



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, April 26, 2017, 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 6:32 pm.
- Attendees:
 - **PCAC Members:** Supervisor Ralph Buona (Loudoun County); Supervisor Ruth Anderson (Prince William County); Council Member Ken Reid (Town of Leesburg); Council Member Pamela Sebesky (City of Manassas); Council Member Jeff Davidson (Town of Herndon); Council Member Preston Banks (City of Manassas Park); Council Member Phil Duncan (City of Falls Church); 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:** Noel Dominguez (Fairfax County), Robert Brown and Joe Kroboth (Loudoun County), James Davenport (Prince William County)

Action

II. Approve Summary Notes of March 22, 2017, PCAC Meeting

- The March 22, 2017 Planning Coordination Advisory Committee meeting summary was unanimously approved, with abstentions from members (6) not present.

III. Approve Six Year Program Framework

Mr. Jasper

- Mr. Jasper stated that the proposed framework for the Six Year Program was presented in detail at the March 22, 2017 meeting, and highlighted the following presentation slides –
 - Slide #5 – a linear comparison of proposed NVTA schedule with that of CTB
 - Slide #10 – clarify Finance Committee’s role in recommending financial principles
 - Slide #11 – key milestones of the proposed program
- Supervisor Buona opened up the discussion stating that the Six Year Program will be updated every 2 years, until a new long range plan (TransAction) is adopted, and that

- there is a 30-day window to submit resolutions of support from sponsor jurisdictions. Based on the proposed framework schedule, this entails a timeline of January-February of 2018 for all resolutions to be submitted to NVTA. He questioned how this framework is different than the previous ones. Mr. Jasper stated that this is the first time there will be Calls for Regional Projects (CfRP) after TransAction is adopted, but the program is otherwise similar to previous programs in nature.
- Council Member Reid asked for clarifications for – a. do towns need to apply for NVTA project funds via counties, and b. for a particular project, if the Commonwealth’s SmartScale rejection carries a negative weight towards NVTA’s project scoring formulae. For the question in a, Mr. Jasper stated that a town has both options, to apply independently, or partner with corresponding county. For b, Ms. Backmon explained that NVTA’s project selection process is independent from that of SmartScale, and results from the latter will not affect NVTA’s scores.
 - Council Member Banks questioned how a project is considered to be regional, in the context of TransAction’s corridor-level analyses. Mr. Jasper stated that corridors and corridor-segments in TransAction are geographic units of reporting for performance measures.
 - Council Member Davidson questioned if this proposed program only considers projects that are in the current TransAction plan, how will a project that originates in the interim years be evaluated? Ms. Backmon stated that there is a mechanism to conduct interim plan amendments when necessary.
 - Supervisor Anderson asked if NVTA staff can suggest how member jurisdictions can better co-operate in the proposed program. Mr. Jasper stated that the TransAction planning process had been a collaborative effort from its inception, and there will be considerable efforts to ensure the same level of collaboration during the program phase. Ms. Backmon cited past instances of such collaborations where this level of coordination took place – for example, projects in the Route 28 corridor, and the Route 1 widening project.
 - With these discussions, Supervisor Buona motioned to approve the proposed Six Year Program Framework. This motion was unanimously approved.

Discussion/Information

- IV. TransAction Preview: Baseline Analysis** Mr. Jasper
- Mr. Jasper presented TransAction analyses assumptions, process, and results for the 2040 baseline and draft plan conditions, with four alternate scenario/sensitivity analyses. These materials were covered with the following topics – a. Process: a data-driven analytical approach with a robust public engagement; b. 2040 Baseline Conditions – create the planning horizon year transportation demand and supply conditions with socio-economic forecasts from MWCOG; c. Candidate Regional Projects – in addition to the baseline projects, a pool of projects created with member jurisdictions’ inputs to create the draft plan condition; d. Summary of Model Results – present analyses outcomes with various performance measures by the corridors and corridor segments; e. Next Steps – proposed timelines of plan release, public hearing, and adoptions by the Authority.

- This was followed by a discussion. Supervisor Foust wanted confirmation that the NVTa will not prescribe land use alternatives to its member jurisdictions, but will provide policy directions. Supervisor Buona confirmed, and Mr. Jasper noted that land use alternatives were considered for sensitivity analyses only. In response to a question from Supervisor Anderson, Mr. Jasper clarified the assumptions between scenarios A (technology) and B (travel behavior). Supervisor Buona then asked what factors caused the performance improvements between the baseline and draft plan conditions. Mr. Jasper stated that the candidate projects are mostly behind the upward graphs, and some part of it are due to the way performance measures were analyzed. Council Member Banks commented that with the huge travel delays forecasted for the baseline condition, there may be a shift in travel behavior to select local alternative roads, with a need to further analyze lower-functional roads in the future plans.

V. NVTa Update

Ms. Backmon, Executive Director

- With no major announcements, Ms. Backmon highlighted upcoming TransAction-related activities and their timelines

Adjournment

VI. Adjourn

- The meeting adjourned at 7:57 pm.