



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, September 27, 2017, 6:30pm
NVTA Office
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

AGENDA

I. Call to Order/Welcome Chairman Buona

- Chairman Buona called the meeting to order at 6:33pm.
- Attendees:
 - **PCAC Members:** Chairman Ralph Buona (Loudoun County); Council Member Linda Colbert (Town of Vienna); Chair Libby Garvey (Arlington County); Supervisor John Foust (Fairfax County); Supervisor Ruth Anderson (Prince William County); Council Member Paul Smedberg (Alexandria); Council Member Pamela Sebesky (City of Manassas); Council Member Preston Banks (City of Manassas Park); Council Member Brian Fields (Town of Dumfries); Council Member Jeff Davidson (Town of Herndon); Council Member Karen Jimmerson (Town of Purcellville).
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner); Camela Speer (Clerk).
 - **Other:** Noelle Dominguez (Fairfax County); Robert Brown (Loudoun County); Chloe Delhomme (City of Manassas); Robert Ritter (Town of Dumfries).

Action

II. Approve Summary Notes of May 24, 2017 Meeting

- Council Member Sebesky moved approval of the May 24, 2017 Planning Coordination Advisory Committee (PCAC) meeting summary; seconded by Council Member Davidson. The motion was approved unanimously, with abstentions from members not present at the May 24, 2017 meeting.

Discussion/Information

III. TransAction: Public Comments

Mr. Jasper

- Ms. Backmon briefly reviewed the TransAction public engagement process and noted that the Six Year Program Call-for-Projects will be approved following the adoption of TransAction at the October 12, 2017 Authority meeting. She reminded the Committee that the Plan is unconstrained and explained that no costs were included in the Plan due to the anticipation that projected costs may change closer to project implementation. Ms. Backmon concluded that the Six Year Program (SYP) will be constrained and will include project costs.
- Mr. Jasper stated that the Authority received some 660 public comments on the Draft TransAction Plan and briefly reviewed the comments. He noted that public engagement was robust, with at least 4000 public contacts. Mr. Jasper stated the public comments fell naturally into 11 different topics. He highlighted:
 - ✓ Several comments were received regarding the planning process, some requesting additional details that were not available in the planning process. It was noted that more details will be available in final Technical Report. TransAction has a 2040 horizon and emphasizes corridor segments, not specific projects. Intent is for the final Plan document to be available for on-line language translation. NVT A staff and the TransAction subcommittee are reviewing options to visually enhance the final Plan document.
 - ✓ There were a number of roadway comments, most voicing strong opposition to the Bi-County Parkway and the proposed new river crossings. There were a small number of comments supporting these projects. There were several comments in support of the Hillsboro traffic calming projects.
 - ✓ In response to Chairman Buona’s suggestion that comments may have been localized constituents of those specific project areas, Mr. Jasper responded that demographics were collected at the zip code level and supported this suggestion. In response to the comment that many of these comments may have come from Maryland residents, Mr. Jasper responded that the majority of the comments came from Virginia.
 - ✓ Ms. Backmon noted that while this public engagement was important to the process, it is not the only consideration in the process. She added that the Authority does not want to be in a position of making decisions based on who is able to “stack the deck” for a particular project.
 - ✓ A number of additional project specific comments, only a few per project, were received and were a mixture of support and opposition.
 - ✓ Several comments were received in support of transit, bicycle and pedestrian projects.
 - ✓ A few comments supported Travel Demand Management programs, such as telecommuting and carpools.

- ✓ A small number of comments expressed the need for more safety improvements.
- ✓ All comments were acknowledged and none received caused there to be consideration of changing the Plan.
- ✓ Several comments on the Route 28 Study were shared with the study team.
- Mr. Jasper suggested that the Draft Project List was unnecessarily complicated due to the organization of projects by corridor segments, resulting in many projects being listed multiple times. He summarized the changes to the final Project List:
 - ✓ Projects will only be included once.
 - ✓ Two projects will be added at the request of the Town of Herndon. It was noted that these projects were evaluated during the process, but were not included in the final Draft List, therefore they do not change the analysis.
 - ✓ Jurisdictional staffs requested minor project description updates to clarify projects. These requests did not change the analysis.
 - ✓ Some projects were found to be duplicates and were eliminated.
 - ✓ Due to these changes, the TransAction project numbers will change from the original Draft List.
 - ✓ No changes have any meaningful impact on the technical analysis.
- Ms. Backmon stated that TransAction satisfies the HB 2313 requirements, had fifteen performance measures, and incorporated the HB 599 analysis. She concluded that TransAction does not commit the Authority to fund any project.
- Mr. Jasper summarized that all comments have been acknowledged. He stated that while there was opposition to some projects, TransAction has a 2040 horizon and that if only current fully funded projects are built, travel conditions are forecast to considerably worsen by 2040. He added that Northern Virginians consider the region's travel conditions to be the greatest factor influencing their quality of life. Mr. Jasper stated that NVTA staff recommends the inclusion of all projects in the Draft Plan, noting that projects must be included in TransAction to receive NVTA 70% funding. He concluded that the inclusion of all projects in TransAction provides the Authority with funding options until the next update in five years.
- Chair Garvey noted that regardless of improvements made in coming years, there will still be mobility challenges in 2040. She suggested the need to figure out a different way to improve conditions. Mr. Jasper confirmed that regional revenues only provide funding for approximately one-quarter of the projects in TransAction, therefore, other funding sources will be necessary to make a larger impact. Ms. Backmon stated that alternate scenario planning had been done as part of the TransAction analysis and it looked at changing behaviors. Mr. Jasper added that four different scenarios had been analyzed and it was found that if any of these scenarios came to be, travel conditions might be slightly better. He stated that project prioritization and readiness are very important to improving the region's travel conditions.
- Mr. Jasper stated that NVTA staff will monitor new trends, particularly technology, and report back to the Authority on these trends to inform future investment decisions.

- Chair Garvey suggested jurisdictions will need to consider land use issues in regard to transportation issues. Chairman Buona agreed that land use issues have a huge impact on transportation issues.
- Chairman Buona inquired whether any substantial adjustments to the Draft Plan were being considered as a result of the comments received. Ms. Backmon responded that after meeting with the Authority's Committees, the recommendation to the Planning and Programming Committee (PPC) will be to recommend Authority adoption of TransAction with all the projects intact, with the minor adjustments already reviewed.
- Chairman Buona stated that this is important considering that if a project is not in the Plan, it cannot be funded with NVTAs 70% funds. He added that it is important that TransAction be all-encompassing and that this is not a Capital Improvement Plan (CIP). Ms. Backmon added that TransAction is not beholden to jurisdictional comprehensive plans and is unconstrained.
- Chairman Buona informed the Committee that Loudoun County is engaged in a full review of its comprehensive plan.

IV. FY2018-2023 Six Year Program

Mr. Jasper

- Chairman Buona stated that it is anticipated that the Authority will adopt TransAction and issue the Call for Projects at its October 12, 2017, meeting. He noted that project submissions require governing body endorsement, suggesting that jurisdictions need to get these resolutions on their agendas soon. Chairman Buona added that if the project is multi-jurisdictional, it needs endorsements from all impacted jurisdictional bodies.
- Ms. Backmon stated that based on October adoption and issuance, project applications will be due December 15, 2017, with an additional month for Board resolutions, due January 19, 2018. She added that the adoption of the SYP is anticipated for June 2018. Ms. Backmon stated that the SYP will be updated biannually to synchronize with the Commonwealth's Six Year Program. She noted this will help ensure the region receives its fair share of state revenues, as well as allow for adjustments to the NVTAs Program after the adoption of the Commonwealth's Program. Ms. Backmon added that the NVTAs is also monitoring the Northern Virginia Transportation Commission's (NVTC) Call for Projects for the I-66 Inside the Beltway funding, noting that while the NVTAs cannot fund operations, NVTC can.
- Mr. Jasper stated that the NVTAs will update the SYP every two years in the fall and will add two funding years to the back end.
- Ms. Backmon added that based on the plan to fully fund the first three years of the Program and taper the last 3 years, biannual updates will adjust to fully fund the out years of the Plan, while adding two additional years. She stated that project readiness is very important, particularly for FY2018, adding that sponsors applying for FY2018 funds need to show they are really just waiting for NVTAs funding to start the project.
- Ms. Backmon stated that the Authority has adopted principals for long term benefits, noting that benefits are assessed based on 50 % project location, and

the remaining assessment is based on trip/origin destination and retrospective on a ten-year basis. She added that we will be at the ten-year mark at the end of the first SYP.

- Ms. Backmon added that she has met with jurisdictional transportation directors, as well as city and town managers to ensure all understand the process and requirements for the SYP.

V. NVTA Strategic Plan

Ms. Backmon, Executive Director

- Ms. Backmon stated that the Authority's first 5-Year Strategic Plan is almost complete. She reviewed the schedule and coordination that have gone into the process. She noted the Plan is anticipated to be adopted on November 9, 2017, adding that this is also the Authority's 15th Anniversary Celebration.
- In response to Chairman Buona's question regarding Plan goals, Ms. Backmon reviewed the vision statement and four adopted goals with the Committee.
- There was a brief discussion of the federalization of projects, impacts to schedule based on receiving federal funds and benefits versus negatives. Ms. Backmon noted that the NVTA does encourage leveraging additional funding sources on projects. However, she suggested not mixing funding sources within the various phases of a project. She added that the NVTA hopes that with the SYP, project sponsors will ask for NVTA funds in the years they are truly needed. Ms. Backmon suggested that if project sponsors continue to "bank" project funds and request funds prior to their anticipated need, the Authority may need to adopt a "use it or lose it" policy.
- In response to a question from Chairman Buona regarding draw down plans, Ms. Backmon explained that the NVTA requires Appendix B forms be provided for each project detailing project spend plans. She added that the NVTA's investment program is based on the information provided in the Appendix B's.
- Chairman Buona suggested that this information also shows how well a jurisdiction is doing in following its draw down plan for previous projects. Ms. Backmon responded that this will be a consideration when developing the SYP project list, especially for continuation projects.
- In response to a question from Chair Garvey regarding the monitoring of driverless car technology, Mr. Jasper responded that there are projects in TransAction that could allow for the funding of technology projects such as the infrastructure required for connected vehicles. Ms. Backmon added that the NVTA's Annual Transportation Roundtable focuses on technology and innovation.

VI. NVTA Update

Ms. Backmon, Executive Director

- Ms. Backmon informed the Committee that the October 12, 2017, Authority meeting will start at 6:30pm due to the long agenda.
- Chairman Buona suggested that based on the adoption of TransAction the Committee might not need to meet for a few months. Mr. Jasper responded

that it is envisioned that the PCAC will not meet again until February 2018, adding that PCAC annual appointments will be needed in January.

- It was noted that meetings in March and April are difficult due to budget season. It was suggested that the PCAC may need to be prepared to provide their input in February, in the event that March and April meetings present quorum issues.

Adjournment

VII. Adjourn

- The meeting adjourned at 7:30pm.