



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**PLANNING COORDINATION ADVISORY COMMITTEE**  
**Wednesday, March 28, 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 February 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, April 25, 2018**  
**6:30pm NVTA Office**



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, February 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 6:33 pm.
- Attendees:
  - **PCAC Members:** Supervisor Ralph Buona (Loudoun County); Council Member Linda Colbert (Town of Vienna), Supervisor Ruth Anderson (Prince William County); Council Member Suzanne Fox (Town of Leesburg); Council Member Jeff Davidson (Town of Herndon); Mayor Jerry Foreman (Town of Dumfries); Supervisor John Foust (Fairfax County); Council Member Phil Duncan (City of Falls Church); Council Member Paul Smedberg (City of Alexandria).
  - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner).
  - **Other:** Paul Doku (Fairfax County), Robert Brown (Loudoun County), Paolo Belita (Prince William County).

### Action

#### II. CY2018 Nominees for PCAC Chair and Vice-Chair

- Supervisor Buona motioned to approve a recommendation for the Chair and Vice-Chair position of the committee – Supervisor Ralph Buona (Chair), Council Member Linda Colbert (Vice-Chair). The motion was unanimously approved.

#### III. Approve Summary Notes of September 27, 2017, PCAC Meeting

- The September 27, 2017 Planning Coordination Advisory Committee meeting summary was unanimously approved, with abstentions from members not present.

#### IV. CY2018 Meeting Schedule

- Supervisor Buona mentioned that the 4<sup>th</sup> Wednesday of each month has worked well in the past, and the proposed schedule is based on that. Mayor Jerry Foreman

motioned to approve the proposed meeting schedule for the current calendar year of 2018, the motion was unanimously approved.

## **Discussion/Information**

### **V. FY 2018-2023 Six year Program Update**

Mr.Jasper

- Supervisor Buona briefly described the background for NVRTA's Six Year Program (SYP) – Authority's adoption of the long-range plan TransAction, the call for regional projects, and jurisdictions'/agency's subsequent project applications for funding. He also mentioned the current uncertainties regarding available funding for the SYP, due to pending legislations at the State. To that point, Ms. Backmon stated that the staff are working according to the schedule, towards a June adoption of the SYP.
- Mr. Jasper then started his presentation with the mention of the project list and an associated map. He then pointed to slide #2, which discussed the 5 components of the project evaluation process – project eligibility, project ratings (TransAction-based analysis), congestion reduction relative to cost (CRRC) ratios, qualitative considerations, and public comment. After initial screening, there are 62 candidate regional projects under consideration.
- Mr. Jasper explained the distribution of projects by primary modal components in slide #4. He emphasized that most projects feature more than one modal component. Mayor Foreman questioned if these modal components were identified by applicants, or by NVRTA staff. Mr. Jasper explained that these modal determinations were analyzed by NVRTA staff based on project descriptions in the applications, and that these are still in draft format and open to modifications.
- On the geographic distribution of the projects (slide #5), Supervisor Buona opined that these geographic categories can be deceiving for inside the beltway projects, because of the nature and funding requirements of these projects.
- On funding requests, Mr. Jasper highlighted the contrast in the purpose of requests compared to prior NVRTA's programs, in that the current funding requests are mostly for construction and ROW acquisition (slide #6). To this, there ensued a discussion on projects that are continuing from previous programs, and how the project's funding draw-downs can be a selection criteria as past performance. Mr. Jasper then highlighted that the average funding request in this program is about \$41 million per project, whereas in the previous program that was about \$9 million, which indicates a maturity in the project development cycle. He then pointed to 7 big-ticket project applications with requests in excess of \$100 million.
- Slide #8 highlighted the available Pay-Go funding for the SYP, with upper and lower bound estimates due to the uncertainty with pending legislation. Supervisor Buona mentioned the possibility to leverage bonding capabilities of the Authority. Ms. Backmon stated that option is on the table with the Finance Committee.
- Mr. Jasper then discussed the ongoing activities with the project application evaluation process (slide #9), and stressed that the process is very data-intensive and complex, and this group will be tasked with reviewing a number of such data

analyses. This slide is followed by a schedule of upcoming public engagement activities. To answer a question from Supervisor Buona, Ms. Backmon stated that in addition to the identified formal meetings and public hearings, NVTA staff would participate in several pop-up events (e.g. Farmers' Markets) to receive public inputs.

- Supervisor Buona raised a methodology question on project programming – in addition to project scores and ranking, how the funding allocation decisions be made for the six-year period. Ms. Backmon stated that past funding drawdown performance would be taken into consideration. Mr. Jasper pointed out that the monthly status check and updates by NVTA staff will inform this process.
- The committee members discussed about upcoming tasks related to project evaluation data review by the members, and how the public engagement schedule may impact the process. Supervisor Foust stressed that the members will need more than one meeting for any meaningful feedback/recommendations.

**VI. NVTA Update**

Ms. Backmon, Executive Director

- Ms. Backmon updated the committee with the agenda highlights of the Authority meeting on March 8.

**Adjournment**

**VII. Adjourn**

- The meeting adjourned at 7:39 pm.



Project ID#	Jurisdiction / Agency	Project	Fund request	Cumulative request	Phases for which funds are requested	Phases for which there is still a funding gap	Past performance (% reimbursed by FY18 Q2)		External funds	Local priority	First fiscal year of expected drawdown	Year of opening	Impact on Metrorail / VRE core / system improvements	Primary and supporting modal components	Other	TransAction project rating rank (HB 599)	CRRC rank
							Continuation projects	Jurisdictional level									
2018-029-0	Loudoun County	Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road	\$ 14,000,000	\$ 1,898,995,438	Des, ROW, CN, Utility												45
2018-044-0	City of Alexandria	Alexandria Bike and Pedestrian Trails and Reconstruction	\$ 2,200,000	\$ 1,901,195,438	Des, ROW	ROW, CN, Other								🚶 🚲 🚌 🚏 📶			46
2018-018-0	Fairfax County	Dulles Toll Road - Town Center Parkway Underpass	\$ 17,000,000	\$ 1,918,195,438	Des	ROW, CN								🚶 🚲			47
2018-002-1	Arlington County	Ballston-MU Metrorail Station West Entrance	\$ 72,316,000	\$ 1,990,511,438	Des, ROW, CN, CapAsset	CN								🚇			48
2018-038-0	Prince William County	Devlin Road Widening: Wellington Road to Linton Hall Road	\$ 26,050,000	\$ 2,016,561,438	Des, ROW, CN									🚶 🚲			49
2018-051-0	City of Falls Church	West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	\$ 15,700,000	\$ 2,032,261,438	Des, ROW, CN, Other-Contin									🚶 🚲 🚌 🚏			50
2018-037-0	Prince William County	Construct University Boulevard (Progress Court to Devlin Road) – Phase I	\$ 28,500,000	\$ 2,060,761,438	Des, ROW, CN									🚶 🚲 🚶 🚲			51
2018-036-0	Prince William County	Summit School Rd Extension and Telegraph Rd Widening	\$ 38,700,000	\$ 2,099,461,438	Des, ROW, CN									🚶 🚲 🚶 🚲			52
2018-025-0	Loudoun County	Evergreen Mills Road Widening: Loudoun County Parkway to Northstar Boulevard	\$ 46,092,000	\$ 2,145,553,438	Des, CN, Utility									🚶 🚲 🚶 🚲			53
2018-048-0	City of Fairfax	Old Lee Highway Multimodal Improvements Phase 1	\$ 5,000,000	\$ 2,150,553,438	ROW, CN	CN								🚶 🚲 🚌			54
2018-011-0	Fairfax County	Braddock Road Intersection Improvements: Guinea Road to Ravensworth Road	\$ 52,400,000	\$ 2,202,953,438	Des, ROW, CN	CN								🚶 🚲 🚶 🚲			55
2018-033-0	Prince William County	Construct Interchange at Route 234 and Sudley Manor Drive	\$ 80,600,000	\$ 2,283,553,438	Des, ROW, CN									🚶 🚲			56
2018-001-0	Arlington County	ART Operations and Maintenance Facilities	\$ 55,459,000	\$ 2,339,012,438	Des, ROW, CN, CapAsset	Des, CN, CapAsset								🚇			57
2018-059-0	VRE	VRE Woodbridge Station and Occoquan Third Track Improvements	\$ 27,500,000	\$ 2,366,512,438	Des	CN								🚇			58
2018-003-0	Arlington County	Crystal City Metrorail Station East Entrance and Intermodal Connections	\$ 87,000,000	\$ 2,453,512,438	CN	Des								🚇 🚌			59
2018-055-2	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	\$ 105,700,000	\$ 2,559,212,438	Des, ROW, CN									🚶			60
2018-013-0	Fairfax County	Seven Corners Ring Road Improvements Phase 1 A, Segment A	\$ 5,500,000	\$ 2,564,712,438	Des	ROW, CN								🚶 🚲			61
2018-061-0	WMATA	Blue/Orange/Silver Corridor Capacity and Reliability Improvements/"New Blue Line" Alternatives Analysis and Project Development	\$ 2,000,000	\$ 2,566,712,438	Study									🚇	See Note A		See Note G

**Notes**

- A** Supporting resolutions provided by Arlington Co, Fairfax Co, and City of Alexandria among the WMATA-compact jurisdictions
- B** There is no supporting resolution from Loudoun County though the project is partially in Loudoun County
- C** SYP application is for widening from 4 to 8 lanes while the project in TransAction is for widening to 6 lanes. Fairfax County will bear the cost of widening from 6 to 8 lanes. The total cost of widening to 6 lanes has been derived from detailed cost calculations provided by the County.
- D** Phase II cannot be implemented without completing project 2018-006-1 Route 1 Widening. Phase I is expected to be open by 2026 while Phase II by 2028.
- E** Project cannot be completed before project 2018-016-2 Fairfax County Parkway Widening and Popes Head Interchange
- F** There will be overall project cost & time savings if SYP funds allocated
- G** CRRC has not been calculated for project #2018-061-0 (WMATA's BL/OR/SV Alternate Analysis). Since this project is a study, there is insufficient information on which to base a meaningful CRRC.

**Other** Anticipated next three SYP updates:  
 12 / 2019 FY2020  
 12 / 2021 FY2022  
 12 / 2023 FY2024

% drawn down of expected drawdown    % drawn down of expected drawdown    See definition below

	>66.67%	>66.67%	High	Top 3	FY18-20	FY18-20	Yes
	33.33-66.67%	33.33-66.67%	Medium	Next 3	FY21-23	FY21-23	
	<33.33%	<33.33%	Low	All others	>FY23	>FY23	
	N/A	N/A					None

**External Funds**

- High    Non-NVTA>50% or >10M
- Medium    Non-NVTA<50% or <10M
- Low    No external funds

**Modal Components**

- New or improved pedestrian path/trail 🚶
- New or improved bicycle lane/path 🚲
- New or improved bus/BRT facility 🚌
- Improvement/Access to Metrorail/VRE Commuter Rail 🚇
- Access to Park-and-Ride facility 🚏
- Transportation technology 📶
- New or improved intersection/interchange 🚦
- New roadway capacity and/or alignment 🛣️

The first symbol reflects the primary modal component, other symbols denote additional modal components, as identified in the project application