



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE Wednesday, June 22, 2022, 6:30 pm Northern Virginia Transportation Authority

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert, Chair of the Committee, welcomed Committee members and called the meeting to order at 6:35 p.m.
- Attendees:
 - **PCAC Members:** In-person – Mayor Colbert (Chair, Town of Vienna); Council Member Selonia Miles (Vice-Chair, Town of Dumfries); Board Member Karantonis (Arlington County); Supervisor Alcorn (Fairfax County); Council Member Duncan (City of Falls Church); Council Member Stehle (City of Fairfax); Vice-Mayor Banks (City of Manassas Park); Council Member Friedrichs (Town of Herndon).
 - Remote – Supervisor Franklin (Prince William County).
 - Alternate – Council Member Ralph Smith (City of Manassas, for Vice-Mayor Pamela Sebesky).
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Transportation Planner); Amanda Sink (Executive Assistant to NVTA CEO), Jonathan Davis (NVTA Board Secretary).
 - **Other:** Noelle Dominguez (Fairfax County), Jaleh Moslehi (Town of Herndon).

II. Summary Notes of May 25, 2022 Meeting

- The May 25, 2022, meeting summary was approved, with abstentions from members who did not attend the May 25 meeting.

III. Review FY 2022-2027 Six Year Program Staff Recommendations

- Mr. Jasper presented on NVTA's past funding programs for contextual reference, with details on selection criteria for funding recommendations. Following topics were covered:
 - A summary of NVTA's previous funding programs and current set of candidate projects. First, a table was presented identifying total regional fund investments to-date in each modal category. For all roadway projects, total new roadway lane-miles with NVTA's investment only constitute a little over 3% in Northern Virginia roadway network.
 - Key components of the project selection process. NVTA staff project selection recommendations are not based on a single factor, although Congestion Reduction

Relative to Cost (CRRC) provides the initial ranking. Following is the full process work-flow:

Eligibility review: Whether the proposed project is contained in current TransAction plan, with substantially located in Northern Virginia.

Quantitative analysis: This consists of a number of metrics, namely – congestion reduction relative to cost, or CRRC ratio; a set of performance measures with other benefits, that constitute TransAction ratings.

Qualitative analyses: Whether a project received previous NVTA funding (Continuation project); past performance in terms of project delivery; other funding leverage/funding gap/project readiness; supporting resolutions from other Governing Bodies; other factors specific to individual candidate projects, modal and geographic balance.

Public comments: Received during the public comment period (online, email, testimony, USPS/delivery, phone)

Long term benefit: Requirement of the Code of Virginia, enacted through House Bill 2313 (2013), means NVTA must ensure that, over the long term, each member jurisdiction receives a benefit that is approximately equal to the share of regional revenues attributed to that locality. A chart was presented showing results of the most recent analysis, showing each of the nine member jurisdiction's current performance.

Following this section of the presentation, Mr. Jasper displayed the full list of candidate projects, with their performance for these quantitative and qualitative measures.

- Mr. Jasper then provided an overview of NVTA staff recommendations, which included explanation of projects that were considered for full or partial funding, or no funding in this cycle. Funding recommendations, if approved by NVTA, will result in:

Multimodal/corridor focus - Continued emphasis on roadway/Bus Rapid Transit (BRT) in the Route 1 corridor, and in the Fairfax County Parkway corridor.

Transportation technology - Intelligent Transportation Systems deployment in the Route 7 corridor (first NVTA-funded technology project outside of Arlington/Alexandria); continued commitment to decarbonization of transit fleets.

Geographically/modally balanced - Projects recommended for 8/9 applicants includes projects for all primary modes requested (roadway, transit, intersection, bike/pedestrian, transportation technology) with all transit, bike/pedestrian, and transportation technology projects recommended for full funding.

This was followed by summary tables of funded projects by modes and each jurisdiction's share of funding. Other features of funded projects were also covered, such as - three largest recommended funding allocations to continuation projects; ten projects that are recommended for the first time; six projects are not being recommended for funding (with rationales); and long term benefits principles affecting two funding recommendations.

- During and after this presentation, committee members asked various clarifying questions. Below is a summary of these questions and NVTA staff responses:
 - *Explain reasons for partial funding of Van Buren Road North Extension project based on public comments.* This project has received majority opposing comments, citing its negative impacts to existing residential communities and

environment. The funding recommendation is to conduct preliminary engineering to identify these impacts in detail.

- *Regarding roadway lane-miles analysis and population/job growth, can travel demands be met with a multi-modal approach?* The answer is yes. NVTA's funding track records show substantial funding for various BRT and Metrorail projects, in fact the largest single investment from NVTA's funding programs to-date is for the Richmond highway BRT project. The lane-mile analysis is to highlight the small proportion of new NVTA funded roadway lane-miles compared to the overall network..
- *Explain negative impact of long-term benefit analysis for Neabsco Road Improvement project.* Prince William County has outpaced every other jurisdiction in terms of its benefits received versus revenues contributed. In an effort to balance this disparity in this round of funding recommendation, this lower CRRC-ranked project was not recommended for funding.
- *Route 15 Leesburg Bypass/Edwards Ferry Road Interchange project was not recommended?* Yes, because the applicant did not identify secured funding for the construction phase. Without that, NVTA cannot commit funds only in the right-of-way phase without assurance the project will be completed.

IV. Status of TransAction Plan Update.

- Mr. Jasper provided a brief update on the current status of TransAction and outlined the proposed timeline for public comment periods and events with the goal to adopt the plan at the December 2022 Authority meeting. He stressed on the point that after its adoption, TransAction's project list will constitute the basis for candidate projects' initial eligibility review in the next three funding cycles.

V. NVTA Update

- NVTA Chief Executive Officer, Ms. Backmon, mentioned the General Assembly, in their Special Session, passed a budget which does not include a gas tax suspension. Additionally, due to the new Freedom of Information Act (FOIA) remote participation eligibility/requirements, the PCAC is eligible to meet remotely once the Authority updates its remote meeting participation policy. It is anticipated that the policy will be updated in September.

VI. Adjourn

- Chair Colbert adjourned the meeting at 7:40 pm.