

**POTOMAC AND RAPPAHANNOCK  
TRANSPORTATION COMMISSION**

**RESOLUTION**

**MOTION:** \_\_\_\_\_

**RESOLUTION NO. 07-10-\_\_\_**

**OFFICIAL COMMISSION MEETING**

**SECOND:** \_\_\_\_\_

**OCTOBER 4, 2007**

**RE: PRTC PROJECT REQUESTS IN RESPONSE TO THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA) “CALL FOR PROJECTS”**

**WHEREAS**, HB 3202 authorized the Northern Virginia Transportation Authority (NVTA) to enact specified “self-help” taxes for transportation investment; and

**WHEREAS**, the NVTA has approved the “self-help” taxes for enactment in January 2008; and

**WHEREAS**, HB 3202 also stipulates how these tax revenues are to be allocated, with a portion of the funding intended for projects of the NVTA’s choosing; and

**WHEREAS**, the NVTA has adopted a course of action for defining what projects it will fund in FY 2009 and FY 2010, beginning with a “call for projects” that all member localities and transportation agencies can vie for; and

**WHEREAS**, projects proposed by transportation agencies must be endorsed by the locality where the project resides in order for the project to be entertained as a candidate for NVTA funding; and

**WHEREAS**, the deadline established by the NVTA for receipt of candidate projects is November 9, 2007; and

**WHEREAS**, the PRTC Board must endorse any such candidate projects at its October 2007 meeting in order for its action to precede the only opportunity the Prince William Board of Supervisors will have to take action itself prior to the November 9<sup>th</sup> deadline; and

**ITEM 12-B.4**

**(5 PAGES)**

**WHEREAS**, PRTC management has proposed two candidate projects – the mid-life overhaul of 38 2002-vintage MCI buses at a total estimated cost of \$8,550,000 and the acquisition of property for a second westerly maintenance facility at an estimated cost of \$1.9 million -- and invited Prince William County staff's reaction, which was favorable; and

**WHEREAS**, both candidate projects proposed by PRTC management are recognized, high priority needs by the PRTC Board; and

**WHEREAS**, the PRTC Board also recognizes that submission of these candidate projects is contingent upon the willingness of the Prince William board of Supervisors to endorse them in whole or in part.

**NOW, THEREFORE, BE IT RESOLVED** that the Potomac and Rappahannock Transportation Commission does hereby endorse the two candidate projects for possible submission to the NVTA.

October 4, 2007

TO: Chairman Gibbons and Commissioners

FROM: Alfred H. Harf  
Executive Director

RE: PRTC Project Requests in Response to the Northern Virginia  
Transportation Authority's (NVTA) "Call for Projects"

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Recommendation:

Endorse management's proposed pair of projects as candidates for NVTA regional funding in FY 2009 and FY 2010. The Prince William Board of Supervisors will be asked to endorse these same projects as part of a larger list of Prince William County candidate projects, in time for submission to the NVTA prior to the November 9, 2007 deadline.

Background:

The self-help taxes associated with HB 3202 were approved by the NVTA Board in early September and are scheduled to take effect on January 1, 2008 assuming the approval withstands the constitutional challenge. HB 3202 stipulate that 40% of total tax revenue will be returned to the member governments in proportion to their respective tax yields, while the remaining 60% is retained by the NVTA to be used as follows:

1. Debt retirement;
2. \$50 million/year for WMATA;
3. \$25 million/year for VRE; and
4. The remainder for projects of the NVTA's choosing

At its meeting last week, the NVTA approved a recommended course of action for formulating a list of projects that will receive the "remainder" resources, beginning with a "call for projects" that all the member governments and transportation agencies within the NVTA area can vie for (transportation agency projects must be endorsed by the member government governing body where the project resides).

The deadline for submission of candidate projects is November 9<sup>th</sup>, and management envisioned bringing an action item to the PRTC Board for consideration at PRTC's November 1<sup>st</sup> meeting. To that end, management identified two prospective PRTC projects that appear to match up well with the NVTA prioritization factors, and discussed them with Prince William County staff on October 3<sup>rd</sup> to invite reaction. Prince William County staff reacted positively to the two prospective PRTC projects— a mid-life overhaul of PRTC's 38 MCI buses (purchased in 2002) and property acquisition for the westerly maintenance facility.

In the course of that discussion, however, management learned that the PRTC Board would need to take this matter up at its October 4<sup>th</sup> meeting rather than waiting until November, because the Prince William Board of Supervisors (PWCBOS) does not have an early November meeting. Thus with only one more PWCBOS meeting before the November 9<sup>th</sup> submission deadline, any PRTC candidate projects advanced by Prince William County staff for its Board's consideration would have to be endorsed by the PRTC Board beforehand.

Accordingly, the Board's endorsement of these two candidate projects is being sought at this time. It should be said here that whether these projects are ultimately submitted to the NVTA will depend upon the reception they receive from the PWCBOS since, as I noted earlier, endorsement by the PWCBOS is a prerequisite.

A brief further elaboration of the two candidate projects follows.

1. Mid - Life overhaul of thirty-eight (38) 2002-vintage MCI buses at \$225,000 per bus. A mid-life overhaul insures continuing high service quality for the entire active life of the bus, and enables PRTC to keep the buses in the active fleet for longer than the FTA-prescribed twelve-year life (PRTC's practice is to keep its buses in the active fleet for years beyond this prescribed life). The project is proposed for funding over two years since, as a practical matter, only a few buses can be removed from service at any given time while still maintaining an adequate fleet inventory. Total cost of project \$8,550,000.
2. Property acquisition for a new westerly maintenance facility. Because the planned expansion of the PRTC bus storage facility at the Transit Center will add only five years or so of additional storage capacity based on the growth in ridership and service, both PRTC's adopted short range plan and the proposed long range plan that is also scheduled for adoption at this meeting call for the

construction of a second maintenance facility situated in the Route 234 Bypass (Prince William Parkway) corridor, ideally by 2012. This would be a small facility with four bus bays for minor maintenance and a capacity to store approximately 50 buses. The Board previously authorized the pursuit of CMAQ and federal discretionary funding for this project last year and is being asked to do the same thing at this meeting since the size of the project is such that multi-year funding is required.

Funding secured to-date is sufficient to complete environmental and preliminary design work, but property acquisition, final design, and construction remains unfunded. Since construction is not imminent (and a firm cost estimate for construction is not yet in-hand) it is sensible to confine a funding request for the NVTA's consideration at this time to property acquisition. Approximately 4-5 acres are needed, and a review of property values in the area indicates that the acquisition will cost approximately \$1,900,000.

Fiscal Impact:

This project is envisioned as an out-year project commencing in the PRTC five-year plan. Receipt of NVTA funding as requested would cement a funding source for the property acquisition and enhance the prospects for fully funding the project so it can be completed by 2012.