



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, April 25, 2018, 6:30pm
NVTA Office
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

AGENDA

- I. Call to Order/Welcome** Chairman Buona

Action

- II. Approve Summary Notes of March 28, 2018 Meeting**
*Recommended Action: Approval [with abstentions
from those who were not present]*

Discussion/Information

- III. FY 2018-2023 Six Year Program Update** Mr. Jasper
- IV. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- V. Adjourn**

Next Meeting:
Wednesday, May 23, 2018
6:30pm NVTA Office



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PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, March 28, 2018, 6:30 pm

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031.

SUMMARY NOTES

I. Call to Order/Welcome

Chairman Buona

- Supervisor Ralph Buona called the meeting to order at 6:40 pm.
- Attendees:
 - **PCAC Members:** Supervisor Ralph Buona (Loudoun County); Council Member Linda Colbert (Town of Vienna); Council Member Suzanne Fox (Town of Leesburg); Mayor Jerry Foreman (Town of Dumfries); Council Member Pamela Sebesky (City of Manassas); Council Member Jeff Davidson (Town of Herndon); County Board Member Libby Garvey (Arlington County); Council Member Phil Duncan (City of Falls Church); Council Member Preston Banks (City of Manassas Park); Council Member Paul Smedberg (City of Alexandria); Supervisor Ruth Anderson (Prince William County).
 - **NVTA Staff:** Monica Backmon (Executive Director); Michael Longhi (Chief Financial Officer); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner).
 - **Other:** Mayor Roger Vance, Council Member Amy Marasco (Town of Hillsboro); Rich Roisman (Arlington County); Noel Dominguez (Fairfax County), Robert Brown (Loudoun County), Norman Whittaker (VDOT); Gregory Thacker (Town of Dumfries).

Action

II. Approve Summary Notes of February 28, 2018, PCAC Meeting

- The February 28, 2018 Planning Coordination Advisory Committee meeting summary was unanimously approved, with abstentions from members not present.

Discussion/Information

III. FY 2018-2023 Six Year Program Update

Mr. Jasper

- Supervisor Buona started the discussion with a reminder that there are no action items in this meeting, but important information will be presented on the ongoing evaluation process for the FY2018-2023 Six Year Program. He stated that in addition to the primary quantitative criteria of this evaluation process, the Congestion Reduction Relative to Cost (CRRC) ratios, there are a number of qualitative considerations to consider. To this discussion, Ms. Backmon stressed that although HB 2313 requires NVTa to give priority to projects that achieve the greatest congestion reduction relative to cost, the law does not exclude other considerations in evaluating and selecting projects. Some of these factors are, but not limited to, modal and geographic balance, external funding, and past performance for project fund drawdowns.
- Mr. Jasper pointed to three items in the meeting packet to start the discussion – a summary spreadsheet with quantitative/qualitative analysis for project evaluation, the project list, and a project location map. He identified the last two columns in the summary spreadsheet contain quantitative evaluation information:
 - Project ranks derived from CRRC ratios, and
 - Project ranks derived from a set of performance measures in TransAction (HB 599).
- In this spreadsheet, projects are sorted based upon the CRRC ranks. He explained the differences between these two sets of measures:
 - CRRC ratios use a single measure of congestion (person-hours of delay), normalized by projects' total costs,
 - TransAction ratings use 15 weighted performance measures that are not cost-normalized.
- Mr. Jasper then explained the qualitative factors:
 - Past performance by continuation projects and by jurisdictions;
 - External funds;
 - Local priority;
 - First fiscal year of expected drawdown;
 - Year of opening;
 - Metrorail/VRE core system.
- Mr. Jasper wrapped up his presentation by stating that upon completion of further analysis of the CRRC ratios, this summary project evaluation spreadsheet, along with the project list and project location map will be presented during the public review phase.
- In response to a question from Supervisor Buona, Mr. Jasper explained that the CRRC ratio analysis will be complete with an extrapolation of model results between 2025 and 2040 scenarios, and he does not expect any major shift in the project rankings.
- This presentation was followed by a question-answer session. In responding to a question from Supervisor Buona, Mr. Jasper clarified how cumulative project funding

requests were calculated. There also was a discussion on how a project's modal components were assigned, and Mr. Jasper explained that these modal symbols show what the project is actually purchasing with requested funds, and not its impacts. Ms. Backmon added that these additional factors will be part of qualitative considerations. Supervisor Buona asked, if strictly adhering to CRRC rankings, where will be the selection cutline, based on projected Pay-Go revenues. Ms. Backmon explained that such strict interpretations further highlights the needs to consider factors other than just CRRC ratios. For example, the cutline would be at project ranked at #25, but that cannot be built without the next project, which is ranked at #26. However, she stressed that such determinations need to be properly documented.

- A major concern was expressed collectively from the group, regarding the impact on NVRTA revenues of funding proposals for WMATA by General Assembly. Mr. Longhi highlighted the recent S&P report regarding NVRTA's credit ratings, and how the proposed funding re-structuring for NVRTA can set a negative precedent regarding any future fund appropriations by General Assembly for local governments and agencies.
- Council Member Suzanne Fox asked if a project can be partially funded, and/or a project can be re-submitted in the next funding cycle. Ms. Backmon confirmed both are possible, and cited an example of a Town of Leesburg project in the FY 2017 funding program. Supervisor Buona further added that this Six Year Program is based on a rolling mechanism. In response to a question from Council Member Phil Duncan, Mr. Jasper explained that any additional project-related information, not submitted or available at the project submission, should be submitted for consideration prior to the start of the public comment period, e.g. planned land use densifications around West Falls Church Metro station.
- Supervisor Buona asked about next steps in adopting the Six Year Program, and what is required from this committee. Ms. Backmon stated that because of the funding uncertainties, the Authority is not ready to recommend a set of projects for funding at this time, but the public review period can commence without these project recommendations. It is possible that the adoption of the program may be delayed by a month from June 2018 to July 2018.

IV. **NVRTA Update**

Ms. Backmon, Executive Director

- Ms. Backmon stated there are no additional updates from staff.

Adjournment

V. **Adjourn**

- The meeting adjourned at 7:41 pm.

FY2018-2023 Six Year Program



Status Update
Planning Coordination Advisory Committee

April 25, 2018



Six Year Program: General Update

- Public Comment period is now open thru midnight May 20, 2018;
- No project approval recommendations at this time;
- 60 projects are now under consideration:
 - WMATA has withdrawn both its applications
- \$1.259 Billion estimated available PayGo
- Schedule for SYP adoption:
 - June 2018 is still feasible
 - July 2018 is possible



Project Selection Criteria

- **Project Eligibility:**
 - Included in TransAction with matching description
 - Primary project location in NoVA
- Congestion Reduction Relative to Cost (CRRC) ratios;
- TransAction Project Ratings (formerly HB599);
- Qualitative Considerations, e.g. modal/geographic balance, past performance, funding leverage; and
- Public Comment.



CRRC Ratios

- Meets HB2313 (2013) requirement;
- Congestion reduction estimated using model simulation:
 - Horizon years 2025 and 2040
 - Annual congestion reduction (person-hours of delay) summed between project opening year through 2040, using straight-line extrapolation between 2025 and 2040
 - Individual project runs, using the TransAction 'No Build' baseline
 - Selected grouped project runs (synergistic/duplicative effects)
- Uses total project cost of completed project, regardless of phases requested for funding.



TransAction Project Ratings

- Meets HB599 (2012) requirement;
- TransAction-based analysis using model simulation:
 - 2040 horizon year
 - 15 weighted performance measures
 - Single model run with all 62 projects combined (prior to withdrawal of WMATA projects) using the TransAction 'No Build' baseline
- Does not incorporate project cost component.



Qualitative Considerations

- Non-numeric, objective analysis
 - Geographic/modal balance
 - Past performance (organization and project levels – for continuation projects)
 - Funding
 - Leverage of external funds
 - Identified funding gaps
 - Project readiness
 - Expected first drawdown
 - Expected completion date
 - Local priority
 - Metrorail/VRE core system
 - Other



Long-Term Benefit

- HB2313 (2013) requirement
 - When allocating the 70 percent regional revenues, the Authority must ensure that each locality's **long-term benefit** (LTB) will be **approximately equal** to the proportion of the revenues raised by the three taxes and fees in the respective locality.
- Based on Authority's LTB Principles approved in December 2014:
 - First LTB review anticipated after June 30, 2023
 - Insufficient data points – only 19 'completed' projects
- For the FY2018-23 SYP, a high level overview of the status of LTB will be provided for information purposes only:
 - Draft will be shared at May 23 PCAC meeting



Public Engagement

- March 8, 2018: Authority approved date of Public Hearing
- April 12, 2018: Authority released SYP project list and related information*
- April 13, 2018: Public comment period began**
- May 10, 2018: Open House and Public Hearing (at NVTA)
- May 20, 2018: Public comment period ends

* <http://thenovaauthority.org/programming/fy2018-fy2023-six-year-program/>

** Optional jurisdictional briefings and 'Town Hall' meetings, and other public engagement events, are planned during the public comment period



Summary of Key Findings

- On a PayGo-only basis, ignoring all other factors, SYP could fund:
 - Top 27 highest ranked projects (by CRRC)
- If approved for funding:
 - 21 of the top 27 highest ranked projects (by CRRC) would be fully funded
- Overlap between highest ranked projects:
 - 19 of the top 27 highest ranked projects (by CRRC) are also ranked in the top 27 highest ranked projects by TransAction ratings



Summary of Key Findings

- The top 3 highest ranked (by CRRC) projects have transportation technology as a primary modal component
- The remainder of the top 27 highest ranked projects (by CRRC) have primary modal components as follows:
 - Bike/Ped: 1 project
 - Transit: 3 projects
 - Rail: 0 projects
 - Park and Ride: 0 projects
 - Intersection/Interchange: 2 projects
 - Highway Widening: 18 projects



Summary of Key Findings

- If approved for funding:
 - 10 of the top 27 highest ranked (by CRRC) projects are continuation projects; 1 has a 'High' past performance rating
 - There are an additional 6 continuation projects; 2 have a 'High' past performance rating



Next Steps

- May 2, 2018: Finance Committee considers budget for Regional Revenue Fund
- May 20, 2018: Public comment period ends
- May 23, 2018: PCAC makes SYP recommendations
- May 30, 2018: TAC makes SYP recommendations
- June 6, 2018: PPC considers public comments, and reviews TAC/PCAC and NVTA staff recommendations
- June 14, 2018: Authority adopts FY2018-23 Six Year Program (tentative)