



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Thursday, December 18, 2014, 6:30 pm
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order

Chairman Foreman

- Chairman Foreman called the meeting to order at 6:34 pm.
- Attendees:
 - ✓ Members: Mayor Foreman; Council Member Way; Council Member Colbert; Board Member Fisette; Supervisor Letourneau; Mayor Merkel.
 - ✓ NVTA Staff: Monica Backmon (Executive Director); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator).
 - ✓ Other Staff: Sarah Crawford (Arlington County); Noelle Dominguez (Fairfax County); Dana Herborg (Town of Herndon); Laurie DiRocco (Town of Vienna); Valerie Pardo (VDOT); Maria Sinner (VDOT); Norman Whitaker (VDOT); Dalia Leven (AECOM).

II. Approval of the November 20, 2014 Summary Notes

- No action was taken due to lack of quorum.

III. NVTA Executive Director Report

Ms. Backmon, Executive Director

- Ms. Backmon reminded the Committee that the NVTA received AA+, Aa1 and AA+, with a stable outlook, from Fitch, Moody's and Standard & Poor's, respectively. She noted that on Tuesday, December 16, 2015, the Authority settled on its first bond sale and is fully financed for FY2014 projects.
- Ms. Backmon informed the Committee that the development of the FY2015-16 Two Year Program is underway. As part of the selection process for the Two Year Program, the Virginia Department of Transportation (VDOT) is conducting an Evaluation and Rating Study of the highway projects as required by HB 599. The results of this study will be presented at the January 12, 2015 Project Implementation Working Group (PIWG) meeting. These ratings are taken into consideration as part of the greater NVTA project selection criteria. The NVTA staff is meeting with jurisdictional staff to review submitted projects to ensure all applicant information is accurate. The draft Two Year Program is anticipated to be presented to the Authority in February for approval to be released to the public for a public hearing in March. The final Two Year Program is anticipated to be

adopted at the April 2015 NVTa meeting. The PCAC requested the Project Selection criteria and weights be shared with the Committee.

- Ms. Backmon updated the Committee on the proposal of a TransAction 2040 amendment in conjunction with the current update of TransAction. She added that the Authority has directed the NVTa staff to research the necessary process, costs and resources for conducting an amendment. The PIWG will review this information at their January meeting. A recommendation will be made to the Authority at the January 22, 2015 meeting. Potential consideration of future amendments will be considered as part of the TransAction 2040 update.
- Ms. Backmon informed the PCAC that she is scheduled to meet with Chairman Foreman and Vice Chairman Way on January 9, 2015 to discuss the roles and responsibilities of the PCAC as well as the CY2015 work plan.

IV. Presentation on HB 599 Evaluation and Ratings Study

Ms. Sinner (VDOT) and Ms. Leven (AECOM)

- Ms. Sinner and Ms. Leven provided the PCAC with a presentation of the HB 599 Evaluation and Ratings Study. The presentation included highlights of the statutory framework for the study, performance measure summary, evaluation performance measure weights, performance measure scores and project rating, evaluation and rating process, and a sample project with its primary impact area. No specific project scores were shared.
 - ✓ VDOT explained that the HB 599 process received peer review during key stages of its development, including the measures of effectiveness, scope of work, outputs and general oversight to minimize distortion to the project influence areas. Ms. Sinner also shared that VDOT and the consultant have met individually with each of the local jurisdictional staff to further refine the modeling process to ensure the validity of the inputs.
 - ✓ The PCAC discussed the seven performance measures focused on the HB 599 required congestion reduction and homeland security. Detailed ratings look at the following factors: transit crowding, congestion duration, person hours of delay, person hours of congested travel in automobiles, person hours of congested travel in transit vehicles, accessibility to jobs and emergency mobility.
 - ✓ The PCAC held a lengthy discussion on the modeling and how it was implemented. Ms. Sinner and Ms. Leven explained that the Metropolitan Washington Council of Governments (MwCOG) model served as a base and then it was customized for each project. The model utilized the 2013 CLRP assumptions and included the Round 8.2 land use forecast. Because the MwCOG model's orientation is more regional and geared toward air quality, the HB 599 version was customized for congestion reduction and incorporated micro simulation level changes.
 - ✓ A discussion took place about the varying land use in the region, to which the consultant explained that the model captures alternative routes for each project. Projects were customized within the model where alternative routes may widely vary in size and availability. The model includes all trips through

a project. Toll roads were included as alternative routes where validation work was conducted to match volumes and take into account toll avoidance. In addition, VDOT and the consultant worked with local jurisdictional staff to ensure land use was properly incorporated.

- ✓ There was a discussion about how the model was viewed nationally and how it is respected in its analysis capabilities. The consultant explained the history of the model, TRANSIMS, from its development at the Federal Highway Administration to now being well established and used in many places across the country. According to the consultant it is more sensitive than the MWCOG model and thus better suited for specific project review.
- ✓ A sample project was presented to the PCAC to illustrate the project impact area, alternative routes analysis and the measures of effectiveness as applied. Thirty-seven projects were nominated as part of the HB 599 review (thirty-two nominated by NVTVA and five nominated by the Commonwealth Transportation Board); including twenty-four roadway, five interchanges, five intersections and two Intelligent Transportation Systems. There were no transit projects included in the first HB 599 study.
- ✓ The PCAC discussed how the HB 599 rating fit into the larger Two Year Program and project selection criteria. It was explained that HB 599 ratings are given a weight of 35 points out of 100 in the Two Year Program project selection criteria. This is a significant weight balanced out with other criteria like cost effectiveness and project readiness. The PCAC will be presented the draft Two Year Program prior to its approval by the Authority within which the HB 599 ratings will be included as part of the criteria.
- ✓ There was a discussion of the various rankings and models the Northern Virginia region is subjected to, including HB 599, MWCOG and HB 2. It was noted that HB 2 will not be in effect until FY2017. As it is being developed, the Authority is providing comments requesting coordination and consistency between HB 599 and HB 2.
- ✓ There was a discussion on HB 2's weights of congestion reduction, safety, economic development, accessibility and environment. The PCAC stated it would like to ensure Northern Virginia maintains its fair share of state funds as required in HB 2313. The Authority's comments to the Commonwealth on HB 2's cost sharing proposal were read to the PCAC: *"The Authority believes that the prioritization process should be based on the funds the Commonwealth is expending and not for the total costs of the project. The funds that the Authority and its member jurisdictions allocate should not be considered in any statewide cost-benefit analysis. It is important to leverage various sources to complete the region's transportation needs, and penalizing these entities for providing funding could inhibit these efforts. Additionally, we ask that the Administration be mindful of the language in HB 2313 that states Northern Virginia's regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions."*
- ✓ There was a discussion on how larger projects are rated against smaller projects. It was acknowledged that the model favors larger projects by the very nature of congestion reduction with the greatest impact. While the PCAC was created to give towns a voice in the Authority's planning process,

HB 2313 states that 70% Regional Revenues must be spent on transportation projects of regional significance. The 30% Local Revenues are required to be distributed based on the taxes fees raised in the locality (provided certain provisions are met) with a fair share to towns with populations greater than 3,500.

- ✓ A discussion occurred about the HB 2313 long term benefit requirement. It was noted that the Authority adopted the Principals for the Determination of Long Term Benefits on December 11, 2014, which include a ten year analysis on geographic distribution and modal balance of projects funded by 70% Regional Revenues.
- ✓ The PCAC was informed that while HB 599 calls for the Evaluation and Rating Study to be conducted every 4 years, VDOT has agreed to conduct another study in 2015.
- ✓ The PCAC asked if they will be provided with the HB 599 data, to which VDOT stated local staff have the information on projects specific to their jurisdictions. The full Evaluation and Ratings Study will be presented on January 6, 2015 during a stakeholders meeting to which the PCAC will be invited. In addition, on January 12, 2015 the information will be presented at the PIWG meeting and become part of the NVTA Two Year Program project selection criteria. The NVTA will receive the Evaluation and Ratings Study on January 22, 2015. In addition, the information will be posted on the VDOT website on January 23, 2015 with a final report released in February 2015.

V. Review of CY2015 NVTA Work Program and Meeting Schedule

Ms. Backmon, Executive Director

- Ms. Backmon reviewed the draft CY2015 NVTA work program and meeting schedule by highlighting the Two Year Program and long range plan, TransAction 2040, update process. She restated that a meeting is scheduled between Chairman Foreman and Vice Chairman Way on January 9, 2014 to discuss the role and responsibilities of the PCAC in 2015.

VI. PCAC 2015 Meeting Schedule

Chairman Foreman

- Ms. Harris reviewed the proposed NVTA and PCAC meeting schedule. In 2015, staff has proposed to move the Authority meetings to the fourth Thursday of the month to dovetail with the Northern Virginia Regional Commission meetings held the same night. The PCAC meetings are proposed to be held the third Thursday of the month at 6:30 pm. The exception is the months of November and December when NVTA will meet the second Thursday of the month and thus PCAC will follow, as opposed to preceding, the Authority meetings those two months. The NVTA and PCAC are not scheduled to meet in August.

- ✓ A discussion followed as to whether the PCAC can be effective meeting quarterly or every other month. The group stated they would prefer fewer meetings if the work plan allows for it.
- ✓ It was determined the PCAC will not meet in January to allow the local jurisdictions to hold their organizational meetings and make their PCAC appointments. At the February 19, 2015 meeting the PCAC will determine if a March meeting is necessary.

Adjournment

VII. Adjournment

- Meeting adjourned at 8:18 pm.