



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## PLANNING AND PROGRAMMING COMMITTEE

Monday, June 25, 2024, at 5:00 p.m.

Northern Virginia Transportation Authority

Hosted in-person at NVTA offices, 2600 Park Tower Drive, Vienna, Virginia

Live-streamed on [YouTube](#).

## MEETING SUMMARY

### I. Call to Order/Welcome:

- Chairman Wilson called the meeting to order at 5:02 p.m.
- Attendees: This meeting was conducted in-person and virtually via Zoom and streamed online via YouTube.
  - **PPC Members:** Mayor Wilson (City of Alexandria), (Remote-Personal); Board Member de Ferranti (Arlington County), Mayor Davis-Younger (City of Manassas), Mayor Olem (Town of Herndon) and Ms. Hynes (CTB Member)
  - **Other Authority Members:** Mayor Read (City of Fairfax)
  - **NVTA Staff:** Monica Backmon (CEO) (Remote); Keith Jasper (Principal); Michael Longhi (CFO); Sree Nampoothiri (Senior Manager), Harun Rashid (Planning Analytics Manager), Alyssa Beyer (NVTA), Kristen Sarik (NVTA).
  - **Jurisdiction/Agency Staff:** Rich Roisman (Arlington), Wendy Sanford (City of Fairfax).
  - **Others:** None.

### Action Items

- II. **Summary Notes of May 6, 2024, Meeting:** The May 6, 2024, Planning and Programming Committee meeting summary was unanimously approved.

### III. FY2024-2029 Six Year Program Staff Recommendations:

- Mr. Jasper, Principal, Transportation Planning and Programming, provided a brief overview of the Six Year Program (SYP), indicating that the Authority is currently in its 7<sup>th</sup> funding cycle.
- Mr. Jasper outlined the key points of the staff recommendations: Of the 24 candidate projects, 19 are recommended to be fully funded, 3 partially funded, and 2 not funded.
- The two projects not recommended for funding are CFX-019 Blenheim Boulevard Improvements from City of Fairfax and ARL-023 CC2DCA Multimodal Connection from Arlington County. The reason for this recommendation is that both projects were approved for funding in the past cycle(s) and as per the last approval(s), these projects were understood to be fully funded but are now requesting additional funds. Also, the CC2DCA Multimodal Connection project was ranked 24<sup>th</sup> out of 24 candidate projects in the congestion reduction relative to cost (CRRC).

- Mr. Jasper informed the Committee that the Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) met on June 20, 2024. The TAC endorsed the staff recommendations unanimously while the PCAC endorsed the staff recommendations by a vote of 7-2.
- Mr. Jasper informed the Committee that the PCAC unanimously passed two additional motions that directed NVTa staff to:
  - Evaluate a policy to address resubmitted projects that have experienced a cost increase.
  - Look at projected Long Term Benefit (LTB) ten years into the future to understand when balance can be achieved.
- Mr. Jasper noted that the recommendations developed by the PPC will become the recommendations to the Authority.
- Mayor Read noted that she understands the staff recommendations but requested the Committee to move \$5.4 million from the \$18,332,754 staff recommended for CFX-018 Northfax Network Improvements - Northfax East-West Road project to CFX-019 Blenheim Boulevard Multimodal Improvements project since the Blenheim Boulevard project is almost ready to start construction and this funding is needed to meet cost increases due to inflation. She added that other funding opportunities were explored but the results of them will not be known till the end of the year.
- Chair Wilson confirmed the request and clarified that the City of Fairfax will pursue other funding sources for the funding gap this will create for the CFX-018 Northfax Network Improvements - Northfax East-West Road project. Mayor Read affirmed.
- In response to Chair Wilson's question, Mr. Jasper noted that there is precedence in moving funds from one project to another, but it happened at the Authority meeting after discussion, not at the committee level since committees can only make recommendations.
- In response to Chair Wilson's inquiry regarding the lack of recommendation for the CC2DCA Multimodal Connection project, Mr. Jasper explained that the project was fully funded under past approval and holds the lowest ranking in the congestion reduction relative to cost (CRRC), which NVTa is legally obligated to prioritize in its funding choices. He further mentioned that reallocating funds to a lower-ranked project could lead to legal complications.
- Ms. Hynes pointed out that SMART SCALE, at the state level, requires projects to be fully funded at the time of approval. Applicants must navigate a thorough process to secure any additional funding. One of the criteria for determining additional funding is whether the project would have received a recommendation in that funding cycle if the new cost estimate had been available at the time of approval. Other criteria included how fast the project can be completed. She added that the Authority needs to develop a clear policy/process.
- Board Member de Ferranti supported the need to develop a policy similar to the State.
- Ms. Backmon noted that the swap requested by the City of Fairfax will fully fund Blenheim Boulevard project. She added that any policies developed by the Authority must adhere to the legal requirements.
- In response to Ms. Hynes's question on whether the City can come back for the \$5.4 million gap this swap will create on the Northfax project, Mr. Longhi noted that past precedence is not to support additional funding in such cases.

- Board Member de Ferranti requested moving staff-recommended \$11.6 million for the Shirlington Bus Station Expansion project to the CC2DCA Multimodal Connection project.
- In response to Mayor Olem's request for clarification on why the project was not funded, Mr. Jasper explained that prior funding had rendered the project fully funded at that point. Ms. Backmon added that the CC2DCA project was rated the lowest in the CRRC ranking.
- Board Member de Ferranti noted that the project received state funding as part of Amazon HQ2 development but is a regionally significant project due to its connection from Crystal City and Reagan National airport. He added that though Shirlington Bus Station Improvements project is important to the county, CC2DCA Multimodal Connection is a more important project locally and regionally.
- In response to Ms. Hynes' clarification question that since only two projects are not recommended for funding at all, moving funding may not impact legal requirement to follow CRRC rating, Mr. Jasper noted that for CC2DCA the request is to move funds from a higher ranked project to lower ranked project.
- Ms. Hynes thanked the staff for the recommendations and noted that the Committee can still make recommendations as it wishes. She added that considering the funding situation with the state, looking for state support for this project may not be feasible. She further added that since the VRE/Amtrak station and Crystal City Metro station second entrance being fully funded, this third piece to the location needs to be fully funded for a smooth implementation of all the components.
- Board Member de Ferranti moved a motion to reallocate \$5.4 million from the staff recommended -018 Northfax Network Improvements - Northfax East-West Road project to CFX-019 Blenheim Boulevard Improvements and reallocate the staff-recommended \$11.6 million from ARL-022 Shirlington Bus Station Expansion project to ARL-023 CC2DCA Multimodal Connection project. The motion was seconded by Ms. Hynes. The motion was passed unanimously.
- Mayor Wilson left the meeting at about 5:40 p.m. and Ms. Hynes took over the Chair responsibility.
- Ms. Hynes made a motion to endorse the two motions passed by the PCAC. Motion was seconded by Board Member de Ferranti.
- Mr. Jasper restated the two motions as passed by the PCAC on June 20<sup>th</sup>:
  - Evaluate a policy to address resubmitted projects that have experienced a cost increase.
  - Look at projected Long Term Benefit (LTB) ten years into the future to understand when balance can be achieved.
- Board Member de Ferranti asked if NVTA staff had thoughts on the motions and Mr. Longhi noted that the NVTA had discussed a cost contingency in 2016/2017, and the year and a half-long process ended with the Regional Advisory Panel recommending not moving forward with contingency due to several challenges identified.
- Ms. Hynes noted that SMART SCALE has a balance entry account and the balance from any project goes to that account and any overages will be drawn from the account. She requested that the staff evaluate this. Ms. Backmon noted that while the staff will explore these options, it's important to ensure they align with NVTA's legal obligations. She added that the LTB cannot expect full

restoration in every SYP cycle and that achieving balance may require multiple cycles and additional factors.

- The motion to endorse the two motions passed by the PCAC was passed unanimously.

### **Discussion Items**

#### **IV. Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT):**

- Mr. Jasper, Principal, Transportation Planning and Programming, briefed the Committee that NVTa staff held Part 1 of a two-part Work Session with the Authority at its June 13 meeting. The second part is anticipated to be held at the July 11 meeting.

#### **V. NVTa Update:**

- Ms. Backmon noted that the Annual Transportation Roundtable, hosted by NVTa and Intelligent Transportation Society of Virginia (ITS-VA), will be held on October 9, 2024, and NVTa's State of the Region's Transportation Network will be held on October 30, 2024, both at the new NVTa offices.

#### **VI. Adjourn:**

- The next meeting date will be decided later.
- The meeting was adjourned at 5:54 p.m.