



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, May 23, 2018, 6:30pm

NVTA Office

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

AGENDA

I. Call to Order/Welcome

Vice Chair Colbert

Action

II. Approve Summary Notes of April 25, 2018 Meeting

*Recommended Action: Approval [with abstentions
from those who were not present]*

III. Draft FY2018-2023 Six Year Program

Mr. Jasper

*Recommended Action: Recommend the Authority adopt
the Draft FY2018-2023 Six Year Program*

Discussion/Information

IV. NVTA Update

Ms. Backmon, Executive Director

Adjournment

V. Adjourn

**Next Meeting:
TBD**



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Fairfax, Virginia 22031.

SUMMARY NOTES

I. Call to Order/Welcome

Chairman Buona

- Chairman Buona called the meeting to order at 6:38 pm.
- Attendees:
 - **PCAC Members:** Chairman Ralph Buona (Loudoun County); Vice-Chairman, Council Member Linda Colbert (Town of Vienna); Council Member Pamela Sebesky (City of Manassas); Council Member Phil Duncan (City of Falls Church); Council Member Preston Banks (City of Manassas Park); Council Member Paul Smedberg (City of Alexandria), Supervisor John Foust (Fairfax 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 (Town of Hillsboro), Council Member Amy Marasco (Town of Hillsboro); Noelle Dominguez (Fairfax County); Robert Brown (Loudoun County); Alex Stanley (Supervisor Ruth Anderson's office), Paolo Belita (Prince William County), Rob Whitfield (Fairfax County Taxpayer Association).

Action

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

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

Discussion/Information

III. FY2018-2023 Six Year Program Update

Mr. Jasper

- Chairman Buona commenced by highlighting the meeting objective – to provide inputs to the NVTa staff project approval recommendation process, to be completed at the next PCAC meeting in May. He then set up the broad discussion points, with two updates in the meeting materials - the project analysis spreadsheet now displays TransAction ratings, and the project list is updated with WMATA's project withdrawals.
- Mr. Jasper started his presentation with a general overview of the program timeline and mentioned that staff are on-schedule for a June adoption of the program. To this point, Ms. Backmon added that although June is still the targeted adoption date, there are ongoing uncertainties with the State Legislature potentially affecting the available Pay-Go fund estimates. To confirm WMATA's project withdrawal, Mr. Jasper stated that these two projects had a combined request of \$96.5 million.
- In the next set of slides, Mr. Jasper explained the project selection criteria:
 - Congestion Reduction Relative to Cost (CRRC) ratios,
 - TransAction (TA) project ratings,
 - Qualitative Considerations, and
 - Public Comments.

Mr. Jasper noted a major difference between the two scales – CRRC ratios are derived with total project costs, whereas TA ratings do not involve any cost measures. He then outlined the overview of Long Term Benefits related to completed and ongoing projects funded in the FY2014-2017 Programs. He stressed that this is a broad overview that will not be used in this programming cycle. Ms. Backmon further added that there are two parts of the analysis, projects' actual physical extents (by jurisdictions), and its users' trip origins (by jurisdictions). To answer a question from Chairman Buona, Ms. Backmon confirmed that the second part of the analysis deals with identifying actual users' benefits by jurisdictions, not just where a project is physically located. Mr. Jasper further explained that this is an exercise with proxy measures only in the absence of a rigorous modeling tool and does not present adequate accuracies to be used in the project selection process.

- Mr. Jasper then described the schedule and locations of SYP informational open house events. He mentioned that public comments are coming in, but staff have not started to analyze them yet. To answer a question from Council Member Colbert, Mr. Jasper explained that several locations were under consideration for Bike to Work day, including the City of Falls Church and the Town of Vienna.
- Mr. Jasper then pointed to the 2-page analysis spreadsheet and highlighted the fact that projects in the table are sorted according to their CRRC rankings (the very last column). Supervisor Buona requested to clarify the interrelationship between CRRCs and other factors, e.g. TA ratings, qualitative considerations, and how they will be used in the project selection process. Mr. Jasper cited previous experience from the FY2017 program, where a combination of CRRC rankings and qualitative factors

were taken into account for project selection. With projects sorted by the CRRC rankings, and projected Pay-Go revenues, an initial set of projects are identified. After that, projects can enter/exit this set based on these other qualitative factors. To this discussion, Ms. Backmon again stressed that CRRC rankings are a starting point in the overall ranking process, and these other factors will be documented with final project recommendations. Mr. Jasper added that although the two quantitative scales (CRRC/TA ratings) are not meant to correlate directly, there are similarities/overlaps in top-ranked projects – 19 of the top 27 CRRC-ranked projects are also in the top 27 projects ranked by TA ratings. To answer a question from Council Member Smedberg, Ms. Backmon stressed it was premature to make project selection recommendations until after completion of public comment.

- On slide #10, Mr. Jasper discussed the modal characteristics of the top-ranked projects, to which Ms. Backmon added that these are projects' primary modes only, and most projects feature at least one other modal component. Next Mr. Jasper discussed how continuation projects will be evaluated with past fund draw-down performances. To answer a question from Supervisor Buona, he confirmed that only one continuation project received a high grade among the list of top 27 ranked projects. In response to a follow-up question from Supervisor Foust asking who determines these fund draw-down schedules, Mr. Jasper explained that these schedules are determined by applicant jurisdictions when a Standard Project Agreement is executed/updated. Ms. Backmon explained other funding related factors that may affect such performances – e.g. federal funding or other matching funds might have been used before NVTa funds are expended. To answer a related question from Supervisor Foust, Mr. Jasper confirmed that these qualitative performance grades are separate from, and not incorporated into, quantitative project rankings.
- Mr. Jasper outlined upcoming committee meetings, their role in recommending a list of projects to Authority, and the adoption of the FY2018-23 Six Year Program. To answer a question from Supervisor Buona, Mr. Jasper explained that there will not be a staff recommendation until all public comments are analyzed. To respond to Council Member Smedberg, Ms. Backmon explained that the Finance Committee will be addressing available Pay-Go funding. In a related discussion, Supervisor Buona outlined his idea favoring a Pay-Go only approach for project funding, as opposed to utilizing the Authority's debt capacity. Due to decreased Authority revenues, jurisdictions should address any project funding gaps by applying for more funds through the Commonwealth's Smart Scale process. To answer a question from Supervisor Foust, Ms. Backmon confirmed that there are no conflicts in project applications to both of these funding sources (NVTa and Smart Scale).
- Chairman Buona then confirmed the schedule for this committee is to come up with project recommendations at its May 23 meeting, unless the Authority decides to change the current schedule. In responding to a question from Council Member Banks, Mr. Jasper explained that qualitative factors will not be converted to a quantitative scale, to be merged with the existing two (CRRC and TransAction ratings). Given the current uncertainties with NVTa funding, and the resulting impact to the Six Year Program, Council Member Smedberg asked what the major concerns for the NVTa management are. Ms. Backmon mentioned the following – to abide by Authority's founding legislation, to maintain excellent credit ratings in the face of the funding cut precedents set by the General Assembly, and to derive a sound method to conduct a meaningful Long Term Benefit analysis.

IV. NVTa Update

Ms. Backmon, Executive Director

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

Adjournment

V. Adjourn

- The meeting adjourned at 7:34 pm.

DRAFT

FY2018-23 Six Year Program

**NVTA Staff Recommendations
Planning Coordination Advisory Committee**

May 23, 2018





Agenda

- Project Selection Criteria
- Public Comment
- Evaluation Updates
- Candidate Regional Transportation Projects
- NVTA Staff Recommendations
- Future SYP Updates
- PCAC Recommendations



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 (including HB599);
- Qualitative Considerations, e.g. modal/geographic balance, past performance, funding leverage; and
- Public Comment.



Public Comment

- NVTA Open House/Public Hearing
- Jurisdictional Town Hall meetings/briefings
 - Four counties/five meetings
 - Two cities
- Pop-up events
 - Two community events
 - CTB Public Hearing
- Social Media
 - eBlasts
 - Twitter
 - Facebook



Public Comment

- Public Hearing
 - Testimony from 62 citizens/organizations
 - 115+ participants
- Comments submitted to NVTA from approximately 800 citizens/organizations
- Other:
 - Senator Surovell – 236
 - Town of Dumfries – 85
 - FCDOT Town Hall meetings – 6
 - Authority Chairman and NVTA staff – 4
- Total: approximately – 1,200 citizens/organizations



Public Comment

- Approximately 85 percent of all comments, predominantly supportive, addressed nine projects:
 - Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)
 - Richmond Highway Bus Rapid Transit - Phases I & II
 - Route 15 Bypass Widening: Battlefield Parkway to Montresor Road
 - Some comments were opposed and/or suggested alternative design approaches
 - Widen Route 1 (Fraley Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)
 - Richmond Highway (Route 1)/CSX Underpass Widening
 - West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project
 - Route 9 Traffic Calming
 - Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road
 - Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)
- 16 projects each received between six and 19 comments
- 35 projects each received five or fewer comments



Public Comment

- General comments
- Comments unrelated to SYP



Evaluation Updates

- **Reduced funding requests:**
 - Route 28 widening (northbound from Route 50 to McLearen Road)
 - \$19,000,000 to zero – other funding source available
 - Route 29 widening (Union Mill Road to Buckley's Gate Drive)
 - \$7,600,000 to zero – funded by I-66 OTB Concessionaire Fee
 - Route 28 widening (Route 29 to PWC Line)
 - \$38,270,000 to \$16,000,000
 - Construct University Boulevard (Progress Court to Devlin Road) – Phase I
 - \$28,500,000 to \$24,600,000
 - Devlin Road Widening: Wellington Road to Linton Hall Road
 - \$26,050,000 to \$23,650,000
 - ART Operations and Maintenance Facilities
 - \$55,459,000 to \$39,027,000



Evaluation Updates

- **Route 9 Traffic Calming**
 - Completion of 100% design and submitted to VDOT for review
 - Loudoun County Land Development Application was submitted on April 25 and is currently under review
- **Widen Route 1 (Fraley Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)**
 - Completion of Value Engineering analysis
- **Intelligent Transportation System Improvements (Arlington)**
 - Revised schedule
- **Mill St NE Parking Garage**
 - Commuter spaces reduced from 63 to 60
- **Construct Interchange at Route 7 and Battlefield Parkway**
 - Town Council endorsement adopted April 24



Candidate Regional Transportation Projects

Projects	Total Cost	Requested*	Available**
60	\$4,567,295,744	\$2,398,537,861	\$1,285,273,281

* Per revised applications

** FY2018-2023 SYP PayGo regional revenues (pending recommendation by Finance Committee on June 6, 2018 and approval by NVTa on June 14, 2018)



Candidate Regional Transportation Projects

Jurisdiction/Agency	Projects	Amount	Proportion
Arlington	5	\$237,193,000	9.89%
Fairfax, incl. Vienna	16	\$913,871,000	38.10%
Loudoun, incl. Leesburg	12	\$508,739,000	21.21%
Prince William, incl. Dumfries	11	\$539,604,000	22.50%
Alexandria	6	\$88,228,652	3.68%
City of Fairfax	5	\$45,409,000	1.89%
Falls Church, incl. NOVA Parks	3	\$33,993,209	1.42%
VRE	2	\$31,500,000	1.31%



Candidate Regional Transportation Projects

Primary Modal
Component:



3 projects

\$ 10,993,209



1 projects

\$ 1,159,000



6 projects

\$ 402,560,161



4 projects

\$ 190,816,000



1 project

\$ 2,300,000



3 projects

\$ 11,345,491



13 projects

\$ 424,762,000



29 projects

\$1,354,602,000

Note: Most projects feature at least one supporting modal component



NVTA Staff Recommendations – Step 1

Based on CRRC ratios

- Step 1a: Top 30 ranked projects
 - request = \$1,383,671,861

minus

- Step 1b: Three eliminated projects
 - request = \$42,000,000

minus

- Step 1c: Adjusted request for six projects
 - adjustment = \$291,187,580

Recommended funding for 27 projects = \$1,050,484,281



NVTA Staff Recommendations – Step 2

Based on qualitative considerations

- Step 2a: Added 12 projects at full request
 - request = \$199,389,000

plus

- Step 2b: Added three projects with adjusted request
 - adjusted request = \$35,400,000

Recommended funding for 42 projects = \$1,285,273,281



NVTA Staff Recommendations – Step 1/2

	CRRC Ratio Top 30 Projects	TransAction Rating Top 30 Projects
Step 1 – Top 30 CRRC projects (27 projects recommended)	27	19
Step 2 – Lower 30 CRRC projects (15 projects recommended)	0	6
Recommended – 42 projects	27	25
Not recommended – 18 projects	3	5



NVTA Staff Recommendations (Steps 1/2)

Projects*	Total Cost	Requested**	Recommended
42***	\$3,301,130,744	\$1,855,260,861	\$1,285,273,281

- * See separate attachment for full list of recommended projects/amounts
- ** Per revised applications
- *** If approved for inclusion in SYP, 24 projects will be fully funded



NVTA Staff Recommendations (Steps 1/2)

Jurisdiction/Agency	Projects	Amount	Proportion
Arlington	4	\$82,877,000	6.45%
Fairfax, incl. Vienna	9	\$531,015,670	41.32%
Loudoun, incl. Leesburg	11	\$337,347,000	26.25%
Prince William, incl. Dumfries	7	\$244,360,000	19.01%
Alexandria	5	\$27,478,652	2.14%
City of Fairfax	3	\$39,250,000	3.05%
Falls Church, incl. NOVA Parks	2	\$18,944,959	1.47%
VRE	1	\$4,000,000	0.31%



NVTA Staff Recommendations (Steps 1/2)

Primary Modal
Component:



1 project

\$ 3,244,959



0 projects

\$ -



6 projects

\$ 344,010,161



2 project

\$ 9,000,000



1 projects

\$ 2,300,000



3 projects

\$ 11,345,491



10 projects

\$ 176,962,000



19 projects

\$ 738,410,670

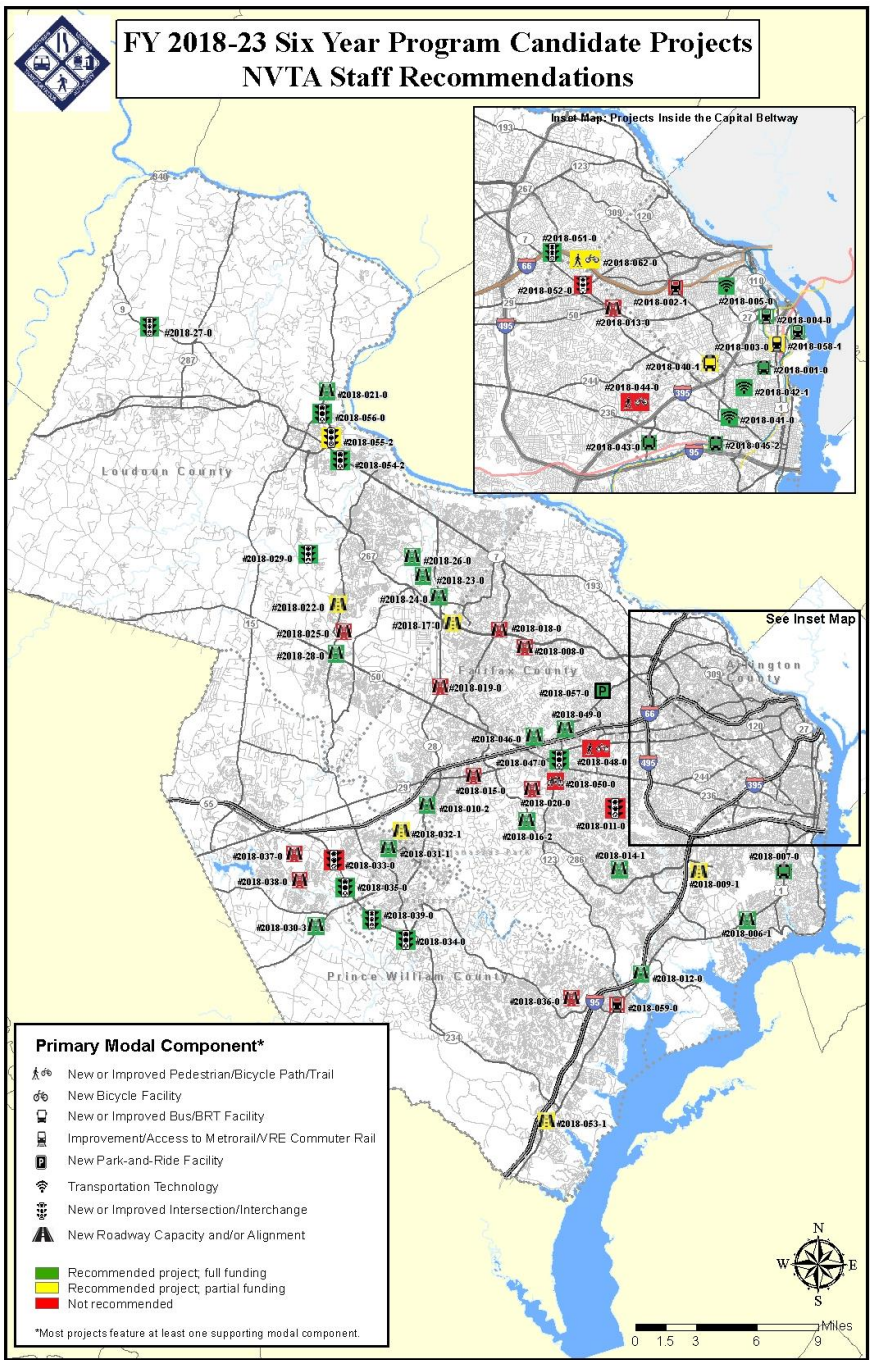
Note: Most projects feature at least one supporting modal component



NVTA Staff Recommendations – Step 1/2

Steps 1 and 2 recommendations advance the TransAction regional approach in select corridors:

- Outside the Beltway – 30 projects:
 - Routes 7/9/15 Corridors – 8 projects
 - Route 28 Corridor – 6 projects
 - I-95/Route 1 Corridor – 5 projects
 - Loudoun County Pkwy./Route 234 Corridor – 5 projects
 - I-66/Route 29 Corridor – 4 projects
 - Fairfax County Parkway Corridor – 2 projects
- Inside the Beltway – 12 projects
 - Multiple corridors





NVTA Staff Recommendations – Step 3

- Step 3: Reduction/reallocation
 - Suggested Priority Tier 1
 - Enhanced Smart Scale success
 - Additional phases of recommended projects
 - Committed external funds
 - Suggested Priority Tier 2
 - Public comment
 - Geographic balance
 - Modal balance, including non-motorized modes
 - Unforeseen capacity expansion/congestion reduction needs or grant-matching opportunities, i.e. leave unallocated



NVTA Staff Recommendations – Other

- Encourage jurisdictions and agencies to submit eligible projects to:
 - Smart Scale
 - SMART application portal open
 - Pre-application deadline June 1, 2018
 - Full application deadline August 1, 2018
 - Next SYP Update
 - See slide #24



NVTA Staff Recommendations – Other

- General contingencies:
 - Deadline for executed SPAs
 - Forthcoming policy related to expiration of approved regional revenues



Future SYP Updates

July 2019: Call for Regional Transportation Projects

September 2019: Application deadline

November 2019: Resolution deadline

February 2020: Commence PCAC/TAC/PPC reviews

March 2020: Release draft FY2020-2025 SYP

April 2020: Open House/Public Hearing

June 2020: SYP adoption

Subsequent SYP updates every two years



PCAC Recommendations

- Endorse/modify Step 1
- Endorse/modify Step 2
- Recommendations for Step 3
- Other recommendations