Vision

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



## Corridor Map





## Project Schedule

A final report is anticipated in Summer 2012, with adoption of TransAction 2040 by the NVTA proposed for Fall 2012. Progress to date includes the following activities:

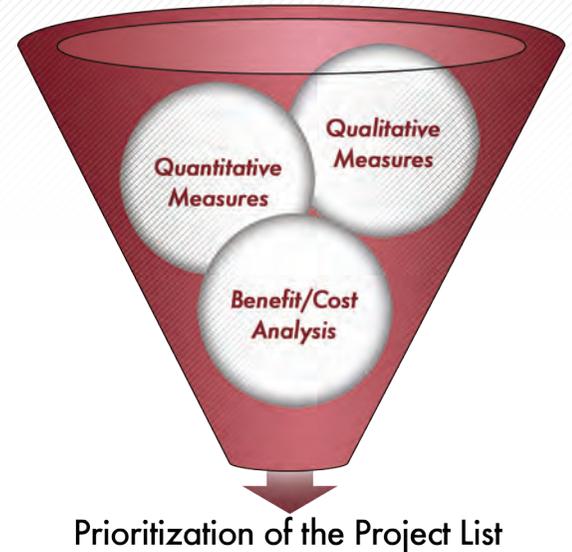
- Inventory of Regional Transportation Needs.** The NVTA has approved a project list detailing transportation needs across modes, including transit, highway, bicycle, pedestrian, intelligent transportation systems (ITS), and travel demand management (TDM). The project list is a key input to all travel forecasting.
- Travel Forecasting.** The regional computer model for travel forecasting adopted by the Metropolitan Planning Organization the National Capital Region Transportation Planning Board (TPB) was used to forecast travel patterns under three scenarios:

- » **Scenario 1: Current** – Existing land use and transportation network;
- » **Scenario 2: Baseline** – Year 2040 land use and transportation network representing all projects in the CLRP in place, including Silver Line and Beltway HOT Lanes; and
- » **Scenario 3: Build** – Year 2040 land use and transportation network including all projects in the CLRP as above, as well as all proposed TransAction 2040 projects.

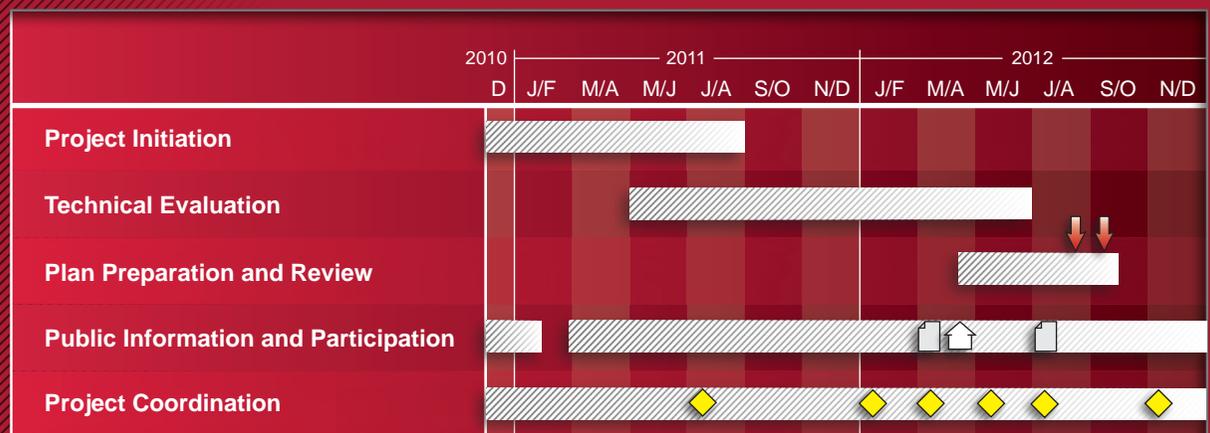
These results have been mapped to illustrate the effect of the proposed highway and transit improvements in Northern Virginia.

- Technical Evaluation.** Building on the work of TransAction 2030, a project scoring approach was developed using a comprehensive set of qualitative and quantitative evaluation measures. A project prioritization process was then applied within corridors and by project type (e.g., bicycle/pedestrian, transit, highway), incorporating feedback from the TransAction 2040 Subcommittee. Prioritization of the TransAction 2040 projects permits a view toward the most effective projects of each type that could be undertaken within each corridor.

## Project Prioritization Process



## Project Timeline



- 📄 Newsletter
- 🏠 Open House
- ⬇️ Draft and Final Deliverables
- ◆ NVTA Board Meetings

## *Project Oversight and Consultation*

The TransAction 2040 Subcommittee was formed by the NVTA to monitor and guide the study process. Subcommittee members serve as liaisons with their respective agencies and elected officials, and help distribute information to citizens, interested groups, and stakeholders. The Subcommittee membership includes transportation representatives from Arlington County, City of Alexandria, City of Fairfax, City of Falls Church, District of Columbia, Fairfax County, Loudoun County, Northern Virginia Transportation Commission, Potomac and Rappahannock Transportation Commission, Prince William County, Town of Vienna, Virginia Railway Express, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, and the Washington Metropolitan Area Transit Authority.

Other oversight bodies that have been involved throughout the TransAction 2040 update process and that have provided valuable feedback on materials developed include:

- **Planning Coordination Advisory Committee (PCAC).** The PCAC includes elected officials from the NVTA member jurisdictions and advises on policy issues related to updates of the NVTA's Long-Range Transportation Plan.
- **Technical Advisory Committee (TAC).** The TAC consists of appointed individuals experienced in the field of transportation who reside or are employed in the NVTA member jurisdictions.
- **Jurisdiction and Agency Coordination Committee (JACC).** The JACC is an advisory committee on technical matters, providing staff-level representation from the NVTA member jurisdictions and relevant agencies, including Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), Northern Virginia Transportation Commission (NVTC), and the Potomac and Rappahannock Transportation Commission (PRTC).

## *Open House and Public Comments*

Your input and suggestions are requested to help the NVTA determine project priorities, and ultimately prioritize regional transportation investments. The NVTA invites the public to an Open House on April 18, 2012 at:

Mary Ellen Henderson Middle School  
7130 Leesburg Pike  
Falls Church, VA 22043

Open House: 6:30 p.m. to 8:30 p.m.  
Project Presentation: 7:00 p.m.

Transit: Walk from West Falls Church Metrorail Station or use bus stops on Leesburg Pike (Metrobus Route 3B or Metrobus Route 28A).

The Open House will present the findings from the technical analysis performed to date and will solicit input on the preliminary prioritization. Following the Open House, a supplemental run of the adopted regional travel forecasting model will be carried out with a modified project list, based on the feedback obtained from the public.

# *TransAction2040*

Transportation for Today and Tomorrow

## *Contact Information*

Kala Leggett Quintana  
Director of Communication  
for TransAction 2040  
c/o Northern Virginia Transportation  
Commission (NVTC)  
RE: TransAction 2040  
2300 Wilson Boulevard, Suite 620  
Arlington, VA 22201

<http://www.thenovaauthority.org>

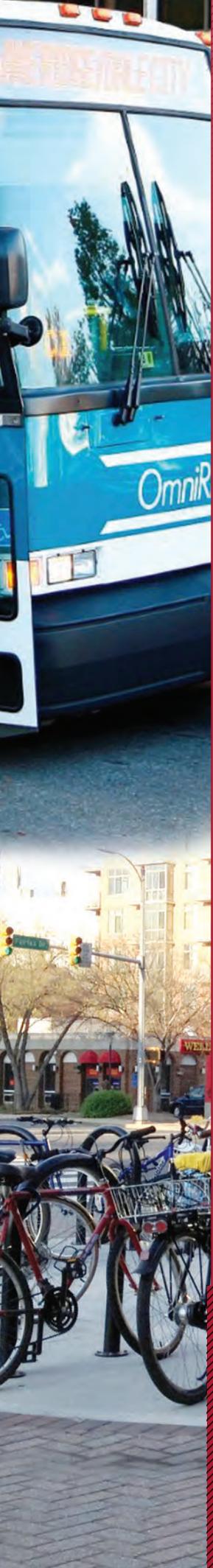
[theauthority@thenovaauthority.org](mailto:theauthority@thenovaauthority.org)



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*Exhibit A.2 – Newsletter 2*





# TransAction2040

## Transportation for Today and Tomorrow

August 27, 2012

Newsletter 2

The TransAction 2040 Northern Virginia Regional Transportation Plan has progressed through the April 2012 Open House and completed the technical evaluation stages. This second and final newsletter describes the key technical evaluation forecasting findings, project prioritization process, and final steps to complete the TransAction 2040 update.

### *TransAction 2040 Update*

Newsletter #1, published in March 2012, provided an overview of the process for developing TransAction 2040. The newsletter contained details about the TransAction 2040 vision, goals, methodology, and project schedule. It also depicted the communities and facilities that are covered in TransAction 2040 on a corridor map. Newsletter #1 can be viewed at: <http://www.thenovaauthority.org/projects.html>.

A public Open House was conducted on April 18, 2012 to present the findings from the technical analysis and to solicit input on the preliminary project prioritization for consideration in development of a second model run. The display boards and presentation from the meeting can be viewed at: <http://www.thenovaauthority.org/projects.html>.



### *TransAction 2040 Vision*

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

## Technical Evaluation Findings

As described in Newsletter #1, the regional computer model for travel forecasting adopted by the Metropolitan Planning Organization, the National Capital Region Transportation Planning Board (TPB), was used to forecast travel patterns for the following three scenarios: Current, Baseline, and Build. Based on feedback, a fourth scenario, Build 2, was added following the Open House to further enhance the highway and transit network performance versus the original Build scenario.

Each of the scenarios was tested to see how the different combinations of transportation projects would impact regional mobility. The evaluation included an assessment of: person miles of travel (PMT), vehicle miles of travel (VMT), work trip mode share, and job accessibility. Major observations are described and shown in graphs throughout the newsletter.

**Scenario 1: Current** – Existing land use and transportation network;

**Scenario 2: Baseline** – Year 2040 land use and transportation network representing all projects in the CLRP in place, including Silver Line Beltway HOT Lanes;

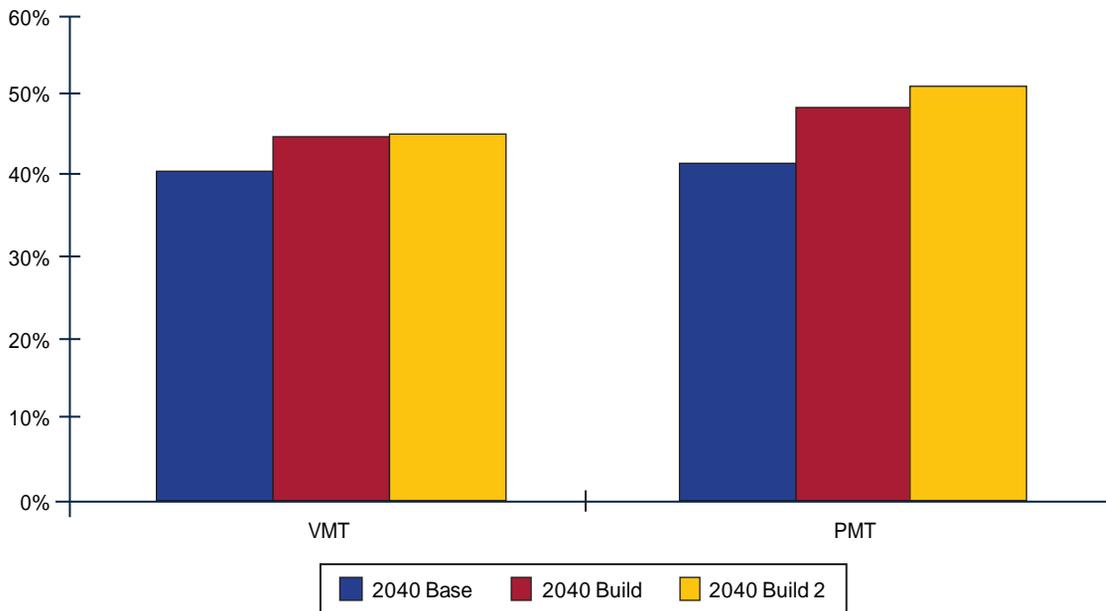
**Scenario 3: Build** – Year 2040 land use and transportation network, including all projects in the CLRP as above, as well as all proposed TransAction 2040 projects; and

**Scenario 4: Build 2** – Year 2040 land use and transportation network, including all projects in the CLRP, proposed TransAction 2040 projects (six new projects and two revisions to previously proposed TransAction 2040 projects).

## Person Miles of Travel and Vehicle Miles of Travel

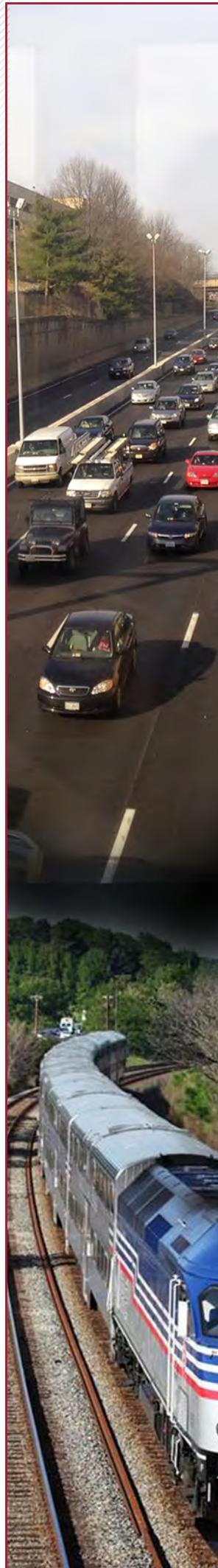
- PMT increases in all of the 2040 scenarios compared to 2007 conditions, indicating increased multimodal travel opportunities in both of the Build scenarios.
- In each of the 2040 scenarios, PMT increases more than VMT, clearly indicating that more people are using alternatives, such as bus, rail, and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

*Increase in Travel Compared to 2007*



*VMT – Vehicle Miles Traveled: A measure of total travel made by vehicles on roadways.*

*PMT – Person Miles Traveled: A measure of total travel made by people whether in cars or on rail transit.*

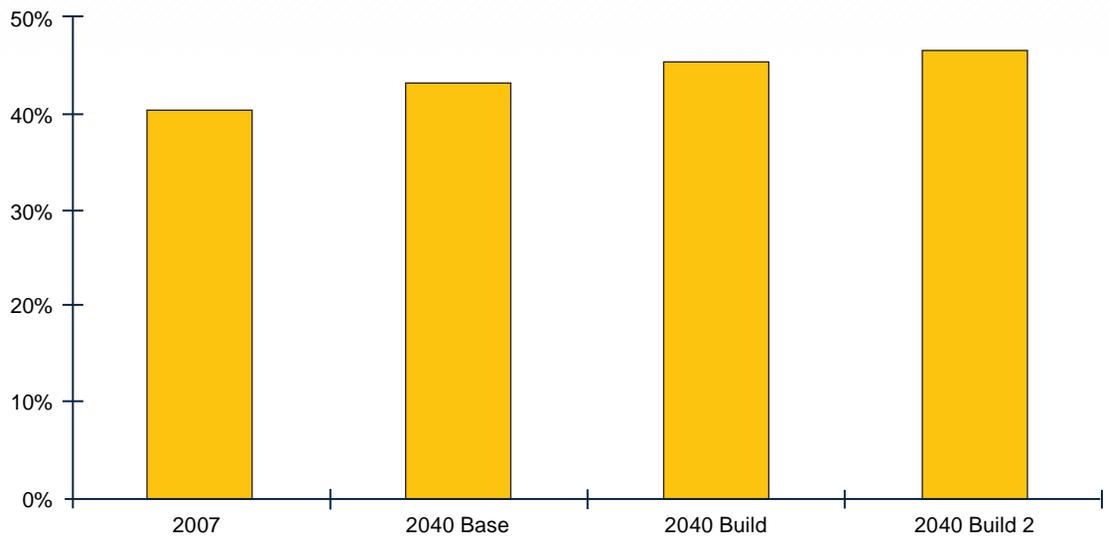




## Work Trip Mode Share

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

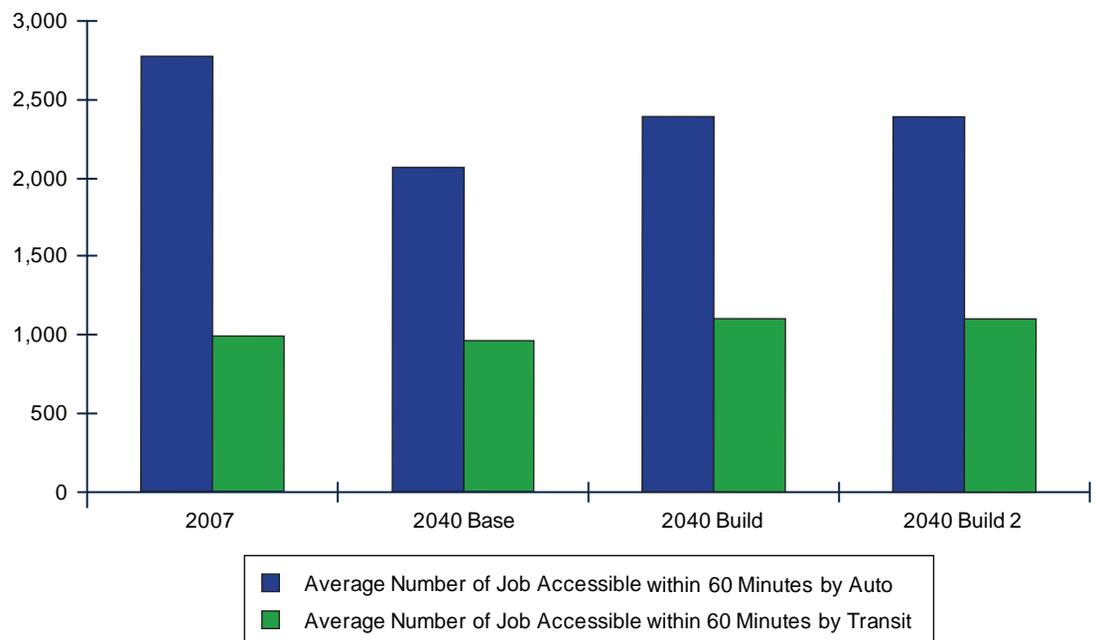
*Percent Non-SOV Work Trips*



## Job Accessibility

- Due to increased congestion by 2040, the 2040 Baseline scenario shows a decrease in accessibility, or ease of traveling as compared to 2007 results.
- Projects in both of the Build scenarios decrease congestion and improve accessibility for automobiles compared with the 2040 Baseline scenario.
- Projects in both of the Build scenarios include major transit investment projects, increasing transit accessibility over the 2040 Baseline scenario.

*Changes to Job Accessibility*



## Project Prioritization

TransAction 2040 prioritizes a set of multimodal projects by corridor and by project type (e.g., bicycle/pedestrian, transit, highway). A summary table of projects by corridor and type, with selected multimodal example projects is provided. The Build scenario project listing includes:

Over 100 highway projects adding 785 lane-miles, including:

- Urban street grids at major activity centers (e.g., Tysons Corner, Crystal City, etc.);
- HOV lanes on the Fairfax County Parkway;
- Western Transportation Corridor; and
- Eastern Potomac River Crossing.

More than 50 transit projects including:

- Metrorail extensions to Gainesville and Potomac Mills;
- Metrorail connections across the Wilson and Legion Bridges;

- Expansion of Metrorail fleet to all eight-car trains;
- Light rail on VA 28 and VA 7;
- VRE extensions to Haymarket and Fauquier County;
- Priority Bus services on the Capital Beltway, Fairfax County Parkway, Duke Street, and other corridors; and
- Park-and-Ride lot construction in outlying counties.

Over 40 projects to improve bicycle/pedestrian conditions:

- Grade-separated crossings;
- Paths and bicycle trails; and
- Bikeshare.

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

Fifteen factors were used to address prioritization (comprising 18 different measures) and each project and measure received a “low,” “medium,” or “high” score. The majority of the performance evaluation criteria were used to identify the extent to which individual projects impacted transportation system performance. The remainder of the criteria were used to help distinguish between projects receiving the same score in the transportation system performance dimensions, in order to help identify which projects would better meet the regional transportation needs.

To view the results of the preliminary prioritization, visit: <http://www.thenovaauthority.org/projects.html>.

## Next Steps

Once all of the technical activities have been completed, the findings will be presented in a brochure. A map listing projects across all eight corridors will also be provided. The final plan will document the study process and outcomes. Adoption of TransAction 2040 by the NVTA is proposed for Fall 2012.

## Contact Information

Kala Leggett Quintana  
 Director of Communication  
 for TransAction 2040  
 c/o Northern Virginia Transportation  
 Commission (NVTC)  
 RE: TransAction 2040  
 2300 Wilson Boulevard, Suite 620  
 Arlington, VA 22201

<http://www.thenovaauthority.org>

[theauthority@thenovaauthority.org](mailto:theauthority@thenovaauthority.org)



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*Exhibit A.3 – Corridor LOS Schematics*



## Corridor Level of Service Factors

### Highway Level of Service

	LOS A - 0 - 10 pc/mi/ln
	LOS B - 11 - 18 pc/mi/ln
	LOS C - 18 - 26 pc/mi/ln
	LOS D - 26 - 35 pc/mi/ln
	LOS E - see below
	LOS F - see below

LOS E - depends on link free-flow speed, as follows:

60 mph - 35 - 40 pc/mi/ln

55 mph - 35 - 41 pc/mi/ln

50 mph - 35 - 43 pc/mi/ln

45 mph - 35 - 45 pc/mi/ln

LOS F - depends on link free-flow speed, as follows:

60 mph - > 40 pc/mi/ln

55 mph - > 41 pc/mi/ln

50 mph - > 43 pc/mi/ln

45 mph - > 45 pc/mi/ln

pc/mi/ln = passenger cars per mile per lane

Highway Level of Service thresholds are based on the 2010 Highway Capacity Manual

Note: Corridor Level of Service Factors analysis was applied to major arterial corridors only.

### Bus Frequency

	1 bus per hour or less
	1 - 3 buses per hour
	3 - 6 buses per hour
	6 - 12 buses per hour
	12 - 30 buses per hour
	More than 30 buses per hour

### Bus Load Factor

	≤ 0.5 passengers per seat
	0.5 - 0.75 passengers per seat
	.75 - 1 passengers per seat
	1 - 1.25 passengers per seat
	1.25 - 1.5 passengers per seat
	> 1.5 passengers per seat



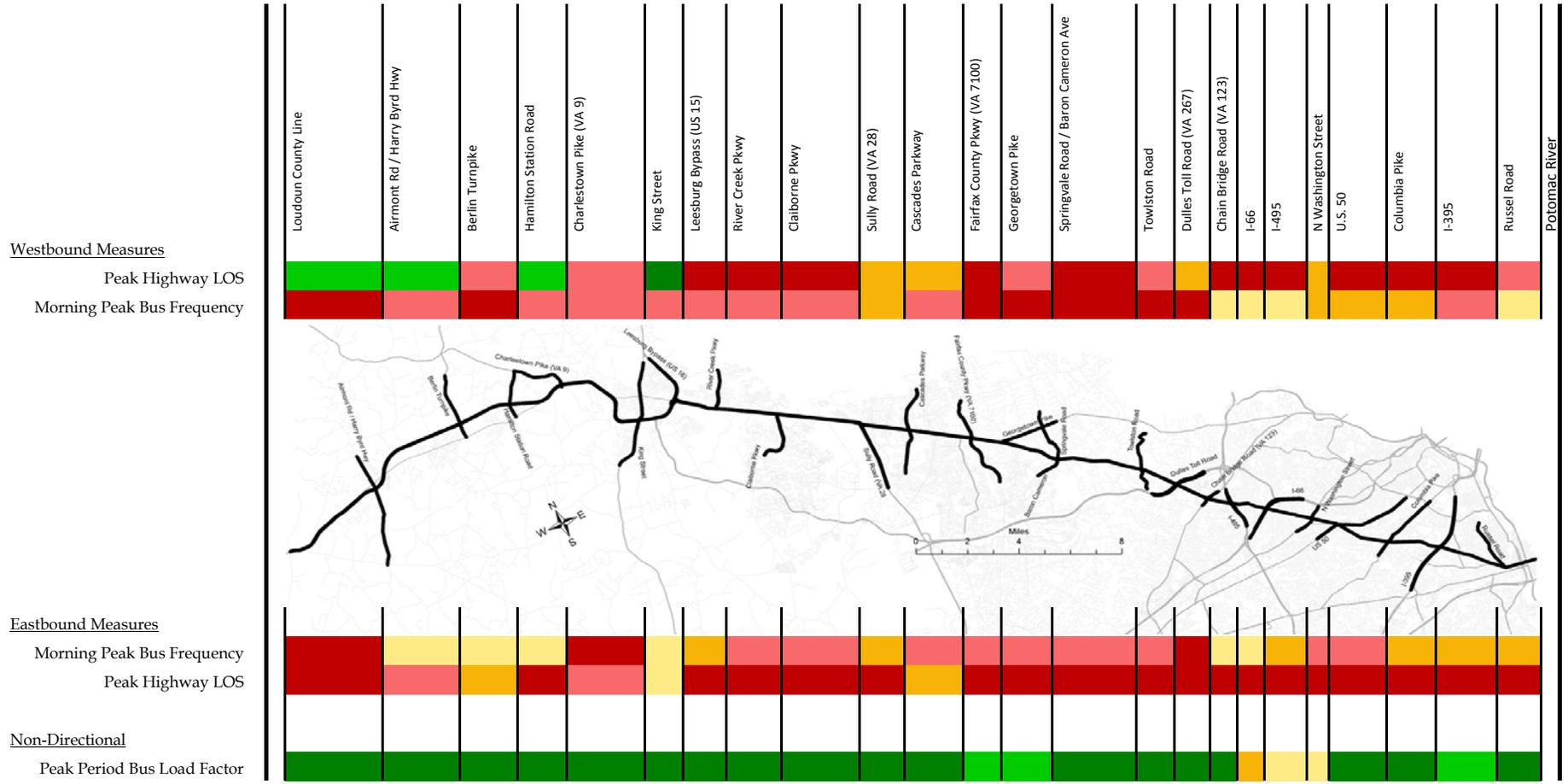
## *2007 Scenario*



# Corridor 1: VA Route 7

## 2007 Scenario

### Level of Service Measures



# Corridor 2: Fairfax County Parkway

2007 Scenario

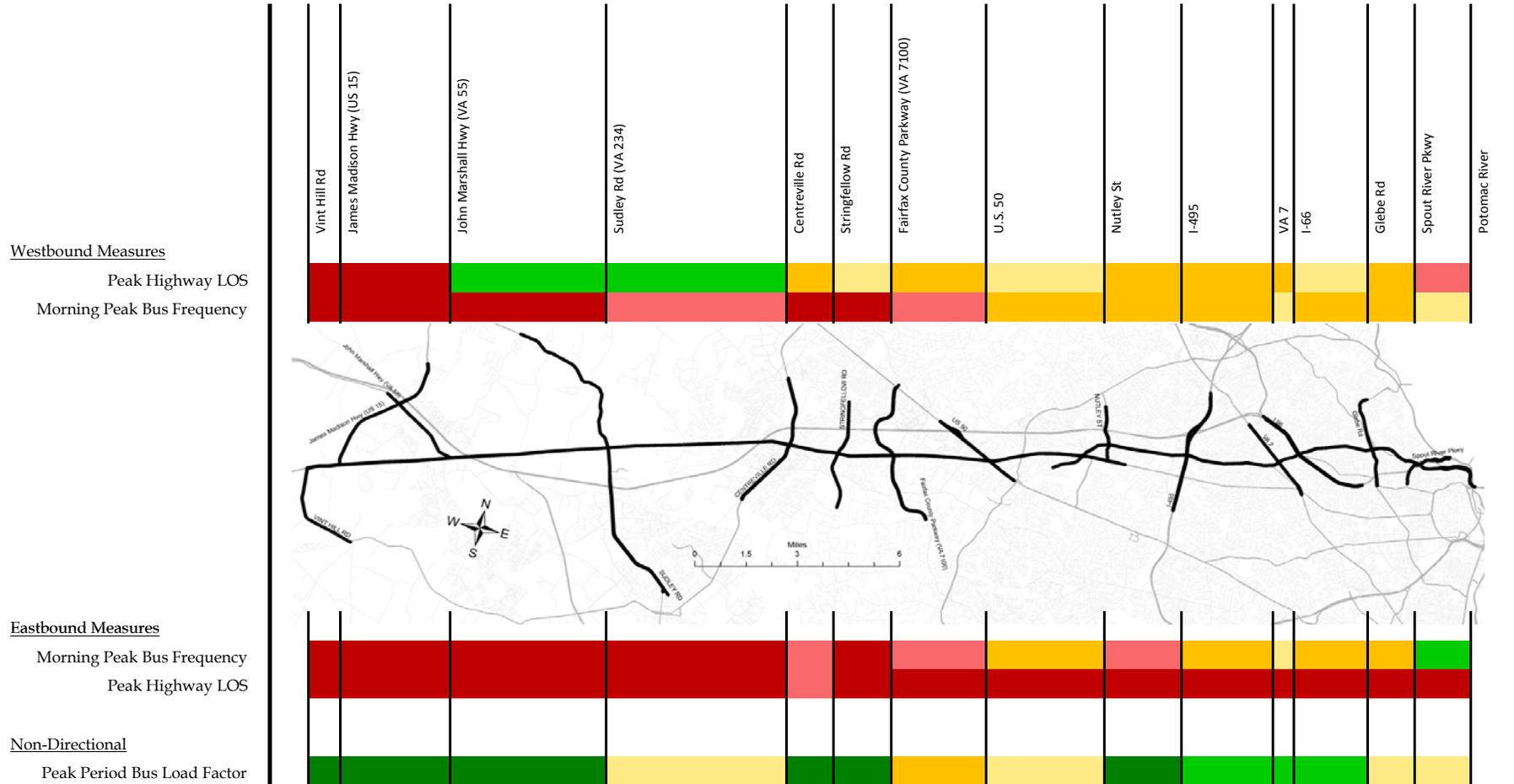
Level of Service Measures



# Corridor 4: U.S. 29

## 2007 Scenario

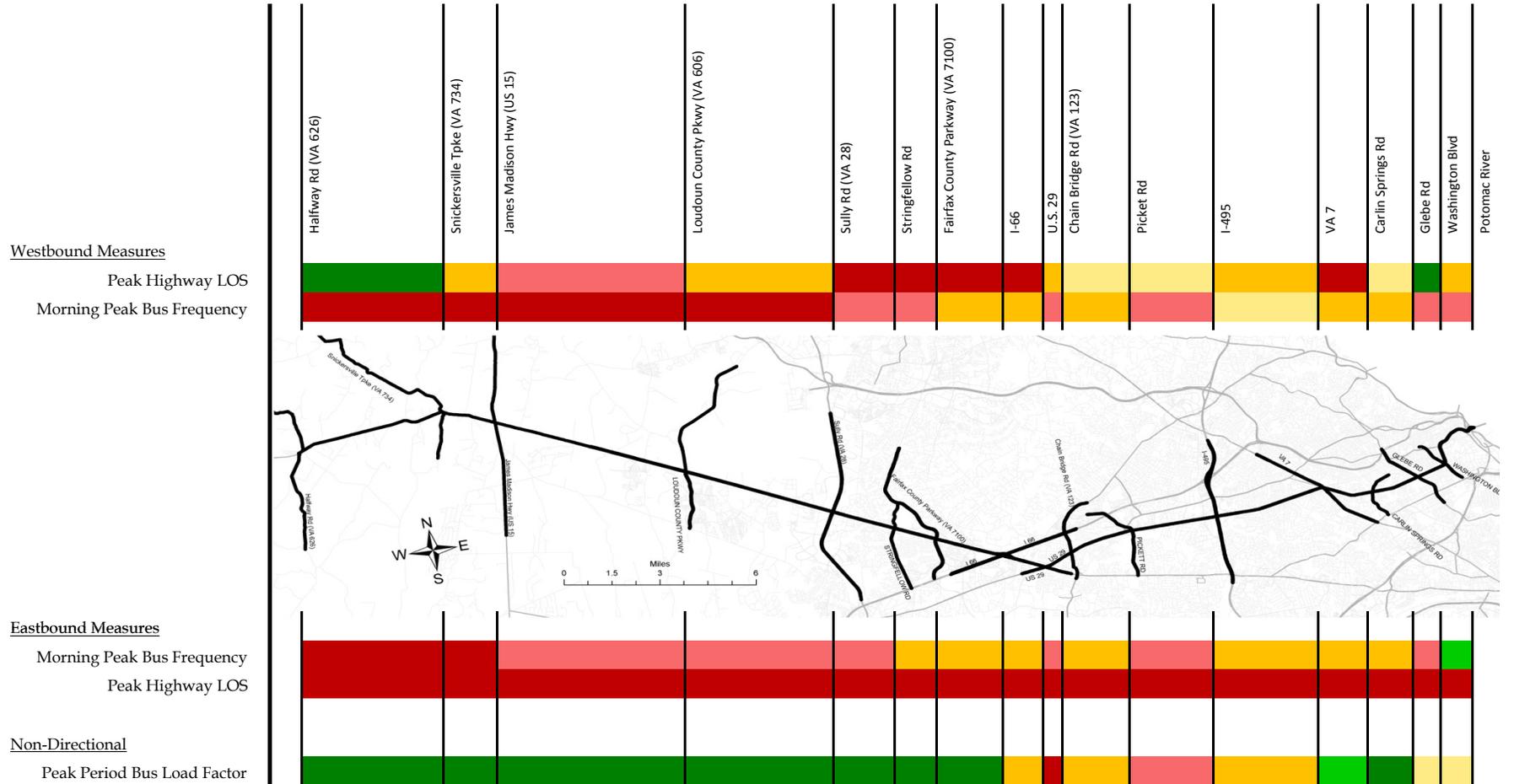
### Level of Service Measures



# Corridor 4: U.S. 50

## 2007 Scenario

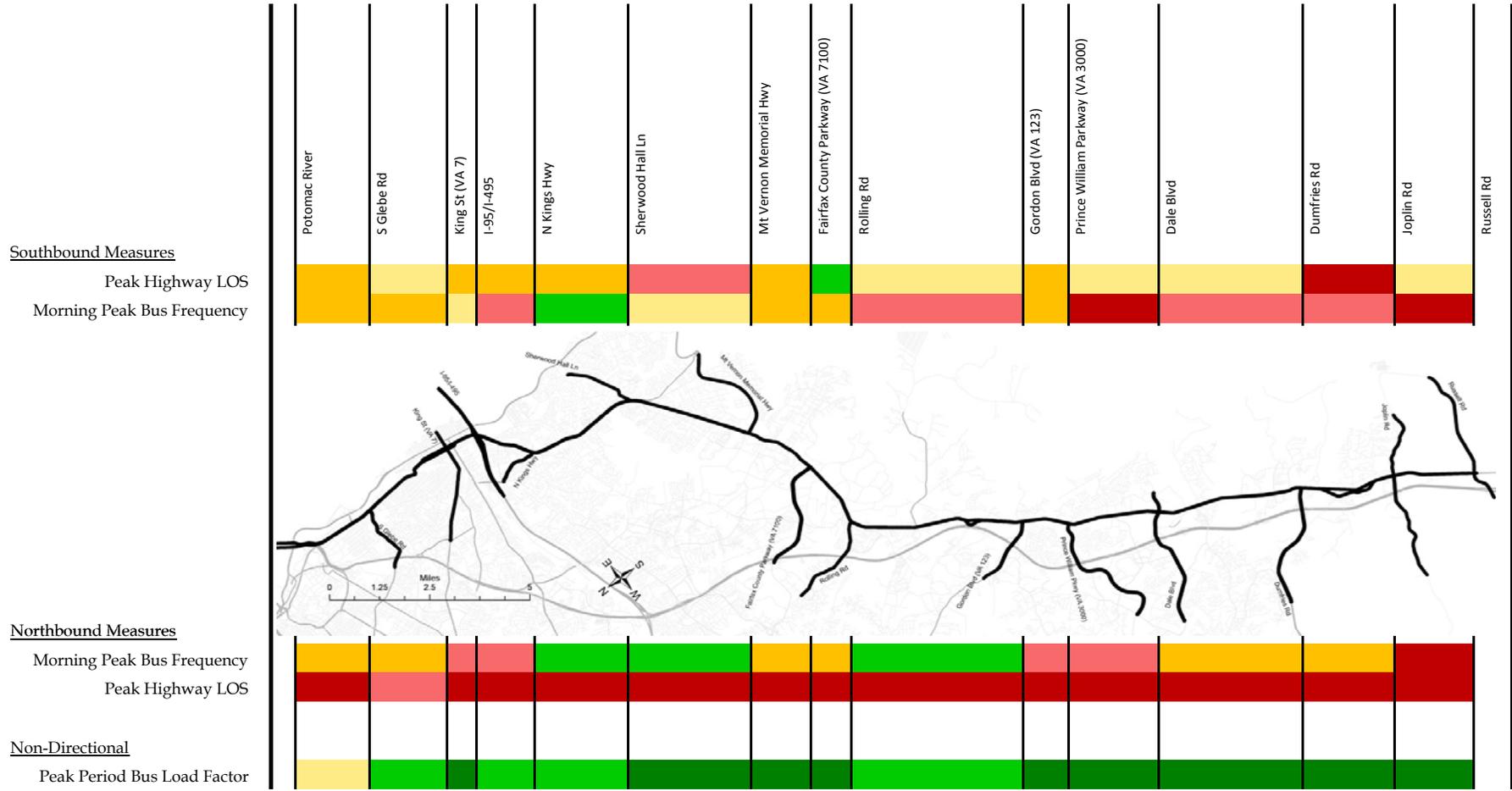
### Level of Service Measures



# Corridor 5: U.S. 1

## 2007 Scenario

### Level of Service Measures



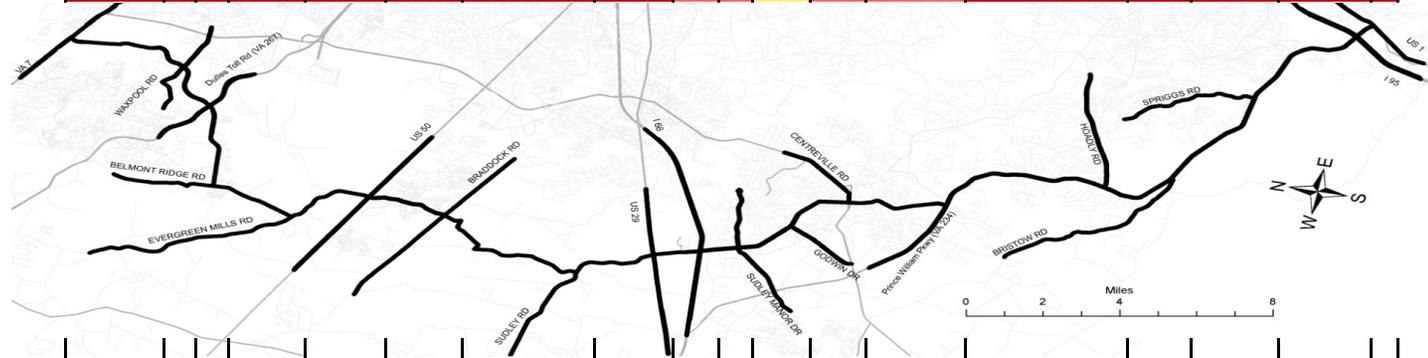
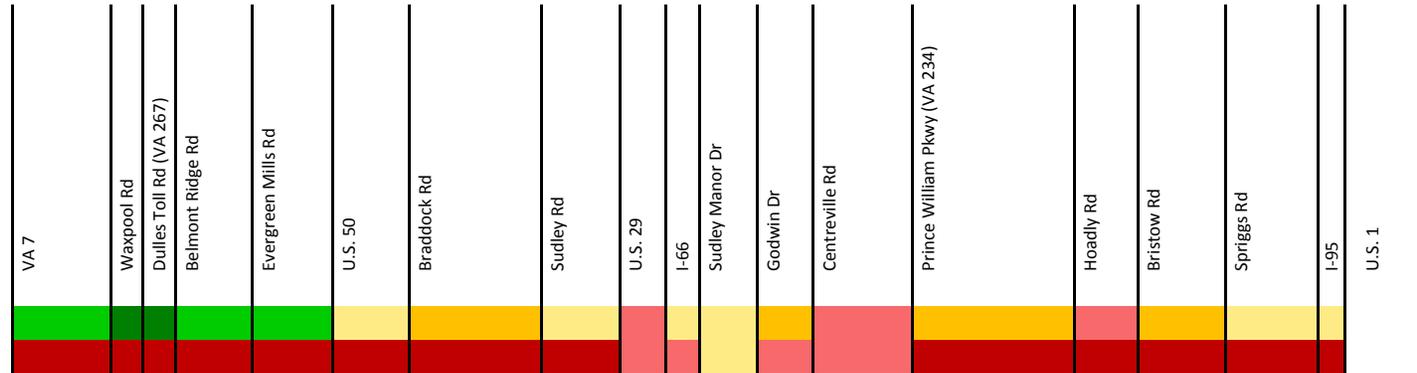
# Corridor 6: TriCounty Pkwy

## 2007 Scenario

### Level of Service Measures

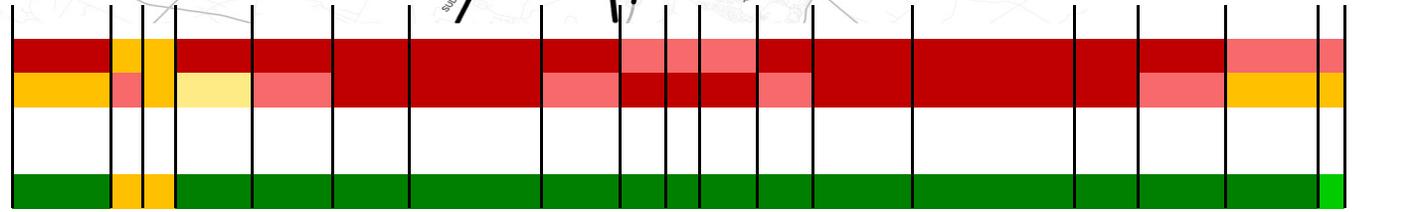
Northbound Measures

Peak Highway LOS  
 Morning Peak Bus Frequency



Southbound Measures

Morning Peak Bus Frequency  
 Peak Highway LOS



Non-Directional

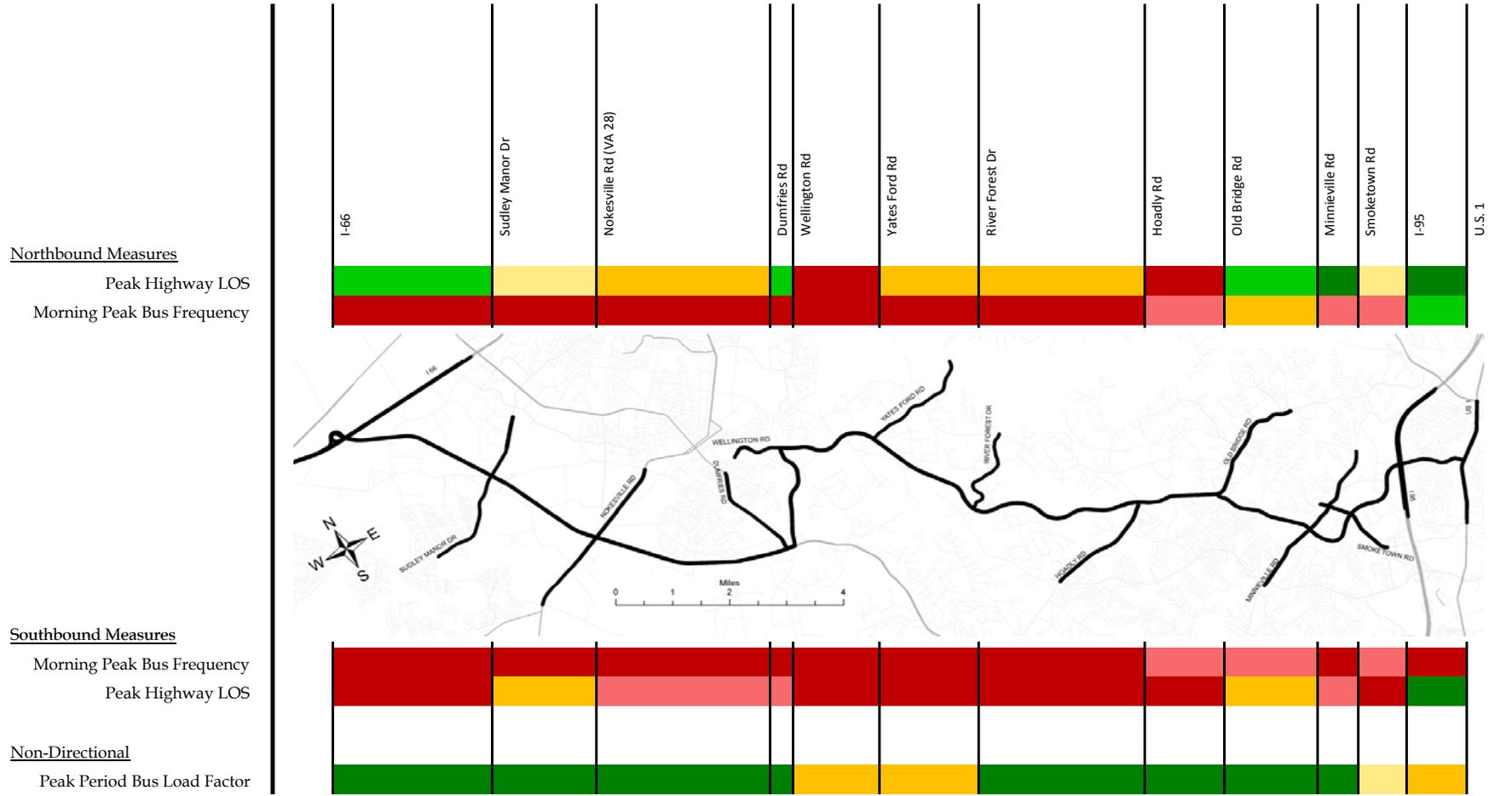
Peak Period Bus Load Factor



# Corridor 7: Prince William Parkway

## 2007 Scenario

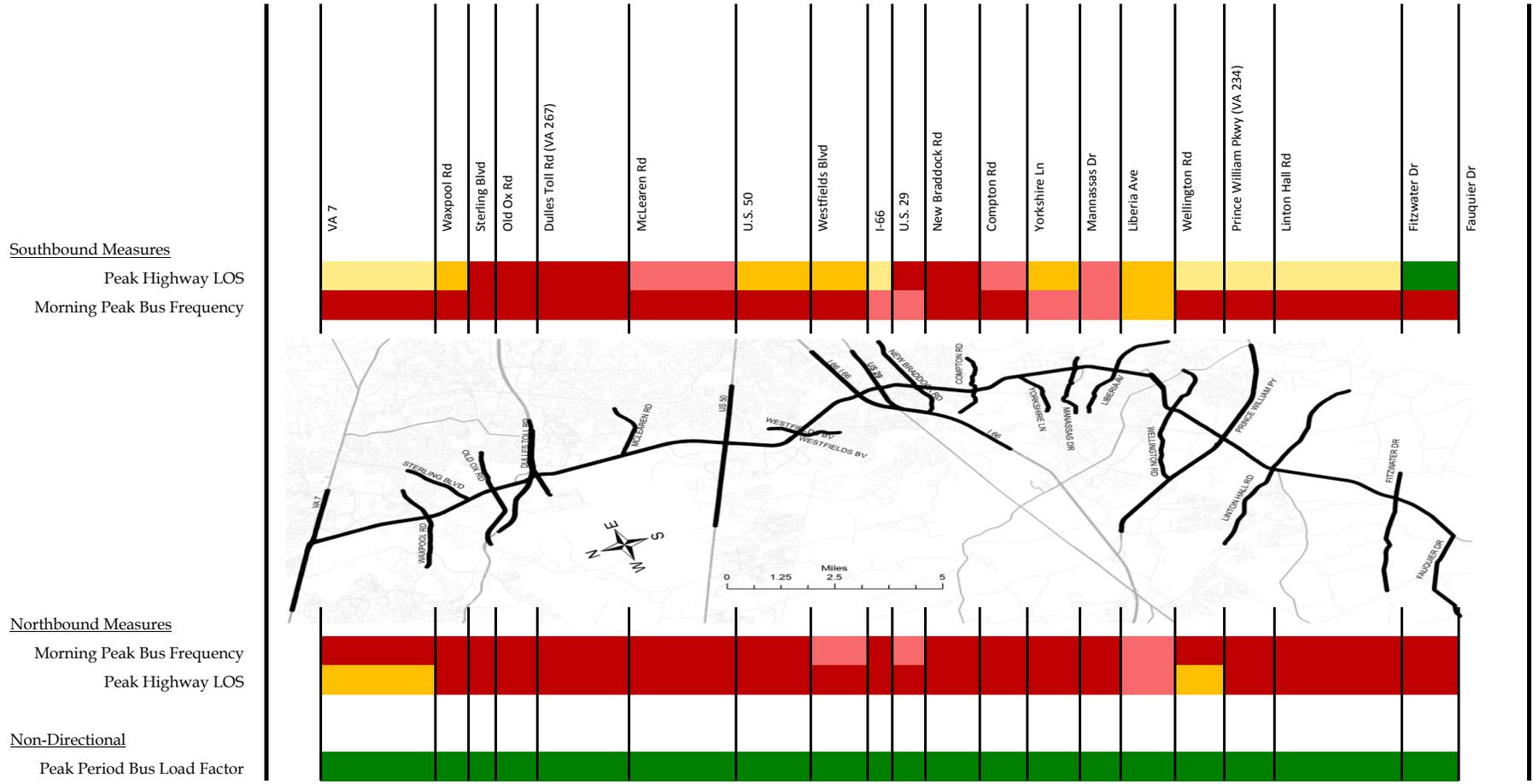
### Level of Service Measures



# Corridor 8: VA Route 28

## 2007 Scenario

### Level of Service Measures



## *2040 Base Scenario*



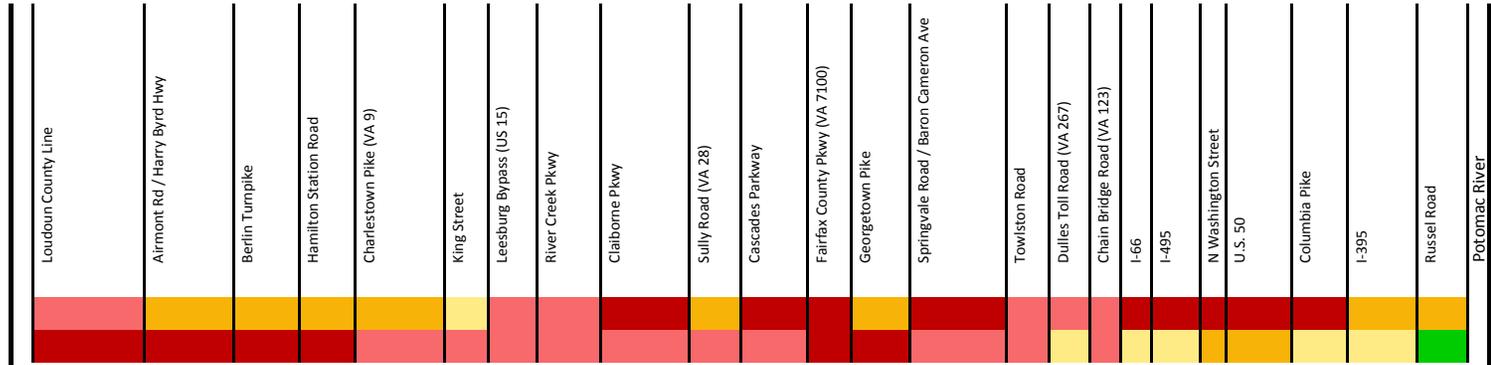
# Corridor 1: VA Route 7

## 2040 Base Scenario

### Level of Service Measures

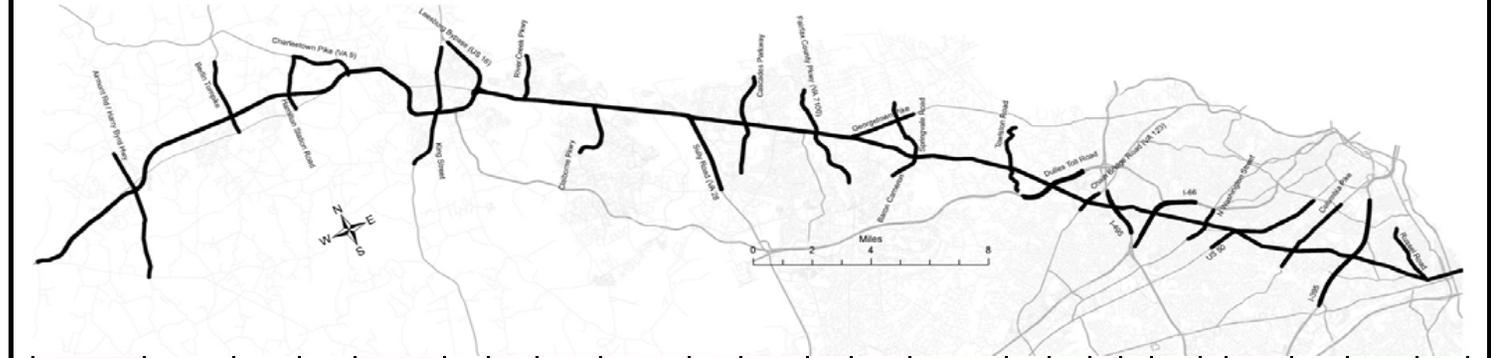
Westbound Measures

Peak Highway LOS  
Morning Peak Bus Frequency



Eastbound Measures

Morning Peak Bus Frequency  
Peak Highway LOS



Non-Directional

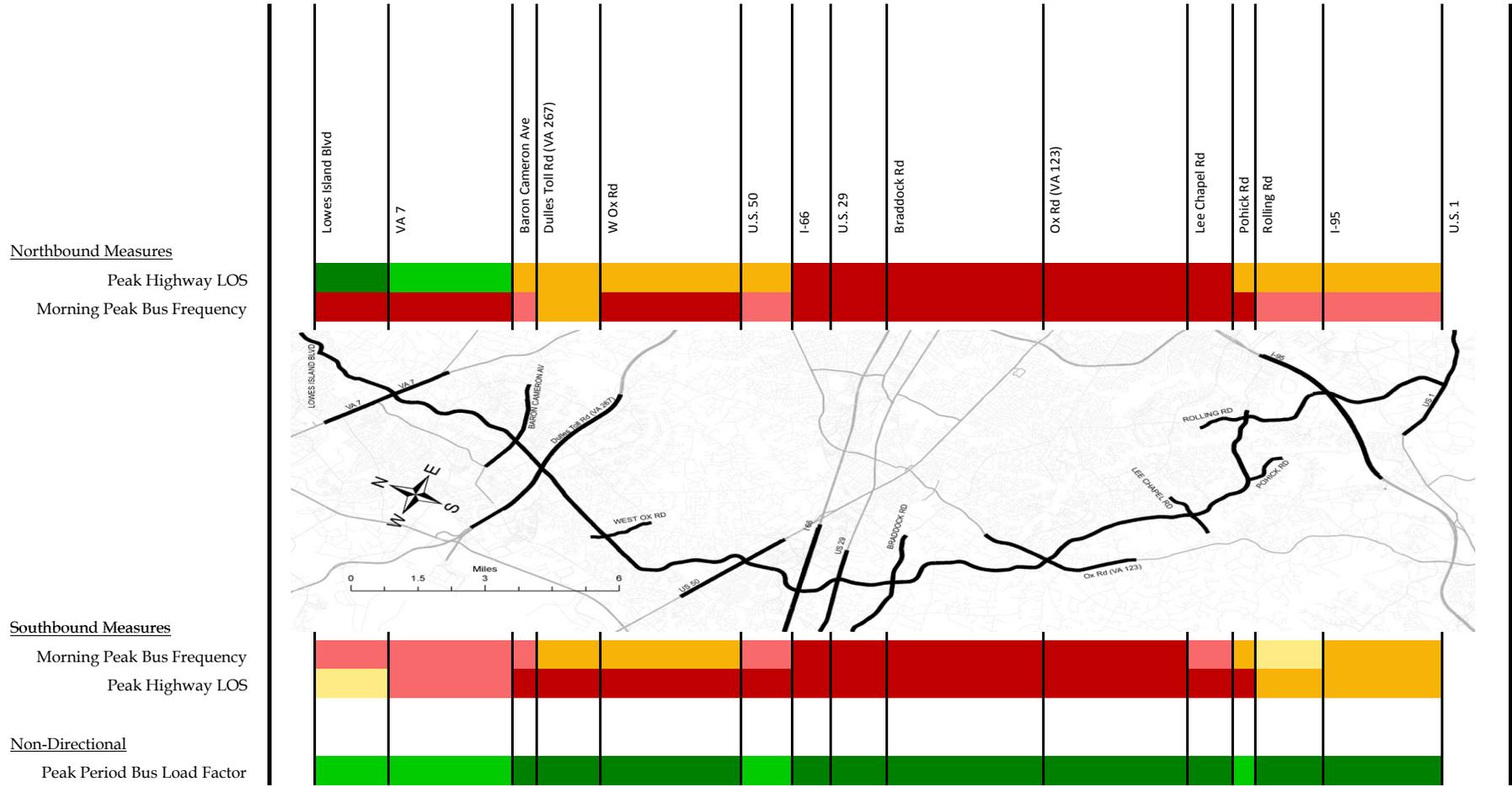
Peak Period Bus Load Factor



# Corridor 2: Fairfax County Parkway

2040 Base Scenario

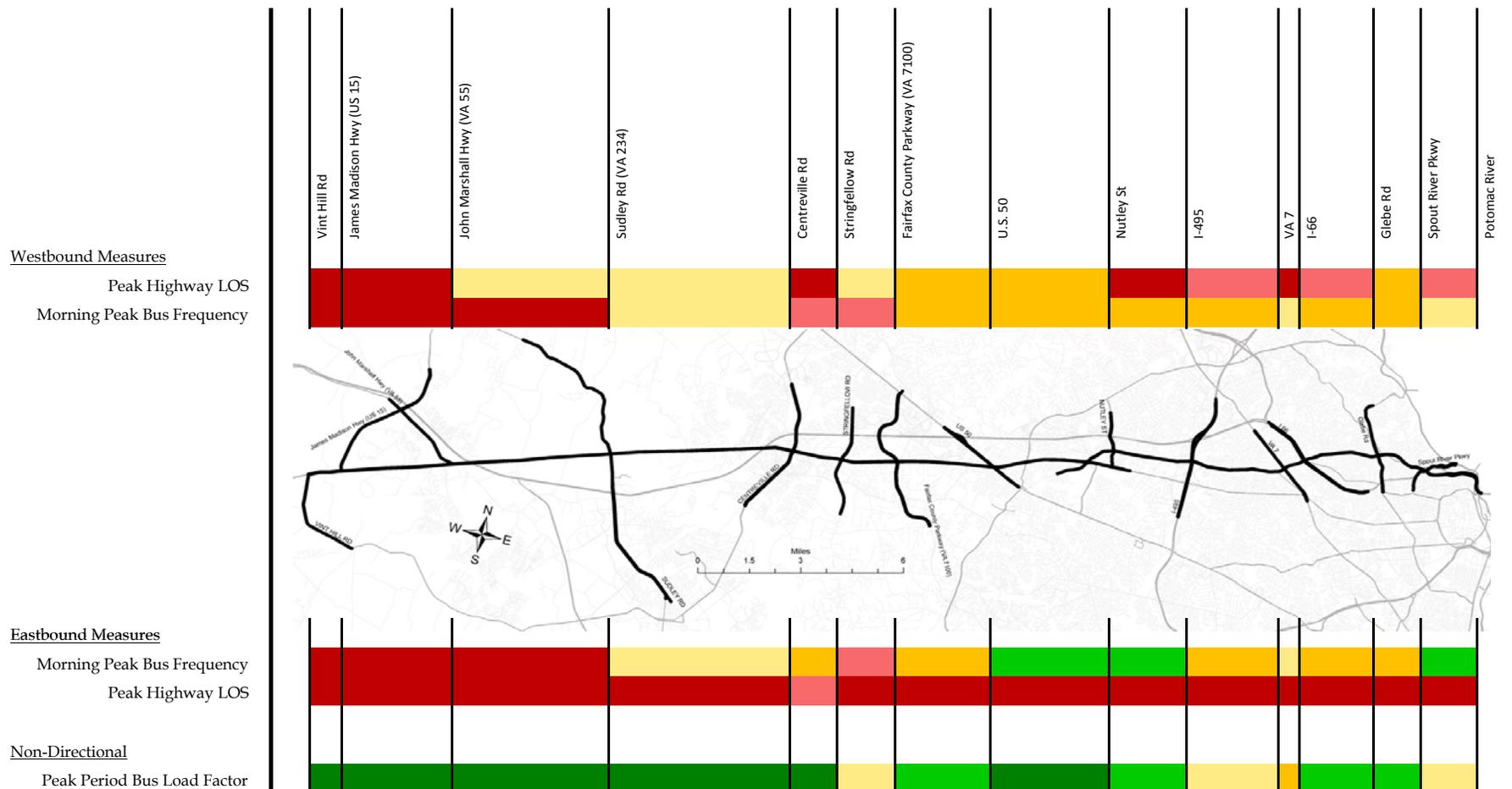
Level of Service Measures



# Corridor 4: U.S. 29

## 2040 Base Scenario

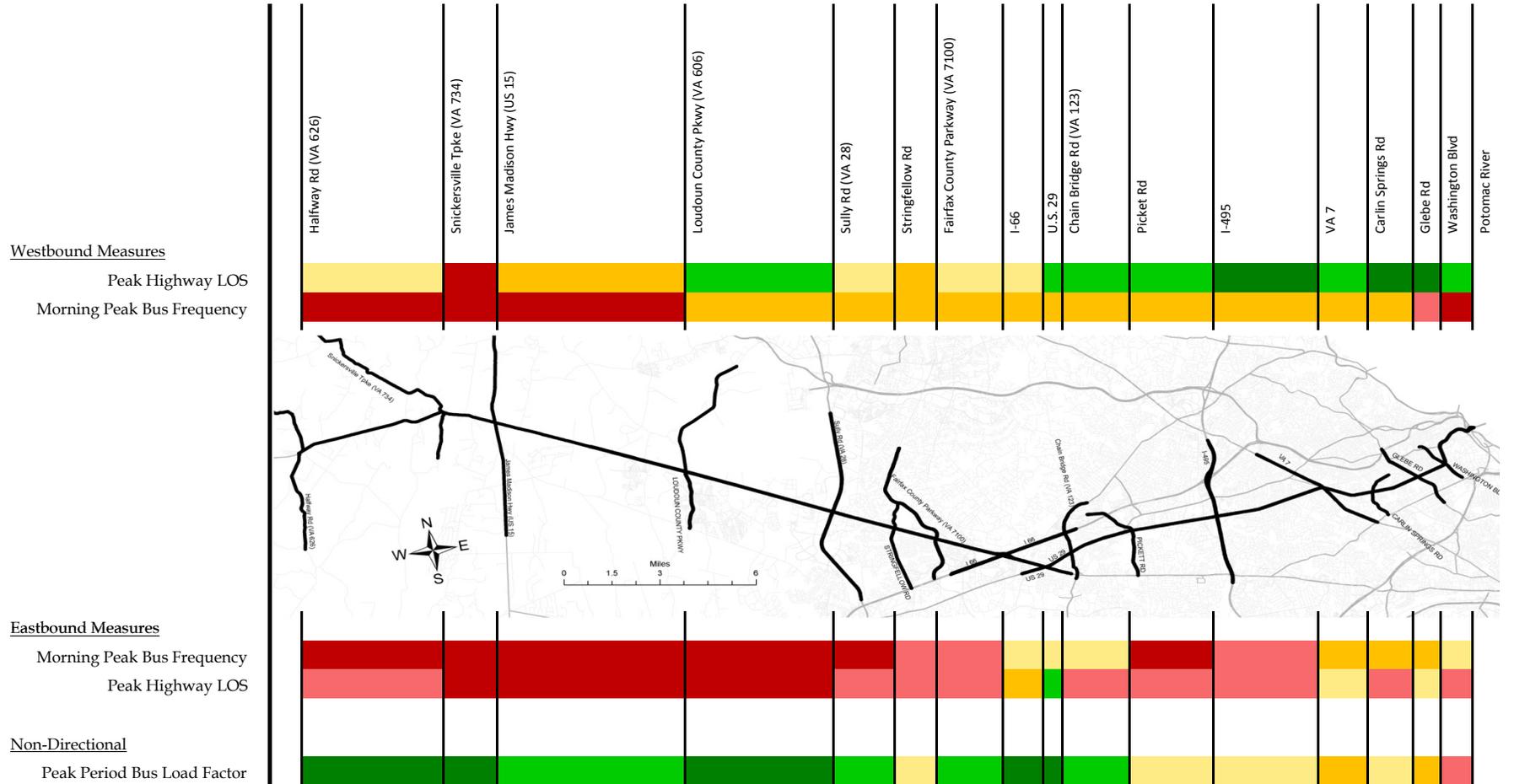
### Level of Service Measures



# Corridor 4: U.S. 50

## 2040 Base Scenario

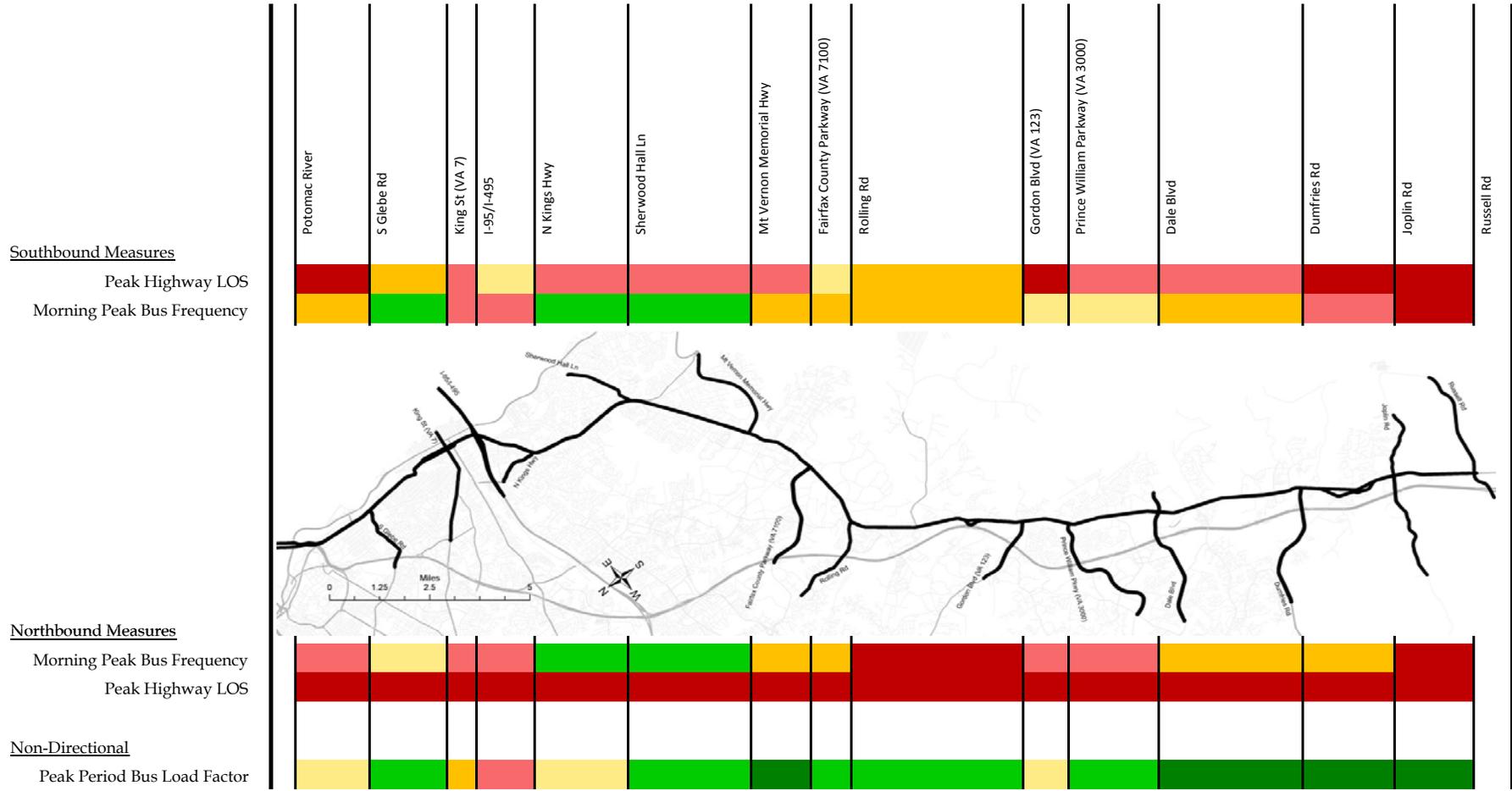
### Level of Service Measures



# Corridor 5: U.S. 1

## 2040 Base Scenario

### Level of Service Measures



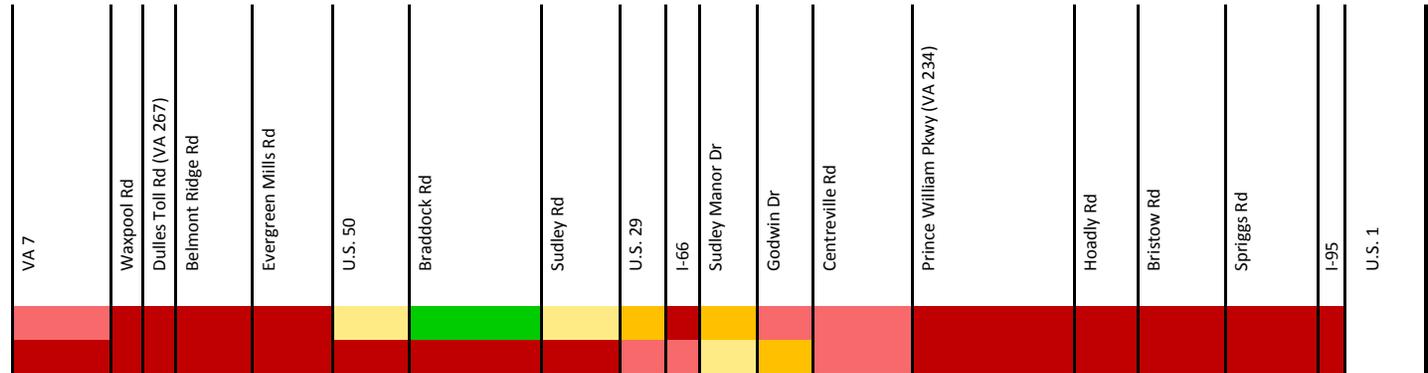
# Corridor 6: TriCounty Pkwy

## 2040 Base Scenario

### Level of Service Measures

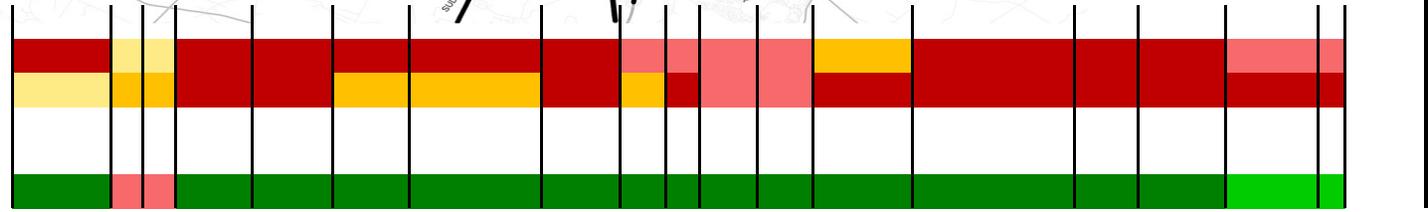
#### Northbound Measures

Peak Highway LOS  
Morning Peak Bus Frequency



#### Southbound Measures

Morning Peak Bus Frequency  
Peak Highway LOS



#### Non-Directional

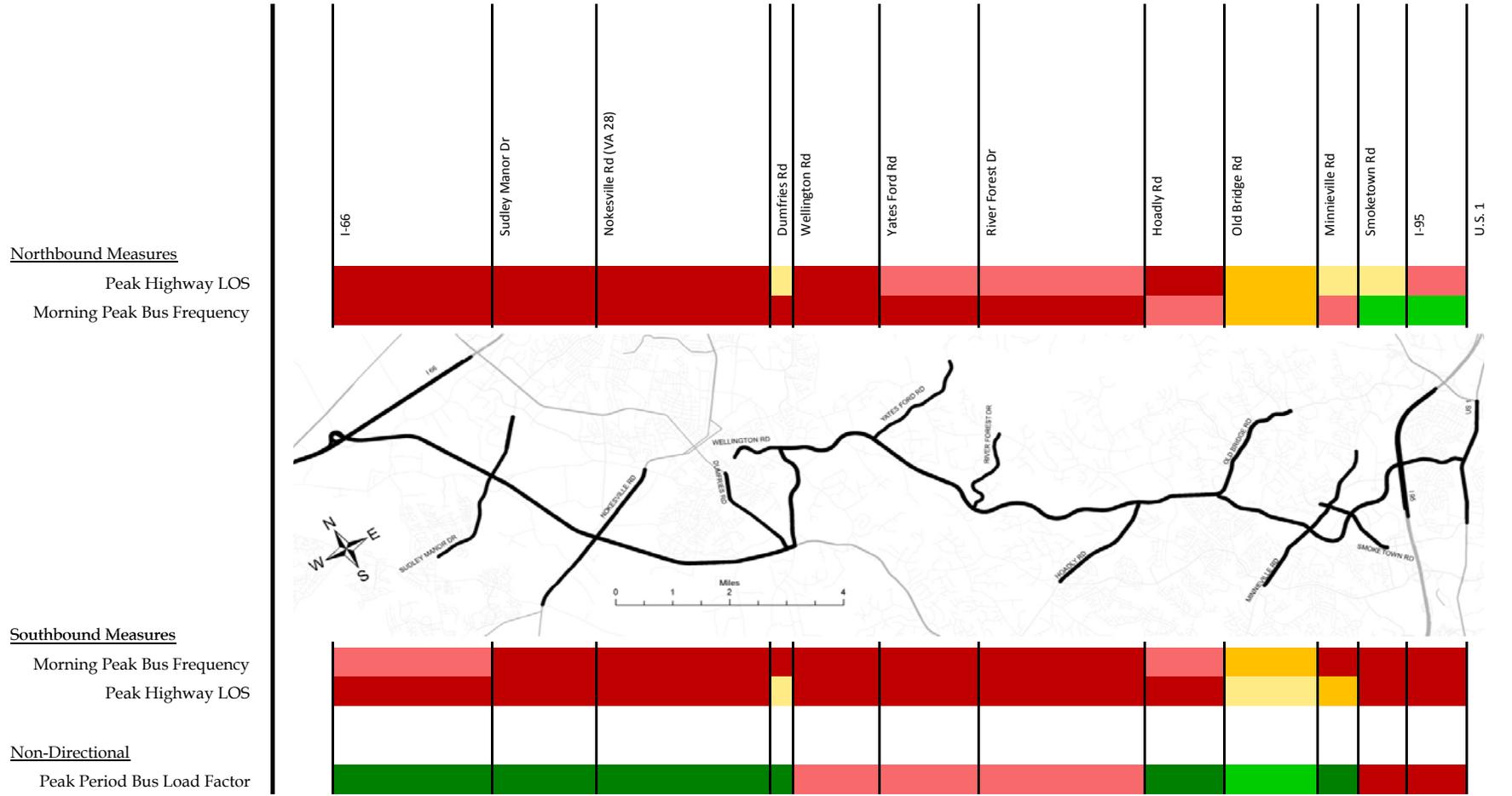
Peak Period Bus Load Factor



# Corridor 7: Prince William Parkway

## 2040 Base Scenario

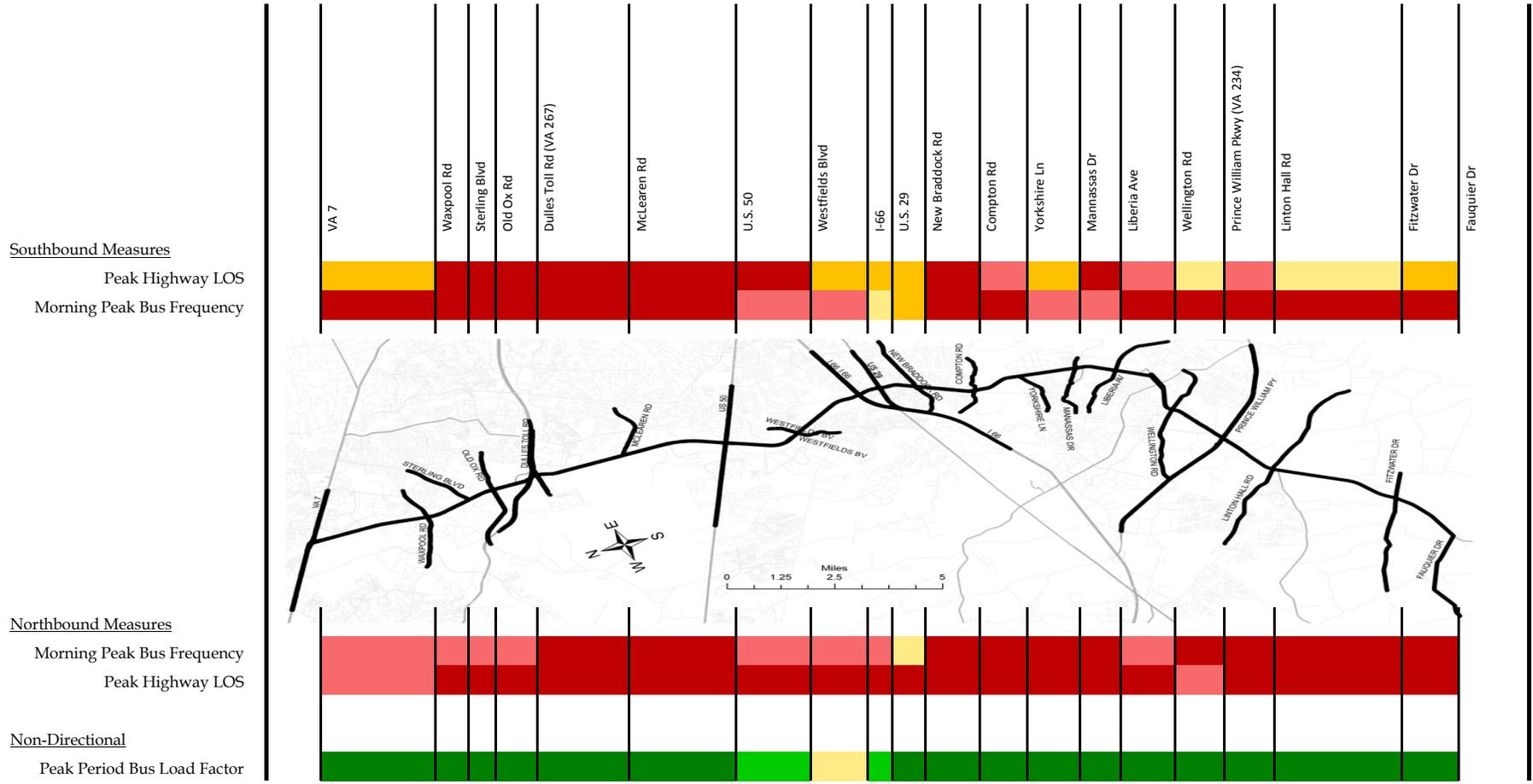
### Level of Service Measures



# Corridor 8: VA Route 28

## 2040 Base Scenario

### Level of Service Measures



## *2040 Build Scenario*



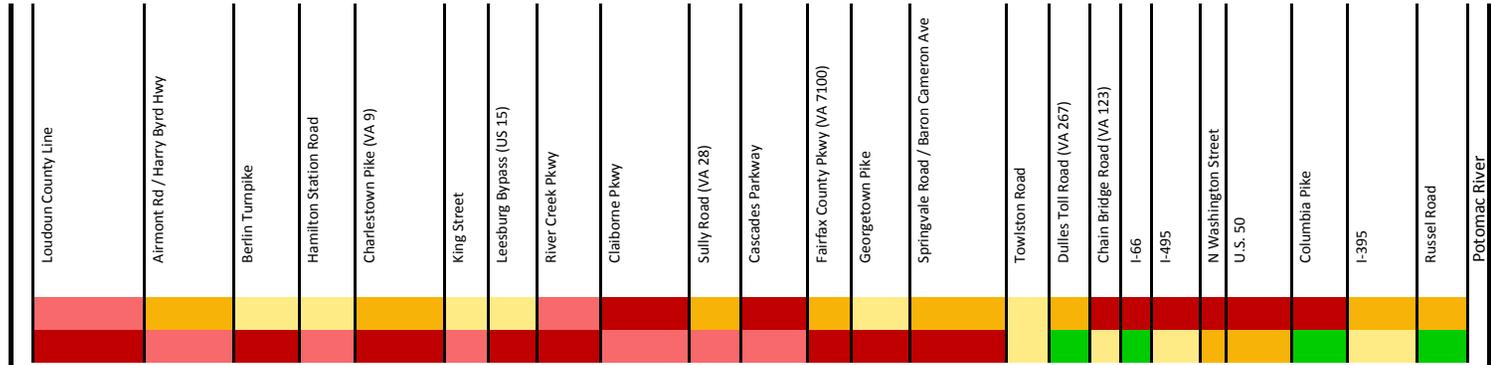
# Corridor 1: VA Route 7

## 2040 Build Scenario

### Level of Service Measures

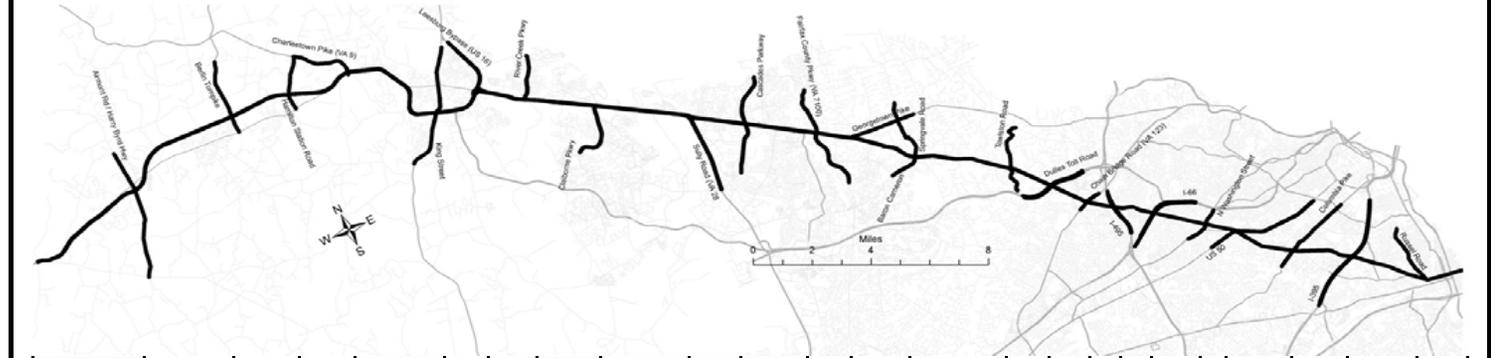
Westbound Measures

Peak Highway LOS  
 Morning Peak Bus Frequency



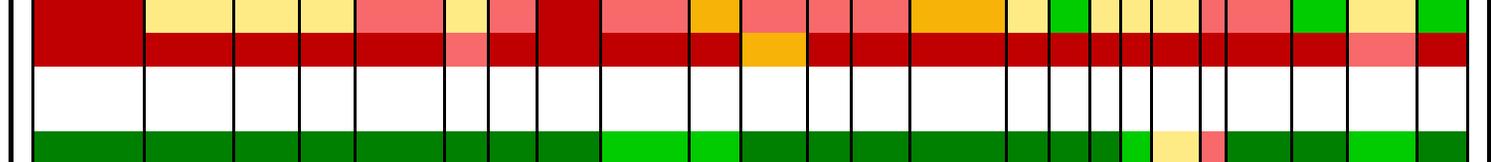
Eastbound Measures

Morning Peak Bus Frequency  
 Peak Highway LOS



Non-Directional

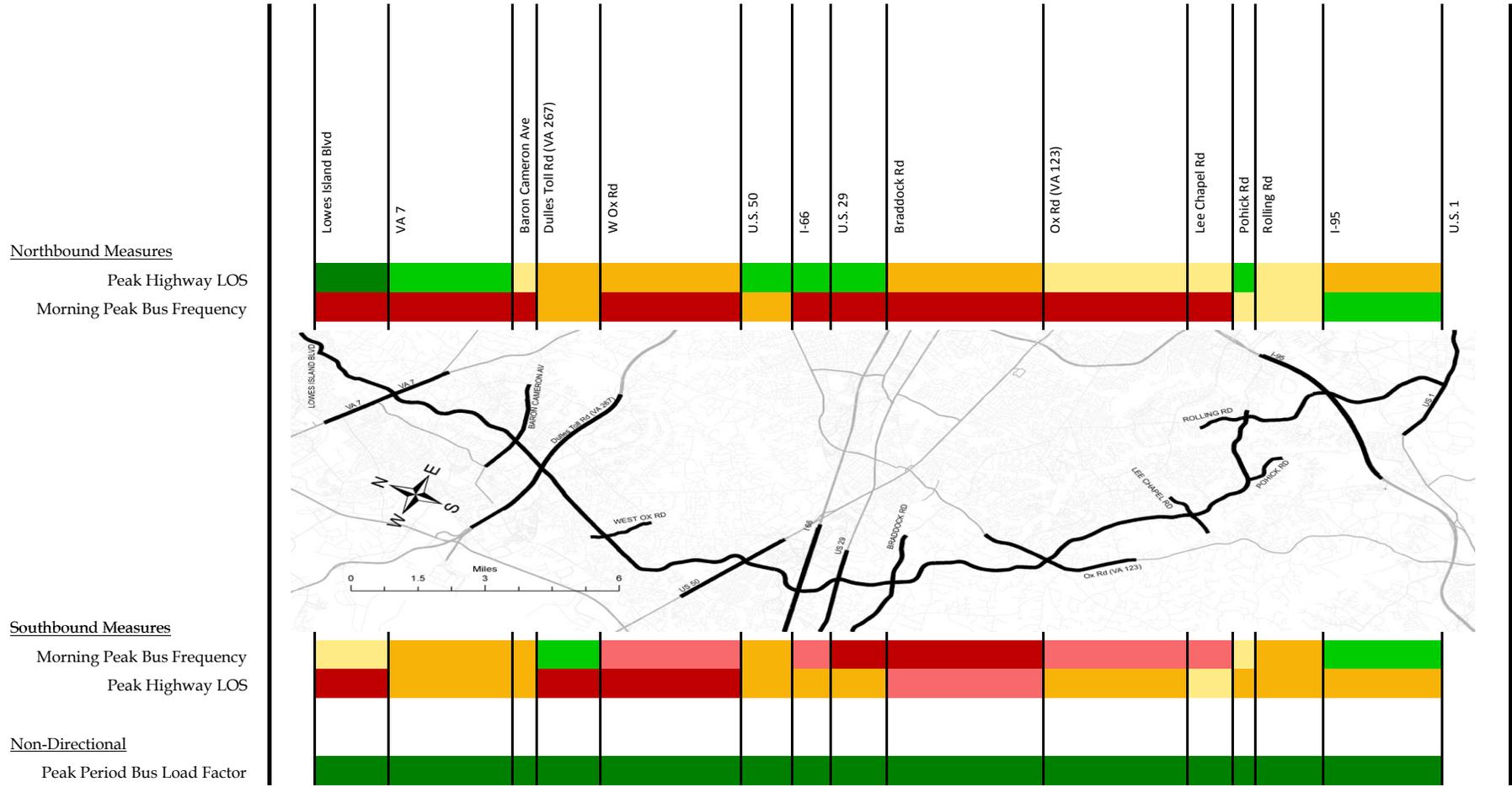
Peak Period Bus Load Factor



# Corridor 2: Fairfax County Parkway

## 2040 Build Scenario

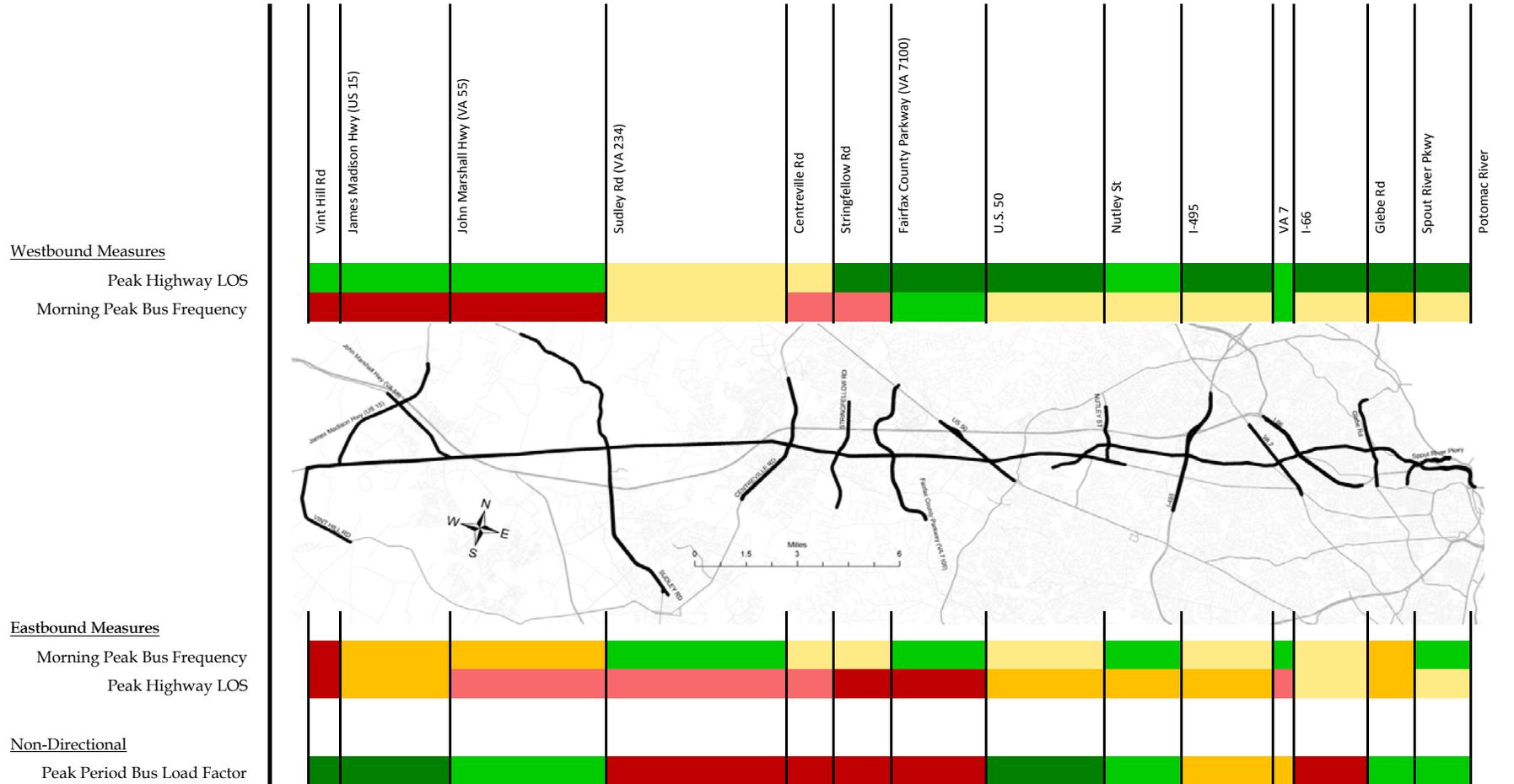
### Level of Service Measures



# Corridor 4: U.S. 29

## 2040 Build Scenario

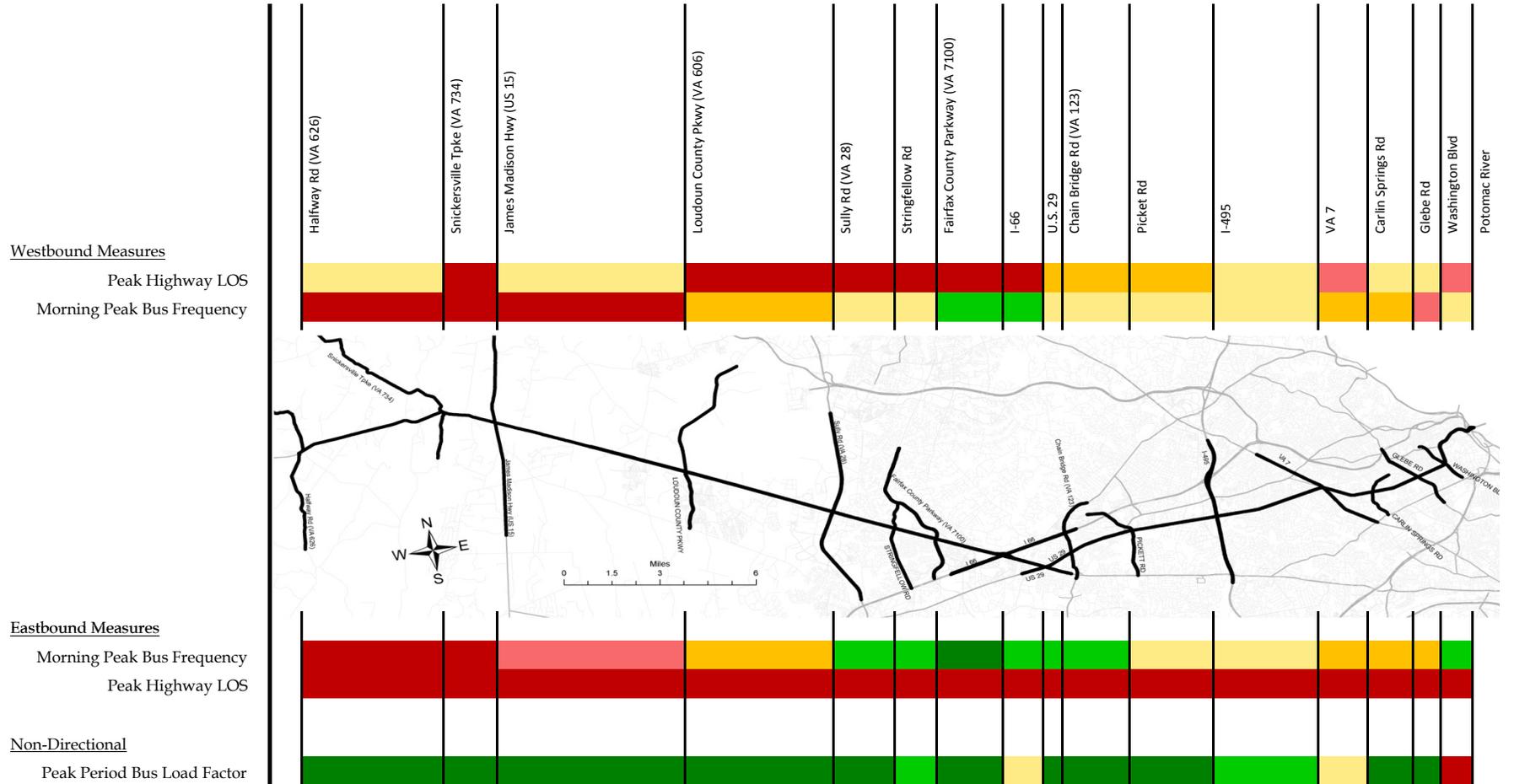
### Level of Service Measures



# Corridor 4: U.S. 50

## 2040 Build Scenario

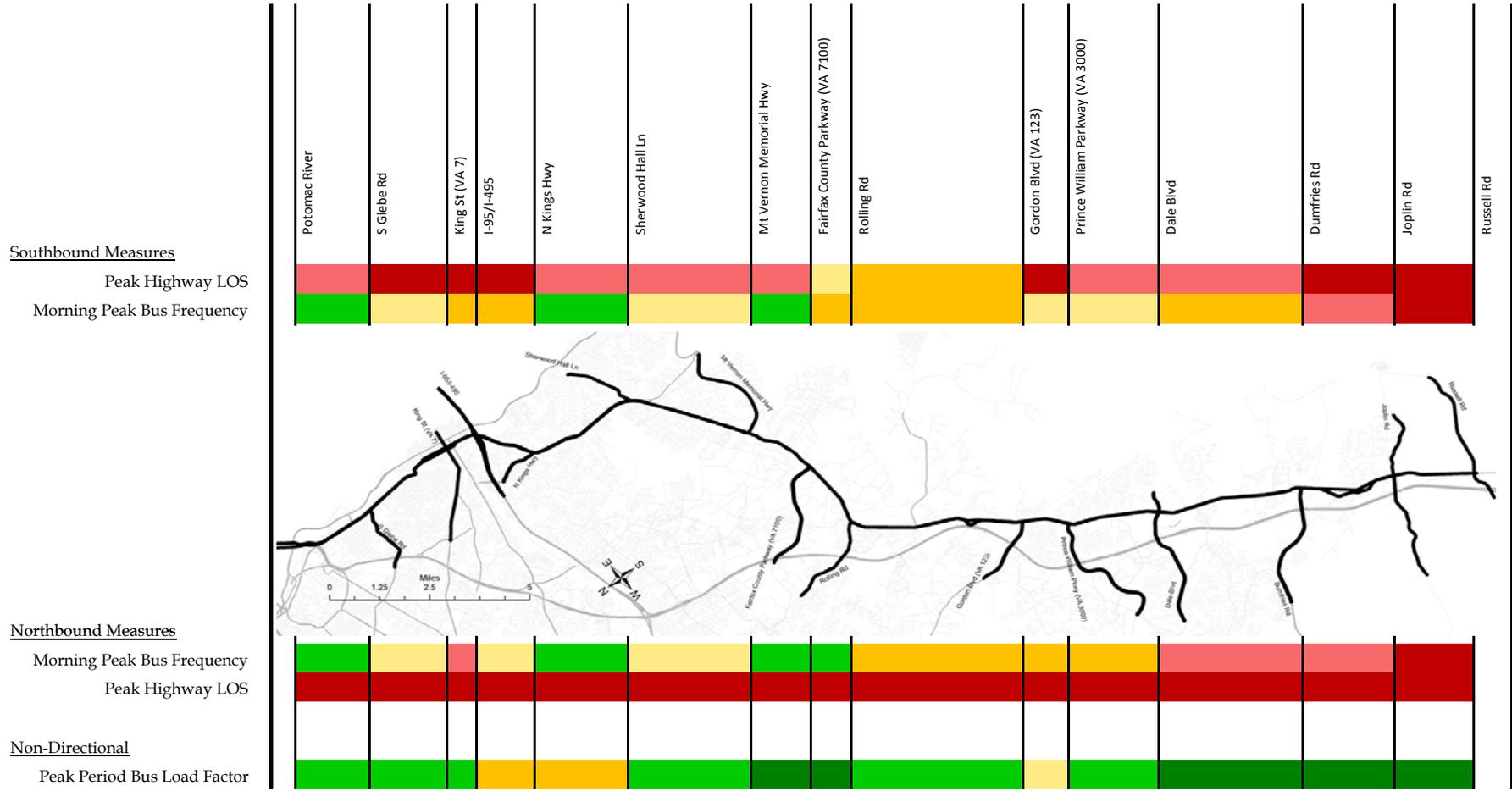
### Level of Service Measures



# Corridor 5: U.S. 1

## 2040 Build Scenario

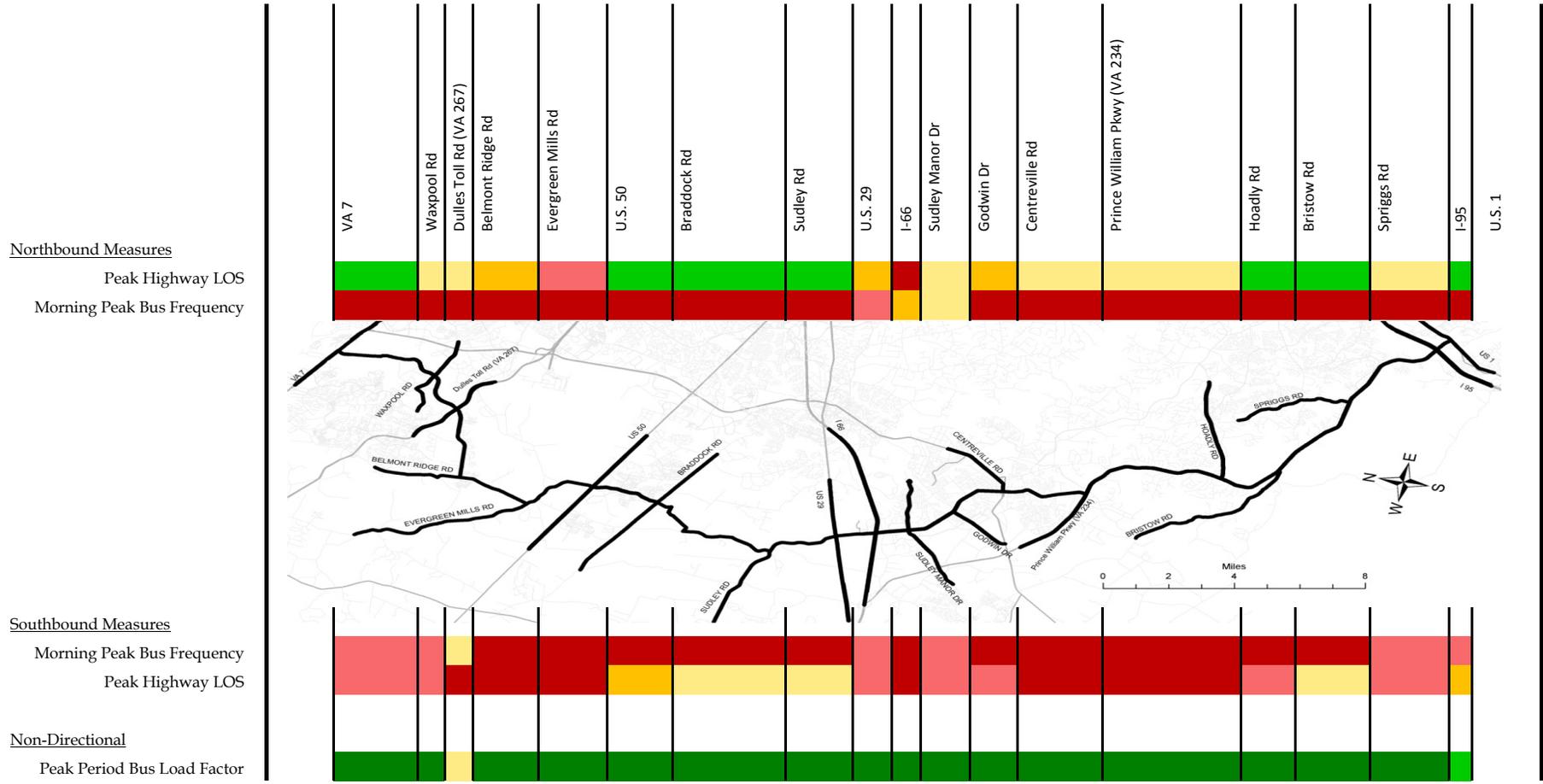
### Level of Service Measures



# Corridor 6: TriCounty Pkwy

## 2040 Build Scenario

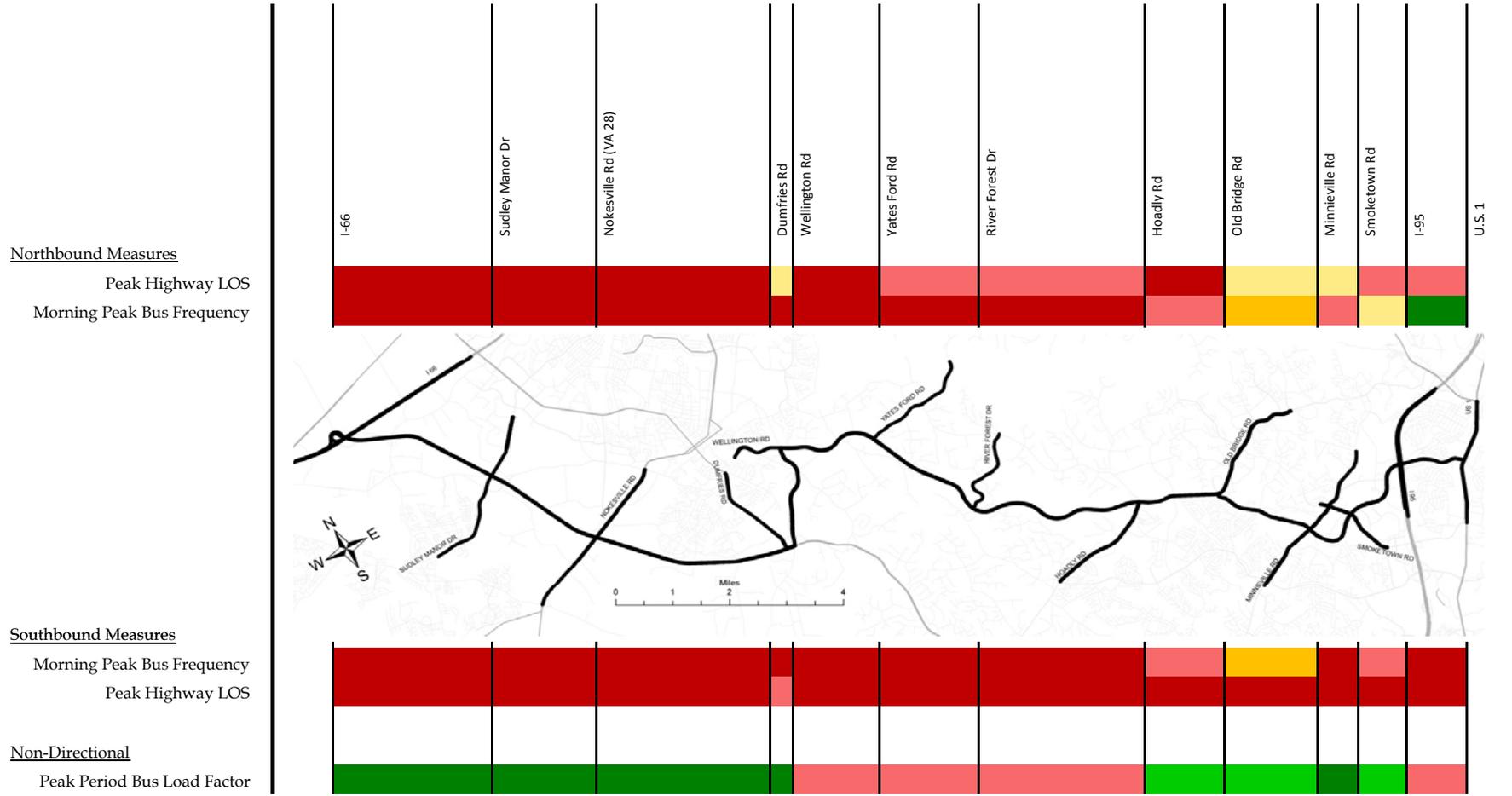
### Level of Service Measures



# Corridor 7: Prince William Parkway

## 2040 Build Scenario

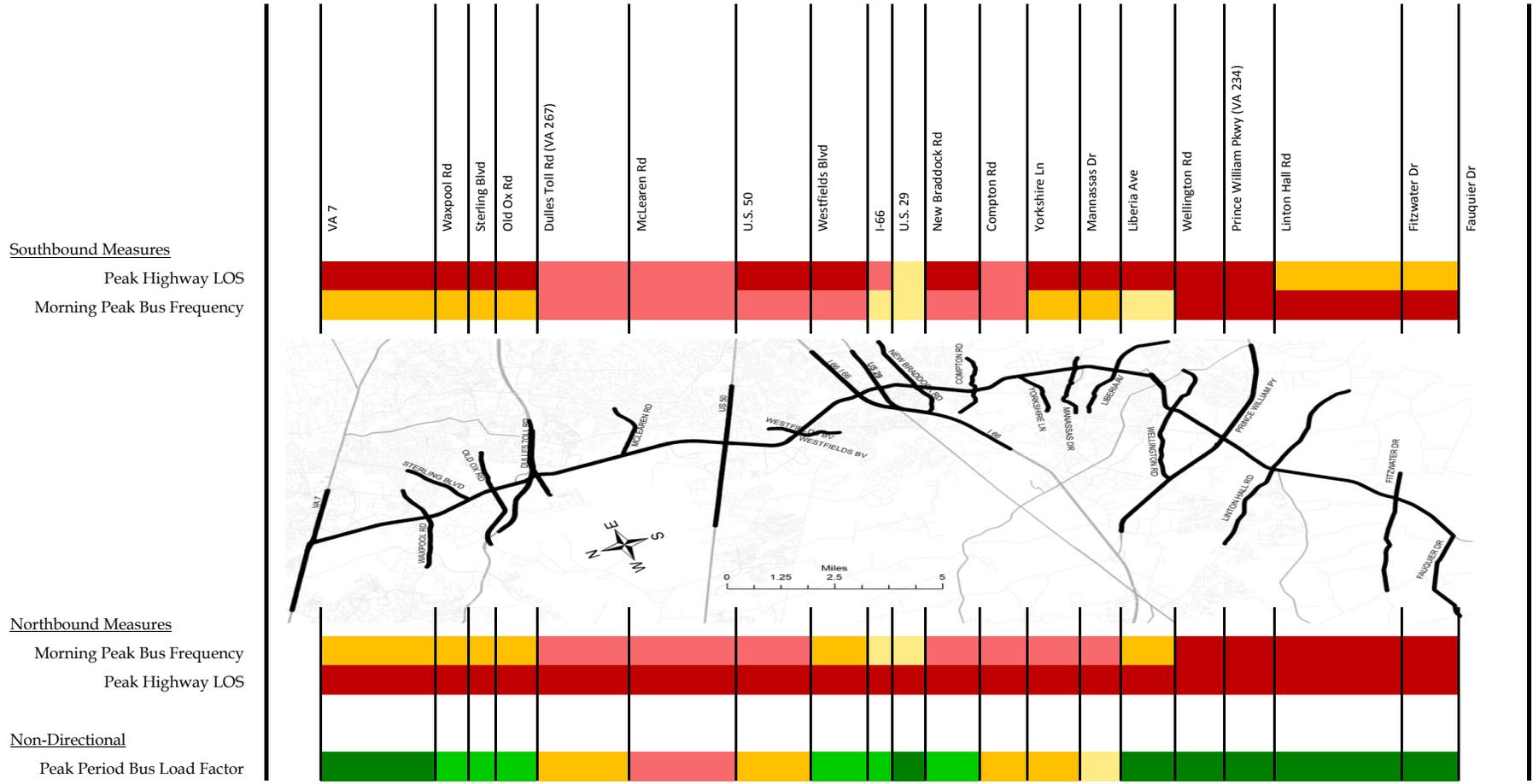
### Level of Service Measures



# Corridor 8: VA Route 28

## 2040 Build Scenario

### Level of Service Measures



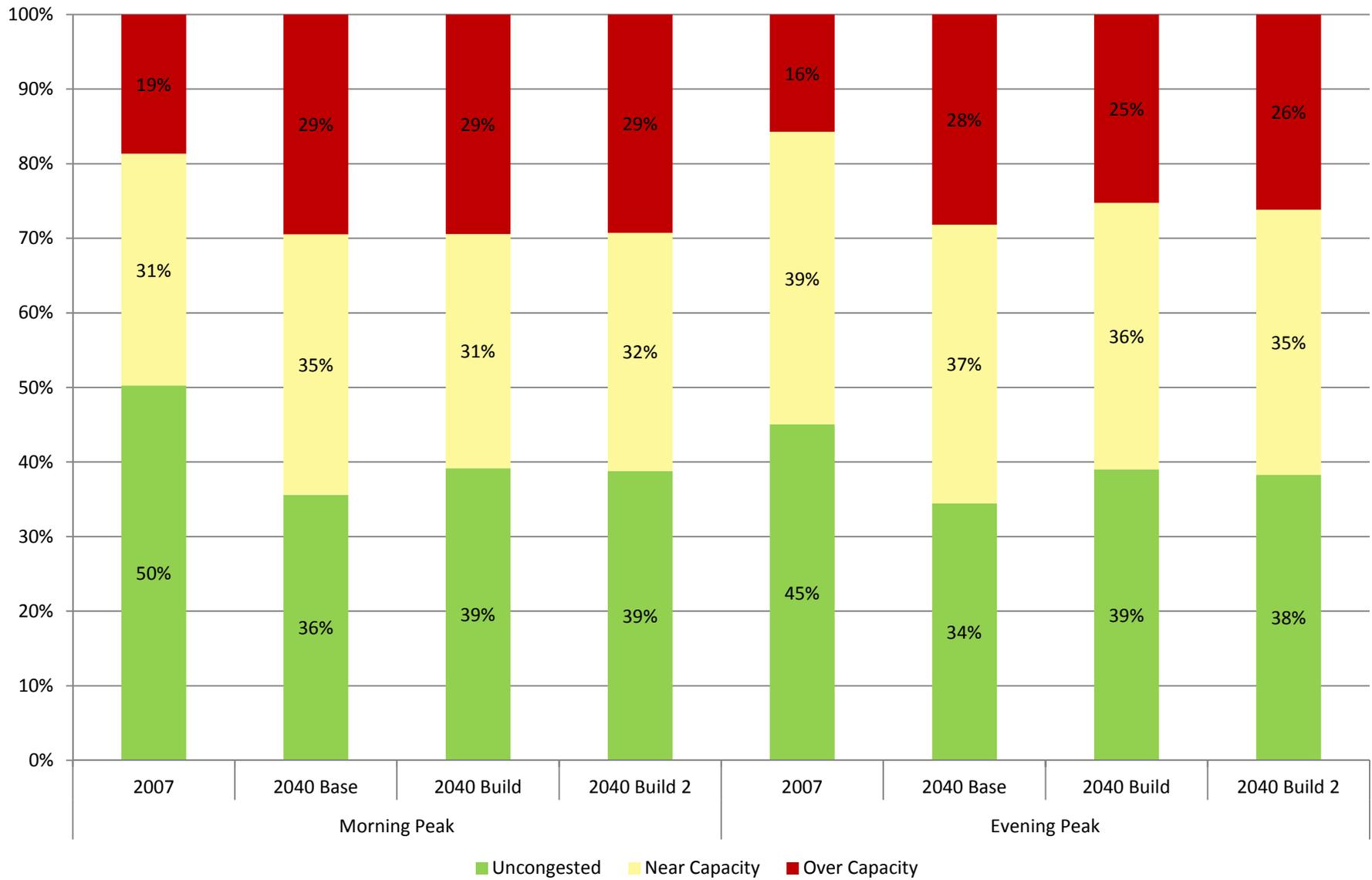
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*Exhibit A.4 – Corridor VMT Charts*

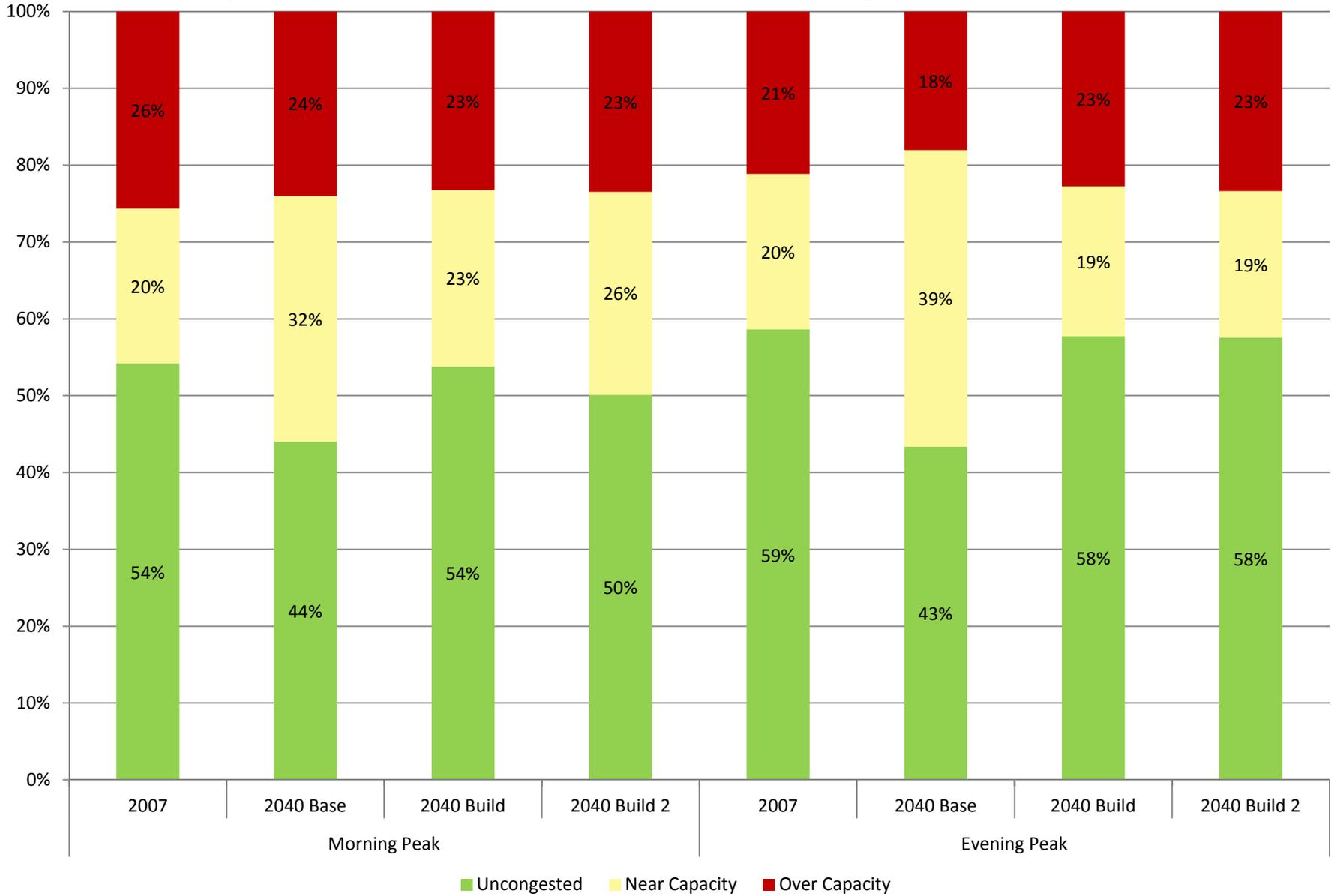


Corridor 1

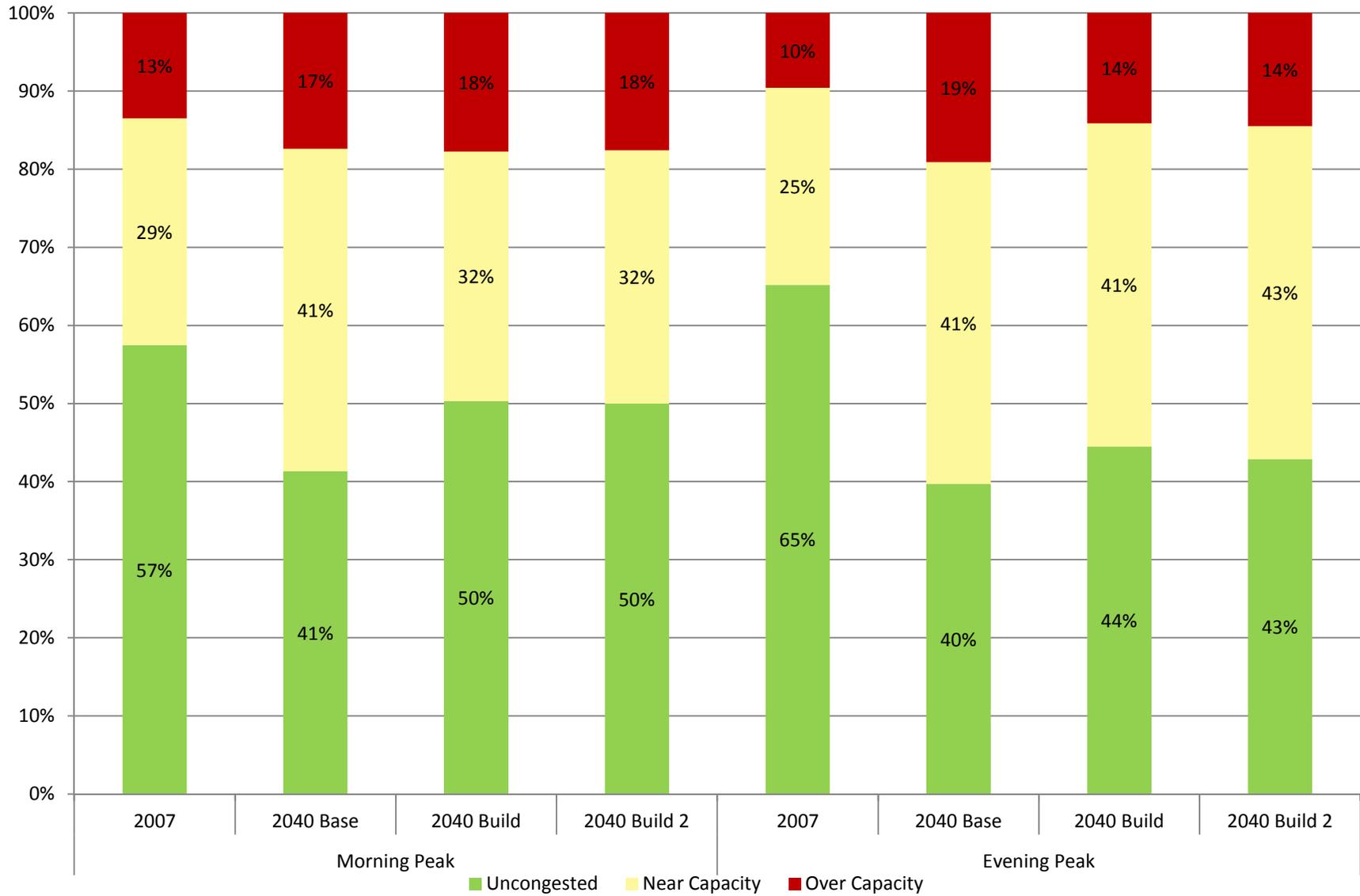
### Dulles/VA 7 Corridor - Distribution of Peak Period VMT by Level of Service



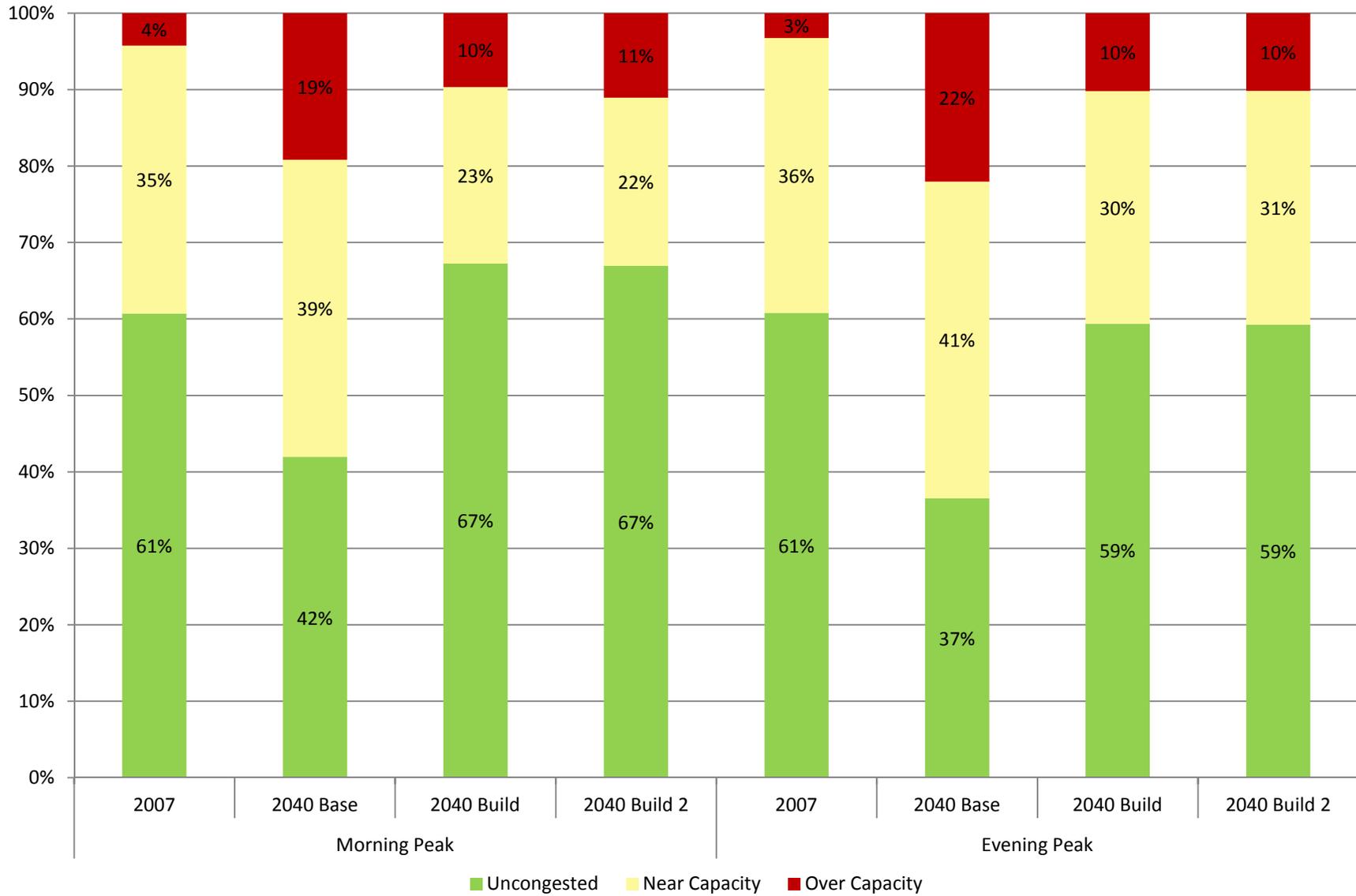
### Tri Cty Pkwy - Distribution of Peak Period VMT by Level of Service



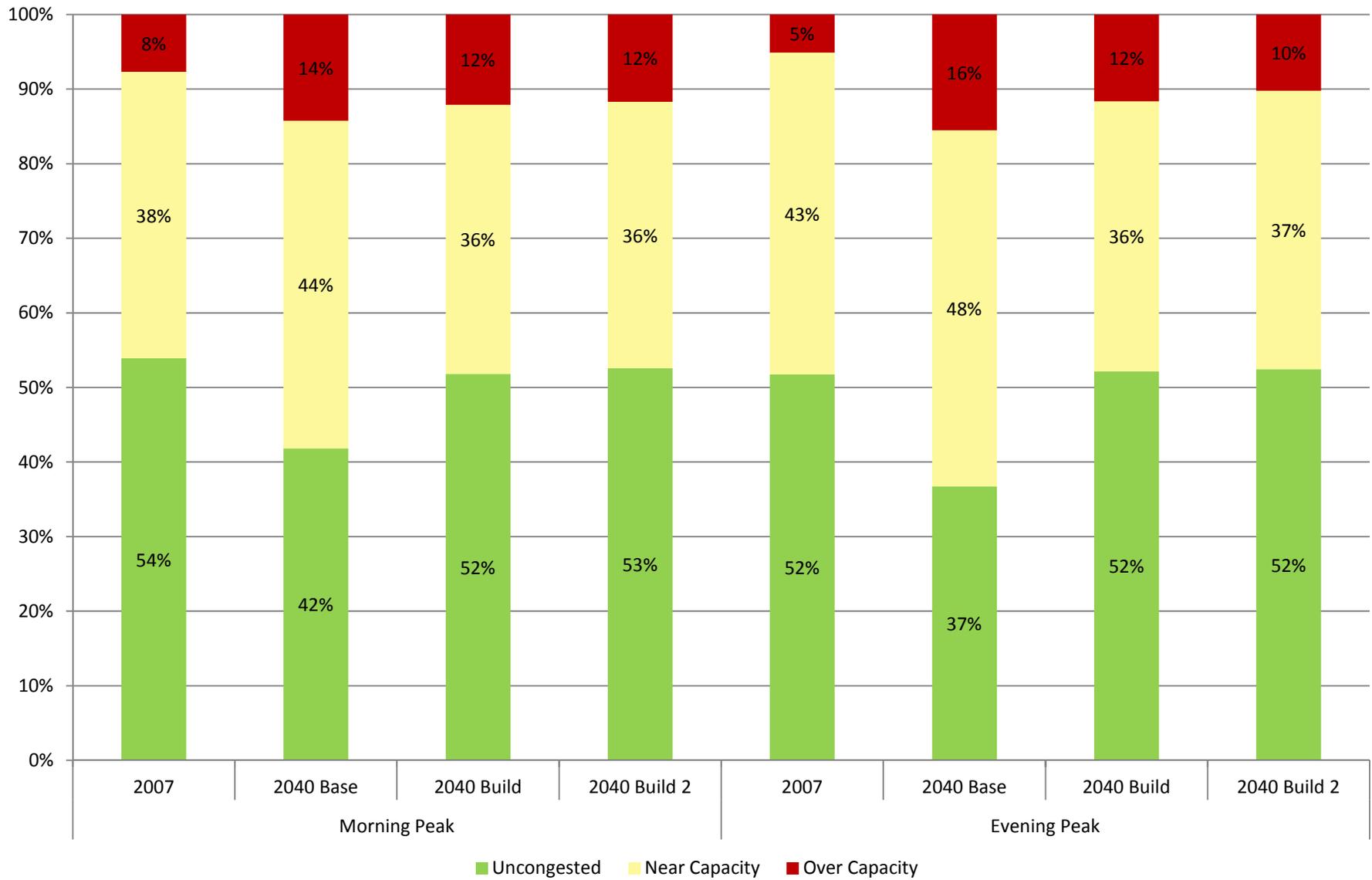
### VA 28 Corridor - Distribution of Peak Period VMT by Level of Service



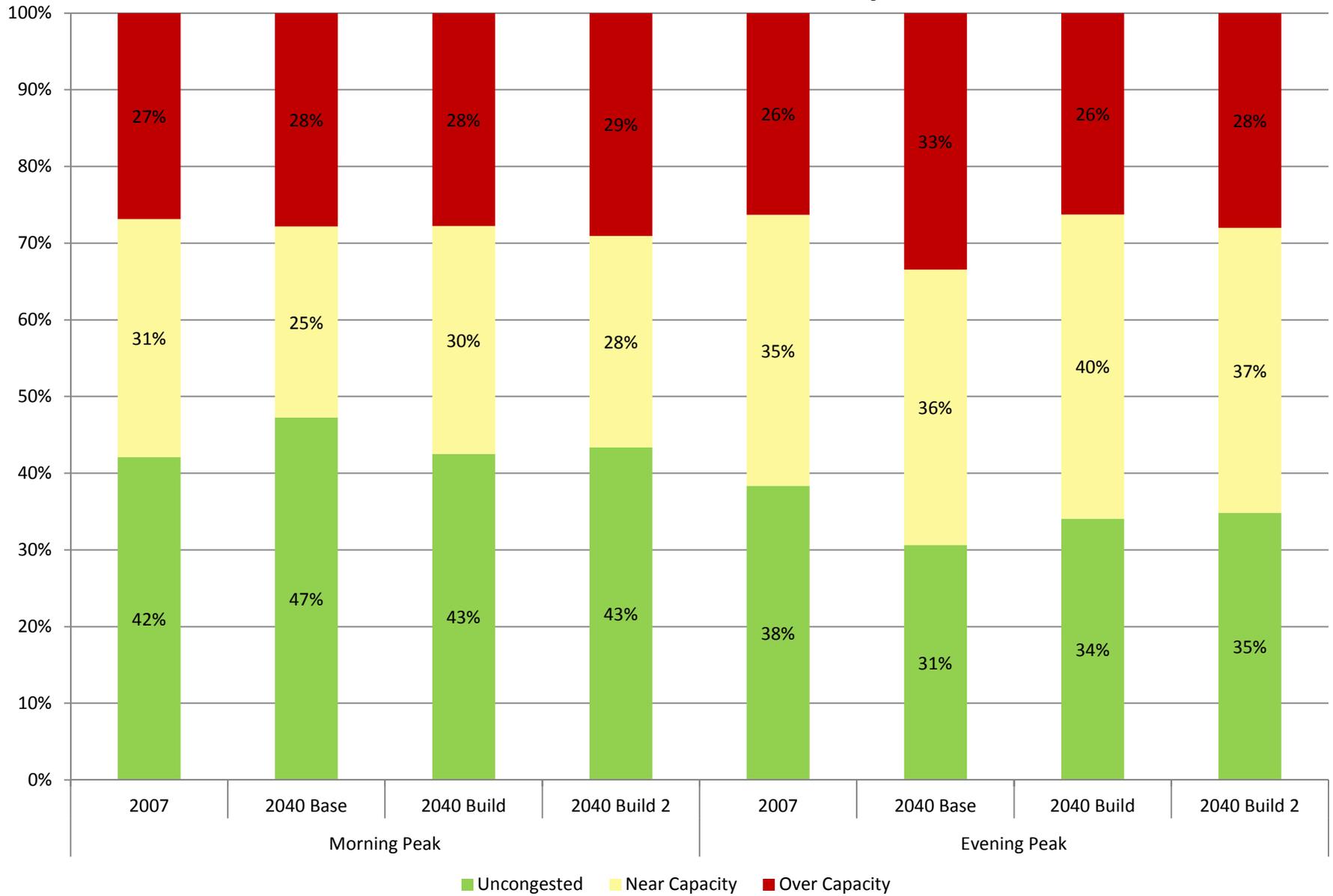
### Prince William Parkway - Distribution of Peak Period VMT by Level of Service



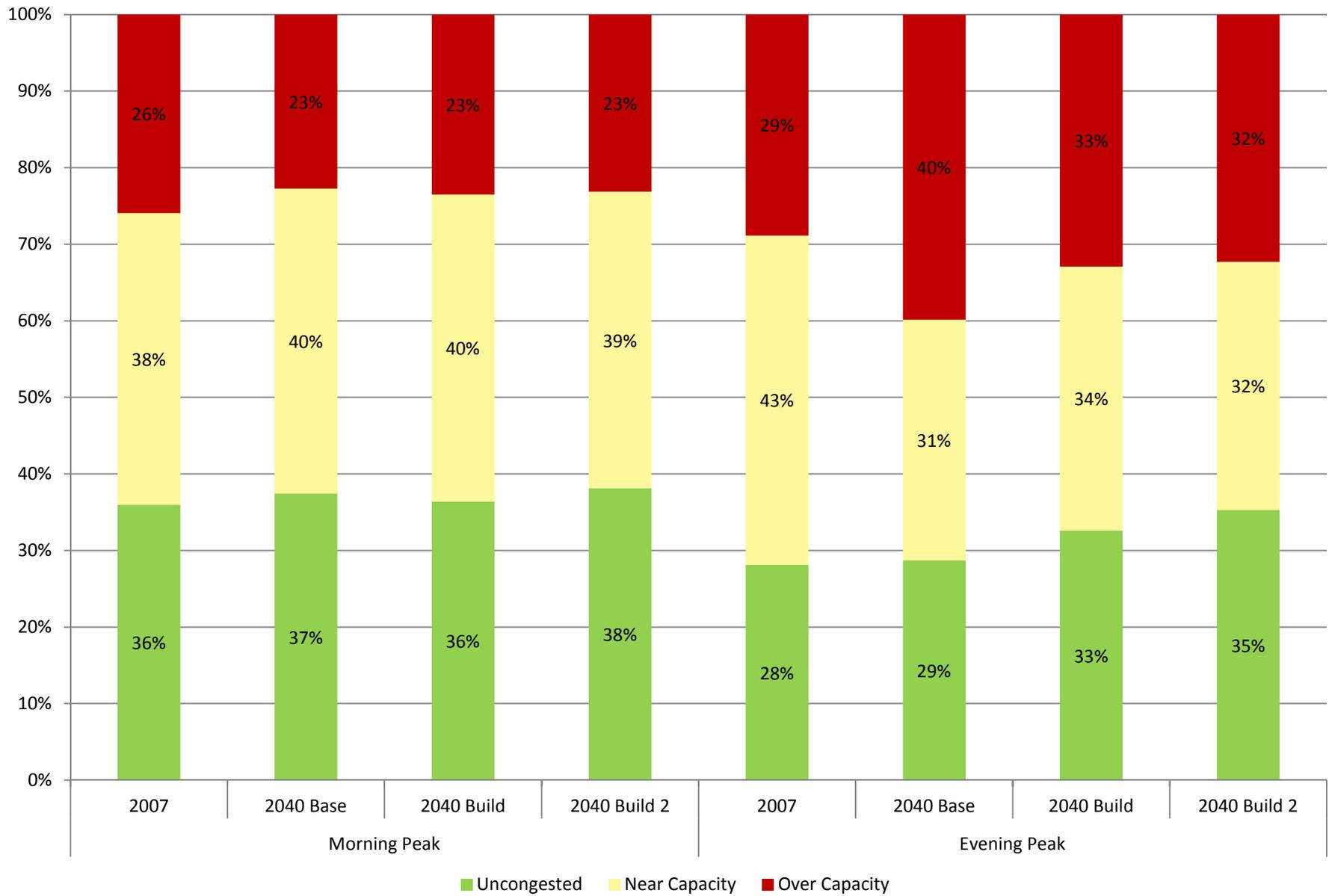
### Fairfax County Parkway - Distribution of Peak Period VMT by Level of Service



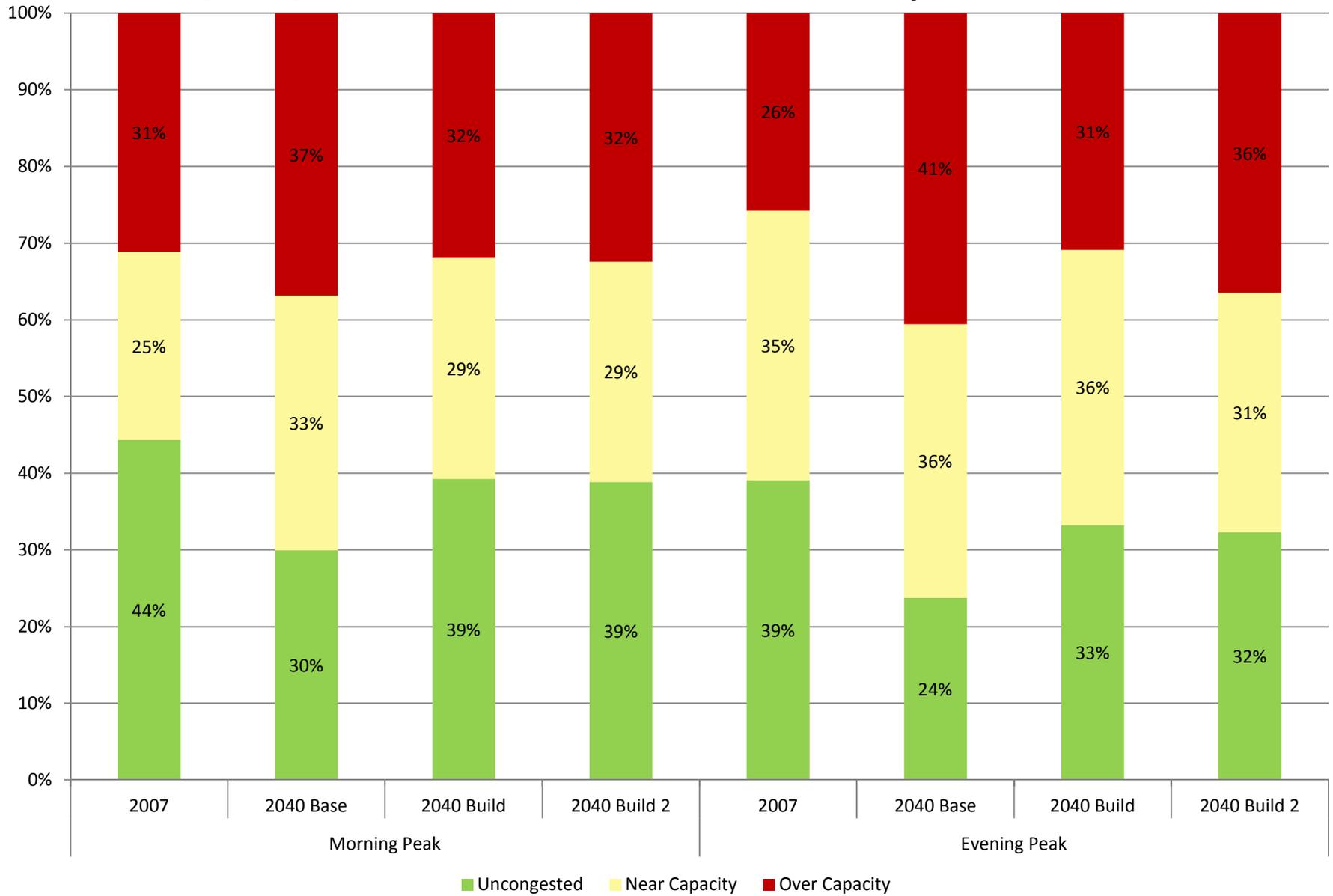
### I-66 Corridor - Distribution of Peak Period VMT by Level of Service



### I-495 - Distribution of Peak Period VMT by Level of Service



### I-95/I-395/US 1 - Distribution of Peak Period VMT by Level of Service



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*Exhibit A.5 – Supporting Resolutions*



## RESOLUTION NO. 2521

Resolution endorsing the Northern Virginia Transportation Authority's TransAction 2040 Long Range Transportation Plan

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority (NVTA) Act and created the NVTA; and

**WHEREAS**, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia; and

**WHEREAS**, in carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects; and

**WHEREAS**, the City of Alexandria shares the NVTA's goal that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and

**WHEREAS**, the TransAction 2040 Plan is an update of the Northern Virginia 2030 Transportation Plan, endorsed by the City of Alexandria on May 19, 2006; and

**WHEREAS**, the TransAction 2040 Plan is a comprehensive study that analyzes multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and

**WHEREAS**, the TransAction 2040 Plan found that the investments identified in the region's Financially Constrained Long-range Plan (CLRP), which was the base network for the Plan, were insufficient to counter the deterioration of the regional transportation network; and

**WHEREAS**, the additional investment in multimodal improvements called for in the TransAction 2040 Plan is necessary to improve travel and quality of life in Northern Virginia; and

**WHEREAS**, the development of the TransAction 2040 Plan included public outreach through a citizen advisory committee, a public open house and hearing, and information dissemination through newsletters and the NVTA website; and

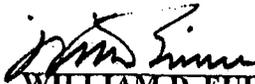
**WHEREAS**, additional projects will need to be identified in the next regional transportation plan update to alleviate continual pressures on the transportation system.

### **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALEXANDRIA, VIRGINIA**

That the City Council of Alexandria, Virginia:

1. Endorses the Northern Virginia Transportation Authority's TransAction 2040 Long Range Regional Transportation Plan and forwards this resolution to NVTA to be appended to the TransAction 2040 Plan;
2. Requests that the TransAction 2040 Plan be updated and presented to member jurisdictions at least every five years;
3. Requests that NVTA facilitate open and timely collaboration among jurisdictions where there are differences between jurisdictional Comprehensive Plans and the TransAction 2040 Plan;
4. Expressly reserves its decision on a streetcar conversion for Corridor A to a time in the future.

Adopted: September 11, 2012

  
WILLIAM D. EULLE MAYOR

ATTEST:

  
Jacqueline M. Henderson, MMC City Clerk



HOPE HALLECK  
CLERK TO THE  
COUNTY BOARD

**ARLINGTON COUNTY, VIRGINIA**  
**OFFICE OF THE COUNTY BOARD**

2100 CLARENDON BOULEVARD, SUITE 300  
ARLINGTON, VIRGINIA 22201-5406  
(703) 228-3130 • Fax (703) 228-7430  
E-MAIL: countyboard@arlingtonva.us



**MEMBERS**  
MARY HYNES  
CHAIR  
J. WALTER TEJADA  
VICE CHAIRMAN

LIBBY GARVEY  
JAY FISETTE  
CHRISTOPHER ZIMMERMAN

**CERTIFICATE OF THE CLERK  
OF THE COUNTY BOARD OF  
ARLINGTON COUNTY, VIRGINIA**

At a regular meeting of the County Board of Arlington County, Virginia, held on the 20<sup>th</sup> day of October, 2012 the following County Board members were present as shown:

**PRESENT:**

Mary Hynes, Chair  
J. Walter Tejada, Vice Chairman  
Libby Garvey, Member  
Jay Fisetete, Member  
Christopher Zimmerman, Member

I hereby certify that on a motion by Mr. Zimmerman, seconded by Mr. Tejada and carried by a vote of 5 to 0, the voting recorded as follows: Ms. Hynes – Aye, Mr. Tejada –Aye, Ms. Garvey – Aye, Mr. Fisetete– Aye and Mr. Zimmerman – Aye, the County Board of Arlington, Virginia, adopted the attached **Resolution Endorsing the Northern Virginia Transportation Authority’s TransAction 2040 Long Range Transportation Plan.**

Given under my hand this 7<sup>th</sup> day of October 2012.

  
Hope L. Halleck, Clerk  
Arlington County Board

[SEAL]



ATTACHMENT 1

**Resolution Endorsing the Northern Virginia Transportation Authority's  
TransAction 2040 Long Range Transportation Plan**

WHEREAS, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority (NVTA) Act and created the NVTA; and

WHEREAS, the Virginia General Assembly granted the NVTA the power and function of preparing a long range transportation plan for Northern Virginia; and

WHEREAS, Arlington is a member of the NVTA; and

WHEREAS, Arlington has assisted the NVTA in preparing a draft update of the Northern Virginia region long range transportation plan (TransAction 2040), and NVTA has asked member jurisdictions to endorse the plan; and

WHEREAS, the TransAction 2040 plan adheres to the vision of the Northern Virginia 2020 Transportation Plan that was endorsed by Arlington in 1999, that states:

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

WHEREAS, the TransAction 2040 plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and,

WHEREAS, without further investments than are currently funded, the transportation system of Northern Virginia will seriously degrade; and

WHEREAS, Arlington agrees that the long range transportation plan that is outlined in the TransAction 2040 plan will improve multimodal mobility; and,

WHEREAS, Arlington agrees that, in general, future funding opportunities should reflect the priorities established in the TransAction 2040 plan.

**NOW, THEREFORE, BE IT RESOLVED** that the County Board of Arlington, Virginia does hereby endorse the TransAction 2040 plan, and that this resolution should be forwarded to the NVTA to be appended to the TransAction 2040 plan; and

**BE IT FURTHER RESOLVED** that in general the TransAction 2040 plan provides a balance of future investment in highway and transit projects, and retaining this balance should be a goal as the TransAction 2040 plan is implemented; and

**BE IT FURTHER RESOLVED** that endorsement of the overall TransAction 2040 plan by the Arlington County Board does not constitute endorsement of every individual project within the plan, and that Arlington reiterates its opposition to the I-66 Spot Improvement projects proposed by VDOT and contained within the CLRP; and

**BE IT FURTHER RESOLVED** that the Arlington County Board recommends the TransAction 2040 plan be considered by the General Assembly of the Commonwealth of the Virginia to be indicative of the tremendous need for additional transportation funding in Northern Virginia, and that the General Assembly consider ways in which additional transportation revenue can be generated.

**RESOLUTION NO. R-12-64**

**ENDORSE THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY'S  
TRANSACTION 2040 REGIONAL TRANSPORTATION PLAN**

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the Northern Virginia Transportation Authority (NVTA); and

**WHEREAS**, the NVTA is comprised of 16 members: nine mayors or chairs, or their designees, of the four counties of Arlington, Fairfax, Loudon, and Prince William, and the five cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas park; two members of the House of Delegates; one member of the Virginia Senate; and two citizens appointed by the Governor; and the Director of Virginia's Department of Rail and Public Transportation and the Commonwealth Transportation Commissioner, or designee, serve as non-voting members; and

**WHEREAS**, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia; and

**WHEREAS**, in carrying out this responsibility, NVTA shall, on the basis of a regional consensus whenever possible, set regional transportation policies and priorities for regional transportation projects; and

**WHEREAS**, the City of Fairfax is a member of the NVTA, assisted NVTA in preparing a draft update of the Northern Virginia Region Long-Range Transportation Plan (TransAction 2040 Plan) and was asked to endorse the TransAction 2040 Plan; and

**WHEREAS**, the TransAction 2040 Plan adheres to the adopted vision of the TransAction 2030 Plan, which was endorsed by the City of Fairfax; and

**WHEREAS**, the TransAction 2040 Plan is a comprehensive study that analyzes multimodal transportation solutions identified in the TransAction 2030 Plan, that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and

**WHEREAS**, analyses done on these projects include highway level of service and transit level of service; and

**WHEREAS**, the City of Fairfax shares NVTA's desire that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and

**WHEREAS**, the NVTA agreed upon project-based evaluation criteria, which was used in determining project priorities. These priorities were established by corridor and by mode; and

**WHEREAS**, The NVTA also used a cost benefit analysis to determine which projects produced the biggest impact on the network compared to the cost of the project; and

**WHEREAS**, the adoption of the TransAction 2040 Plan follows proactive public outreach and received extensive public input. This was accomplished through NVTA's Technical Advisory Committee and the Planning Coordination Advisory Committee, a project Open House held on April 18, 2012, and information disseminated through newsletters, press releases, and a project website; and

**WHEREAS**, NVTA released its TransAction 2040 Plan to all member jurisdictions for review and endorsement and NVTA requested that member jurisdictions endorse the Plan through resolution before its November 8, 2012, meeting; and

**WHEREAS**, the TransAction 2040 Plan found that the investments identified in the region's Constrained Long-Range Plan, which was the base network for the Plan, were insufficient to counter the future and actual deterioration of the regional transportation network; and

**WHEREAS**, the TransAction 2040 Plan documented a dramatic deterioration of the roadway system in the years between 2007 and 2015; and

**WHEREAS**, the TransAction 2040 Plan found that multimodal improvements would be necessary to improve the network; and

**WHEREAS**, the additional investment called for in the TransAction 2040 Plan is necessary to improve travel and quality of life in Northern Virginia; and

**WHEREAS**, The City of Fairfax agrees that a long-range transportation plan that is outlined in the TransAction 2040 Plan will improve regional mobility; and

**WHEREAS**, the TransAction 2040 Plan concluded that the over \$27.5 billion of multimodal investments identified in the Plan are necessary to improve the regional network from the current conditions and continued deterioration; and

**WHEREAS**, additional projects will need to be identified in the next Regional Transportation Plan Update, beyond those in prior plans, to alleviate continual pressures on the transportation system; and

**WHEREAS**, all City of Fairfax Highway and Transit projects identified in the 2040 Plan are consistent with the County's Comprehensive Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Fairfax does hereby endorse the transportation projects included for the City of Fairfax in the Northern Virginia Transportation Authority's TransAction 2040 Regional Transportation Plan; and that this resolution will be forwarded to Northern Virginia Transportation Authority to be appended to the TransAction 2040 Plan;

**BE IT FURTHER RESOLVED** that the City Council of the City of Fairfax does hereby agree that where significant differences exist among jurisdictional resolutions, jurisdictional Comprehensive Plans, and/or the TransAction 2040 Plan, Northern Virginia Transportation Authority should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

**ATTACHMENT:** Draft TransAction 2040 Summary Report, dated October 2012.

**ADOPTED** this 23<sup>rd</sup> day of October 2012.

  
\_\_\_\_\_  
Mayor  
10/26/12  
\_\_\_\_\_  
Date

ATTEST:

  
\_\_\_\_\_  
City Clerk

The vote on the motion to approve was recorded as follows:

**VOTE:**

Councilman DeMarco	Aye
Councilman Drummond	Aye
Councilman Greenfield	Aye
Councilman Meyer	Aye
Councilmember Schmidt	Aye

Councilman Stombres

Aye



At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium in the Fairfax County Government Center of Fairfax, Virginia, on Tuesday, October 30, 2012, at which meeting a quorum was present and voting, the following resolution was adopted:

**RESOLUTION SUPPORTING THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY'S TRANSACTION 2040 LONG-RANGE TRANSPORTATION PLAN**

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the NVTA; and

**WHEREAS**, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects; and,

**WHEREAS**, Fairfax County is a member of the NVTA; and

**WHEREAS**, Fairfax County has assisted the Northern Virginia Transportation Authority (NVTA) in preparing a draft update of the Northern Virginia region long-range transportation Plan (TransAction 2040); and NVTA has asked member jurisdictions to endorse the plan; and

**WHEREAS**, Fairfax County shares the NVTA's desires that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and,

**WHEREAS**, the TransAction 2040 Plan adheres to the adopted vision: "In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian and bicycle facilities into an interconnected network." that was previously endorsed by Fairfax County, as part of the Northern Virginia 2030 Transportation Plan on May 15, 2006.

**WHEREAS**, the TransAction 2040 Plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and,

**WHEREAS**, the NVTA found through this analysis that the Northern Virginia region is expected to add more than 675,000 new jobs and 327,000 more residents between 2010 and 2040; and,

**WHEREAS**, the TransAction 2040 Plan documented a deterioration of the roadway system in the six years between 2007 and 2040; and,

**WHEREAS**, investments at the CLRP level are insufficient to counter this deterioration of the road network; and,

**WHEREAS**, the additional investment called for in the TransAction 2040 Plan is necessary to improve travel and quality of life in Northern Virginia; and

**WHEREAS**, Fairfax County agreed that, in general, a long-range transportation plan outlined in the TransAction 2040 Plan will improve mobility; and,

**NOW, THEREFORE, BE IT RESOLVED** that Fairfax County does hereby endorse the TransAction 2040 Plan, and that this resolution should be forwarded to the NVTA to be appended to the TransAction 2040 Plan;

**BE IT FURTHER RESOLVED** that Fairfax County does hereby agree that where significant differences exist among jurisdictional resolutions, jurisdictional Comprehensive Plans, and/or the TransAction 2040 Plan, Northern Virginia Transportation Authority should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

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

Adopted this 30th day of October, 2012, Fairfax, Virginia



Catherine A. Chianese  
Clerk to the Board of Supervisors

CITY OF FALLS CHURCH RESOLUTION SUPPORTING THE  
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY'S  
TRANSACTION 2040 LONG-RANGE TRANSPORTATION PLAN

- WHEREAS, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the NVTA; and
- WHEREAS, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects; and
- WHEREAS, the City of Falls Church is a member of the NVTA; and
- WHEREAS, the City of Falls Church has assisted the Northern Virginia Transportation Authority (NVTA) in preparing a draft update of the Northern Virginia region long-range transportation Plan (TransAction 2030); and NVTA has asked member jurisdictions to endorse the plan; and
- WHEREAS, the City of Falls Church shares the NVTA's desires that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and
- WHEREAS, the TransAction 2040 Plan adheres to the adopted vision of the TransAction 2030 Plan, which was endorsed by the City of Falls Church Res. 2006-15 on May 6, 2006; and
- WHEREAS, the TransAction 2040 Plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and
- WHEREAS, analyses done on these projects include highway level of service and transit level of service; and
- WHEREAS, NVTA released its TransAction 2040 Plan to all member jurisdictions for review and endorsement and NVTA requested that member jurisdictions endorse the Plan through resolution before its November 8, 2012, meeting; and
- WHEREAS, the TransAction 2040 Plan found that the investments identified in the region's Constrained Long-Range Plan (CLRP), which was the base network for the Plan, were insufficient to counter the future and actual deterioration of the regional transportation network; and

WHEREAS, the TransAction 2040 Plan documented a dramatic deterioration of the roadway system in the years between 2007 and 2015; and

WHEREAS, the TransAction 2040 Plan found that multimodal improvements would be necessary to improve the network; and

WHEREAS, the additional investment called for in the TransAction 2040 Plan is necessary to improve travel and quality of life in Northern Virginia; and

WHEREAS, the City of Falls Church agrees that a long-range transportation plan that is outlined in the TransAction 2040 Plan will improve regional mobility; and

WHEREAS, the TransAction 2040 Plan concluded that the over \$30 billion of multimodal investments identified in the Plan are necessary to improve the regional network from the current conditions and continued deterioration; and

WHEREAS, additional projects will need to be identified in the next regional transportation plan update, beyond those in prior plans, to alleviate continual pressures on the transportation system; and

WHEREAS, projects identified in the 2040 Plan are consistent with the City's Comprehensive Plan; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Falls Church, Virginia that the City of Falls Church does hereby endorse the TransAction 2040 Plan, and that this resolution should be forwarded to the NVT A to be appended to the TransAction 2040 Plan; and

BE IT FURTHER RESOLVED that the City of Falls Church agrees that where significant differences exist among jurisdictional resolutions and/or the TransAction 2040 Plan, the NVT A should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

Reading: 10-09-12  
Adoption: 10-09-12  
(TR12-29)

IN WITNESS WHEREOF, the foregoing was adopted by the City Council of the City of Falls Church, Virginia on October 9, 2012 as Resolution 2012-29



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Kathleen Clarcken Buschow  
City Clerk



Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

Office of the County Administrator

1 Harrison Street, S.E., 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0200 • Fax (703) 777-0325

At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors' Meeting Room, 1 Harrison St., S.E., Leesburg, Virginia, on Tuesday, October 16, 2012 at 5:00 p.m.

IN RE: NORTHERN VIRGINIA TRANSPORTATION AUTHORITY –  
TRANSACTION 2040 PLAN

Mr. Buona moved that the Board of Supervisors endorse the Northern Virginia Transportation Authority's Trans-Action 2040 Plan as noted in the resolution.

Seconded by Mrs. Volpe.

Voting on the Motion: Supervisors Buona, Clarke, Delgaudio, Letourneau, Reid, Volpe, Williams and York – Yes; None – No; Supervisor Higgins- Absent for the Vote.

A COPY TESTE:

  
DEPUTY CLERK FOR THE LOUDOUN  
COUNTY BOARD OF SUPERVISORS

(7- NORTHERN VIRGINIA TRANSPORTATION AUTHORITY – TRANSACTION 2040)

Loudoun County, Virginia Resolution Supporting the Northern Virginia Transportation Authority's TransAction 2040 Long-Range Transportation Plan  
October, 16 2012

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the NVTA; and

**WHEREAS**, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects; and,

**WHEREAS**, Loudoun County is a member of the NVTA; and

**WHEREAS**, Loudoun County assisted the Northern Virginia Transportation Authority (NVTA) in preparing a draft update of the Northern Virginia region long-range transportation Plan (TransAction 2040); and NVTA has asked member jurisdictions to endorse the plan; and

**WHEREAS**, Loudoun County shares the NVTA's desire that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and,

**WHEREAS**, the TransAction 2030 Plan adheres to the adopted vision that, "In the 21<sup>st</sup> Century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network."

Previously endorsed by Loudoun County, as part of the Northern Virginia 2030 Transportation Plan in 2006.

**WHEREAS**, the TransAction 2040 Plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and,

**WHEREAS**, the adoption of the TransAction 2040 Plan follows proactive public outreach and public, a public open house and hearing, and information dissemination through two newsletters, a project website, and,

**WHEREAS**, the NVTA found through this analysis that the Northern Virginia region is expected to add almost 650,000 new jobs and 340,000 more households by the year 2040; and,

**WHEREAS**, the Northern Virginia region accounts for about 21 percent of the vehicle miles traveled on only eight percent of the Commonwealth's roadway lane miles and 75 percent of transit ridership in the Commonwealth; and,

**WHEREAS**, the TransAction 2040 Plan documents a continuing deterioration of the roadway system in the six years between 2006 to 2012; and,

**WHEREAS**, investments at the Constrained Long Range Plan (CLRP) level are insufficient to counter this deterioration of the road network; and,

**WHEREAS**, the additional investment called for in the TransAction 2030 Plan is necessary to improve travel and quality of life in Northern Virginia; and,

**WHEREAS**, Loudoun County agrees that a long-range transportation plan that is outlined in the TransAction 2040 Plan will improve mobility; and,

**WHEREAS**, understanding that funding is still needed for many critical transportation improvements envisioned in the Countywide Transportation Plan, Loudoun County agrees that, in general, priority funding and placement on the region's CLRP and state Six-Year Plan should reflect the priorities established in the Countywide Transportation Plan and TransAction 2040 Plan; and,

**WHEREAS**, Loudoun County objects to the Western Transportation Corridor being included in the TransAction 2040 Plan which is not consistent with the Loudoun Countywide Transportation Plan including; and,

**WHEREAS**, Loudoun County recommends that all projects included in the TransAction 2040 Plan which are not consistent with the Loudoun Countywide Transportation Plan including the Western Transportation Corridor removed in the next update of the TransAction 2040 Plan; and,

**NOW, THEREFORE, BE IT RESOLVED** that Loudoun County does hereby endorse the TransAction 2040 Plan, and that this resolution should be forwarded to the NVTA to be appended to the TransAction 2040 Plan;

**BE IT FURTHER RESOLVED** that Loudoun County agrees that where significant differences exist among jurisdictional resolutions and/or the TransAction 2040 Plan, the NVTA should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

**BE IT FURTHER RESOLVED** that Loudoun County agrees that the following procedural stipulations shall be followed as the NVTA works to implement the transportation strategies

contained in the TransAction 2030 Plan:

- The adopted resolution of each member jurisdiction shall be appended to the TransAction 2040 Plan.
- The NVTA shall continue to evaluate any highway corridor that is still projected to experience one hour or more of stop-and-go traffic in 2040, even after the implementation of the TransAction 2040 Plan in order to find ways to further reduce this congestion.
- The NVTA shall continue to evaluate Metrorail lines into Washington, D.C., in order to understand capacity constraints and further identify improvements that will support additional ridership growth.
- The TransAction 2040 Plan provides a balance of future investment in highway and transit projects and enhances mobility throughout the region, and retaining this balance should be a goal as the TransAction 2040 Plan is implemented.
- The TransAction 2040 Plan shall be updated and presented to the member jurisdictions at least every five years.

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

**BE IT FURTHER RESOLVED** that Loudoun County agrees that, in general, priority for funding and placement of the region's Constrained Long Range Plan of TransAction 2040 Plan projects should be determined using the project-based criteria and rankings adopted by NVTA.



Potomac and Rappahannock  
Transportation Commission

14700 Potomac Mills Road  
Woodbridge, VA 22192

## RESOLUTION

**MOTION: NOHE**

**RESOLUTION NO. 12-11-12**

**SECOND: JENKINS**

**OFFICIAL COMMISSION MEETING**

**NOVEMBER 1, 2012**

**RE: ENDORSEMENT OF THE NORTHERN VIRGINIA TRANSPORTATION  
AUTHORITY'S TRANSACTION 2040 LONG-RANGE TRANSPORTATION  
PLAN**

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation (NVTA) Act creating the NVTA; and

**WHEREAS**, the NVTA is required by its enabling legislation to prepare a long-range transportation plan for Northern Virginia and periodically update it, featuring regional transportation policies and priorities for regional transportation projects fashioned by a consensus-driven process; and

**WHEREAS**, an update of the long-range plan previously adopted by the NVTA has been prepared (i.e. hereinafter referred to as "the 2040 Plan" or "the updated Plan"), which will soon be considered for adoption by the NVTA's governing board; and

**WHEREAS**, the Plan's authors (i.e. NVTA member jurisdictional staff assisted by a consultant) has solicited endorsements of the updated Plan by the NVTA member jurisdictions and regional transportation organizations whose boundaries overlap with the NVTA boundaries; and

**WHEREAS**, the Potomac and Rappahannock Transportation Commission's ("PRTC" or "the Commission") management has participated in the preparation of the updated Plan; and

**WHEREAS**, PRTC management is recommending that the Potomac and Rappahannock Transportation Commission endorse the updated Plan as an expression of desired transportation investments in the Northern Virginia region, notwithstanding the fact that three of PRTC's member jurisdictions reside wholly outside the geographic boundaries of the NVTA, because:

**POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION  
OFFICIAL COMMISSION MEETING  
RESOLUTION NO. 12-11-12  
PAGE 2**

1. The transportation investments embodied in the Plan would benefit constituents in all of PRTC's member jurisdictions, inasmuch as commuting patterns clearly evidence that large numbers of residents from all of PRTC's member jurisdictions work within the NVTA area.
2. Excessive traffic congestion in the Northern Virginia area impedes the flow of commerce, and imperils continued economic growth. It is in the Commonwealth's and PRTC's member governments' interest to address that.
3. The 2040 Plan is an aspirational plan, evidencing the fact that currently available funding resources are inadequate to fully fund necessary transportation investments to sustain growth and manage congestion. Companion plans for neighboring regions (e.g., the FAMPO region, where three of PRTC's six member jurisdictions reside) make the same point, and the existence of multiple plans calling for increased transportation investment makes the argument that increased transportation investment is in the Commonwealth's interest a more compelling one.

**NOW, THEREFORE, BE IT RESOLVED** that the Potomac and Rappahannock Transportation Commission does hereby endorse the TransAction 2040 Plan, and authorizes management to forward the resolution to the Northern Virginia Transportation Authority to be appended to the TransAction 2040 Plan.

**BE IT FURTHER RESOLVED** that the Potomac and Rappahannock Transportation Commission agrees that the Northern Virginia Transportation Authority should continue to review the interdependence between transportation and land use and recommend future measures for improving this linkage.

**POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION  
OFFICIAL COMMISSION MEETING  
RESOLUTION NO. 12-11-12  
PAGE 3**

**VOTES:**

**AYES:**

**CADDIGAN, COVINGTON, DRAKE, JENKINS,  
MAY, MILDE, NOHE, PITTS, PRINCIPI, SKINNER,  
WREN**

**NAYS:**

**MILLER**

**ABSTAIN:**

**KELLY, STIMPSON, WAY**

**ABSENT DURING VOTE:**

**NONE**

**MEMBERS PRESENT:**

**CADDIGAN, COVINGTON, DRAKE, JENKINS,  
KELLY, MAY, MILDE, MILLER, NOHE, PITTS,  
PRINCIPI, SKINNER, STIMPSON, WAY**

**MEMBERS ABSENT:**

**ANDERSON, JONES, PULLER**

**ALTERNATES PRESENT:**

**DURANY, WREN**

**ALTERNATES ABSENT:**

**BARG, BUDESKY, HOWE, LASCH, NADDONI,  
PAGE, PARRISH, PITTARD, ROSS, STEWART,  
SCHIEBER, THOMAS**

**\*\*CERTIFIED COPY\*\***

**NOVEMBER 1, 2012**

  
\_\_\_\_\_  
**ALFRED H. HARF  
EXECUTIVE DIRECTOR**



**MOTION: PRINCIPI**

**October 16, 2012**

**SECOND: JENKINS**

**Regular Meeting**

**Res. No. 12-816**

**RE: ENDORSE THE NORTHERN VIRGINIA TRANSPORTATION  
AUTHORITY'S TRANSACTION 2040 REGIONAL TRANSPORTATION  
PLAN**

**ACTION: APPROVED**

**WHEREAS**, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority Act and created the Northern Virginia Transportation Authority (NVTA); and

**WHEREAS**, the NVTA is comprised of 16 members: nine mayors or chairs, or their designees, of the four counties of Arlington, Fairfax, Loudoun, and Prince William, and the five cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park; two members of the House of Delegates; one member of the Virginia Senate; and two citizens appointed by the Governor; and the Director of Virginia's Department of Rail and Public Transportation and the Commonwealth Transportation Commissioner, or designee, serve as non-voting members; and

**WHEREAS**, the Virginia General Assembly granted the NVTA the power and function of preparing a long-range transportation plan for regional transportation projects in Northern Virginia; and

**WHEREAS**, in carrying out this responsibility, NVTA shall, on the basis of a regional consensus whenever possible, set regional transportation policies and priorities for regional transportation projects; and

**WHEREAS**, Prince William County is a member of the NVTA, assisted NVTA in preparing a draft update of the Northern Virginia Region Long-Range Transportation Plan (TransAction 2040 Plan) and was asked to endorse the TransAction 2040 Plan; and

**October 16, 2012  
Regular Meeting  
Res. No. 12-816  
Page Two**

**WHEREAS**, the TransAction 2040 Plan adheres to the adopted vision of the TransAction 2030 Plan, which was endorsed by Prince William County on June 6, 2006; and

**WHEREAS**, the TransAction 2040 Plan is a comprehensive study that analyzes multimodal transportation solutions identified in the TransAction 2030 Plan, that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and

**WHEREAS**, analyses done on these projects include highway level of service and transit level of service; and

**WHEREAS**, Prince William County shares NVTA's desire that regional transportation policies and priorities be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner; and

**WHEREAS**, the NVTA agreed upon project-based evaluation criteria, which was used in determining project priorities. These priorities were established by corridor and by mode; and

**WHEREAS**, the NVTA also used a cost benefit analysis to determine which projects produced the biggest impact on the network compared to the cost of the project; and

**WHEREAS**, the adoption of the TransAction 2040 Plan follows proactive public outreach and received extensive public input. This was accomplished through NVTA's Technical Advisory Committee and the Planning Coordination Advisory Committee, a project Open House held on April 18, 2012, and information disseminated through newsletters, press releases, and a project website; and

**WHEREAS**, NVTA released its TransAction 2040 Plan to all member jurisdictions for review and endorsement and NVTA requested that member jurisdictions endorse the Plan through resolution before its November 8, 2012, meeting; and

**WHEREAS**, the TransAction 2040 Plan found that the investments identified in the region's Constrained Long-Range Plan, which was the base network for the Plan, were insufficient to counter the future and actual deterioration of the regional transportation network; and

**October 16, 2012  
Regular Meeting  
Res. No. 12-816  
Page Three**

**WHEREAS**, the TransAction 2040 Plan documented a dramatic deterioration of the roadway system in the years between 2007 and 2015; and

**WHEREAS**, the TransAction 2040 Plan found that multimodal improvements would be necessary to improve the network; and

**WHEREAS**, the additional investment called for in the TransAction 2040 Plan is necessary to improve travel and quality of life in Northern Virginia; and

**WHEREAS**, Prince William County agrees that a long-range transportation plan that is outlined in the TransAction 2040 Plan will improve regional mobility; and

**WHEREAS**, the TransAction 2040 Plan concluded that the over \$27.5 billion of multimodal investments identified in the Plan are necessary to improve the regional network from the current conditions and continued deterioration; and

**WHEREAS**, additional projects will need to be identified in the next Regional Transportation Plan Update, beyond those in prior plans, to alleviate continual pressures on the transportation system; and

**WHEREAS**, all Prince William County Highway and Transit projects identified in the 2040 Plan are consistent with the County's Comprehensive Plan; and

**WHEREAS**, the Prince William County Supervisors have adopted the 2010 Strategic Plan and consider transportation and economic development a priority; and

**WHEREAS**, the TransAction 2040 Plan was brought before the Board of County Supervisors for consideration on October 2, 2012, but was deferred until October 16, 2012;

**NOW, THEREFORE, BE IT RESOLVED** that the Prince William Board of County Supervisors does hereby endorse the transportation projects included for Prince William County in the Northern Virginia Transportation Authority's TransAction 2040 Regional Transportation Plan, but continue to endorse our economic development policies as stated in the Strategic Plan; and that this resolution will be forwarded to Northern Virginia Transportation Authority to be appended to the TransAction 2040 Plan;

**October 16, 2012**  
**Regular Meeting**  
**Res. No. 12-816**  
**Page Four**

**BE IT FURTHER RESOLVED** that the Prince William Board of County Supervisors does hereby agree that where significant differences exist among jurisdictional resolutions, jurisdictional Comprehensive Plans, and/or the TransAction 2040 Plan, Northern Virginia Transportation Authority should facilitate discussions that assure open and complete deliberation of these issues and their appropriate and timely resolution.

ATTACHMENT: Draft TransAction 2040 Summary Report dated October 2012

**Votes:**

**Ayes:** Caddigan, Candland, Covington, Jenkins, Nohe, Principi

**Nays:** None

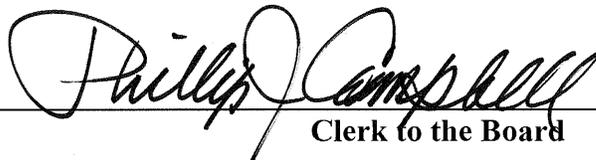
**Absent from Vote:** May, Stewart

**Absent from Meeting:** None

**For Information:**

Transportation Director

ATTEST: \_\_\_\_\_

  
Clerk to the Board