



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, September 24, 2015
6:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

MEETING MINUTES

- I. Call to Order** Chairman Nohe
- Chairman Nohe called the meeting to order at 6:11pm.
- II. Roll Call** Ms. Speer, Clerk
- Voting Members: Chairman Nohe; Chairman Bulova; Chairman York; Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Council Member Snyder; Senator Ebbin; Delegate Rust (departed 7:10pm); Delegate Minchew; Miss Bushue.
 - Non-Voting Members: Ms. Cuervo; Mr. Horsley.
 - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Camela Speer (Clerk); various jurisdictional staff.
- III. Minutes of the July 23, 2015 Meeting**
- Chairman Bulova moved approval of the July 23, 2015 minutes; seconded by Senator Ebbin. Motion carried with eleven (11) yeas and two (2) abstentions [with Mayor Parrish and Mayor Silverthorne abstaining as they were not at the July 23 meeting].

Consent Agenda

- VI. Project Agreement for Prince William County–Regional Funding 153-30361 (Route 28 (Manassas Bypass) Study - Godwin Drive Extension)**
- VII. Project Agreement for City of Manassas–Regional Funding 683-30451 (Route 28 Widening South to the City Limits)**
- VIII. Project Agreement for Town of Dumfries–Regional Funding 359-80491 (Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road))**

- IX. Project Agreement for Town of Leesburg–Regional Funding 402-10521 (Route 15 Bypass at Edwards Ferry Road Interchange)**
- X. Approval of FY2017-2023 Revenue Estimates**
- XI. Approval of Budget Adjustment to FY2016 Regional Revenue Fund**
- XII. Approval to Participate in the Virginia Investment Pool**
- XIII. Approval to Submit the I-66 Outside the Beltway Project for the HB 2 Process**
 - Chairman Nohe removed items XIV, A and B from the consent agenda.
 - Chairman Bulova moved approval of the consent agenda to include the specific motions in items VI – XIII; seconded by Chairman York. Motion carried unanimously.

Action

- XIV. Approval to Amend the 2015 Calendar Year Meeting Schedule to Cancel the October Meeting**
 - Chairman Nohe proposed that the October Authority meeting be cancelled and those agenda items moved to the November meeting. Ms. Backmon confirmed that this could be done without disruption to the Authority’s work schedule.
 - Mayor Parrish moved cancellation of the October Authority meeting; seconded by Chairman Bulova. Motion carried unanimously.
- A. Appointment of the Legislative Committee**
 - Chairman Nohe appointed Ms. Bushue the chairman of the Legislative Committee. He appointed Mayor Silverthorne, Council Member Rishell and Council Member Snyder to the Legislative Committee.
 - Delegate Rust moved approval of the appointment of Ms. Bushue, Mayor Silverthorne, Council Member Rishell and Council Member Snyder to the Legislative Committee, and the appointment of Ms. Bushue as chairman; seconded by Chairman Bulova. Motion carried unanimously.
- B. Approval of CMAQ/RSTP Transfer Request from City of Alexandria and Prince William County**

- Delegate Rust moved approval of the reallocation of Regional Surface Transportation funds for the City of Alexandria and Prince William County; seconded by Mayor Parrish. Motion carried unanimously.

XV. Approval of the FY2017 One Year Program Call for Projects

Ms. Backmon, Executive Director

- Ms. Backmon stated that at the December 2014 meeting of the Authority it was agreed to issue a Call for Projects for a one year program for FY2017, and to advance that call after a test analysis of the transit projects through the HB 599 process. She noted that the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT) have done this test analysis. Subsequently, the Project Implementation Working Group (PIWG) met on September 16, 2015 and recommended that the Authority issue the Call for Projects at this meeting.
- Mr. Jasper noted that the HB 599 evaluation of transit projects was required by the PIWG as a test to ensure that the modeling approach would provide consistent and reasonable results for transit projects, prior to advancing the Call for Projects for the FY2017 Program. He stated that there is general agreement that the model performed reasonably and will enable consistent comparison of highway and transit projects. Mr. Jasper explained that the PIWG has started the process of reviewing the project selection process for the FY2017 Program. He noted several points about the project selection process:
 - ✓ It is envisioned to be broadly consistent with the same process that was used for the FY2015-16 Program.
 - ✓ It will be enhanced to support decision making by the Authority in due course.
 - ✓ One particular enhancement proposed is a methodology for calculating congestion relief relative to cost. This is being discussed with the PIWG, the Technical Advisory Committee (TAC) and, if possible, the Jurisdiction and Agency Coordinating Committee (JACC) to ensure there is general agreement and that the methodology is as robust as possible.
 - ✓ The PIWG is considering possible changes to the relative weightings associated with each of the eleven selection criteria used to calculate NVTAs quantitative score. He noted that one of the criteria is based on the HB 599 rating and the PIWG is considering raising this weighting. It is still needs being considered as to what needs to be adjusted to accommodate these changes and NVTAs staff has been asked to evaluate this and present the results at the next PIWG meeting.
- Mr. Jasper noted that the proposed project application form for the Call for Projects is included in the Authority's meeting packet. He added that it is generally consistent with what has been used before, but has been updated to reflect the overall approach to the project selection process. This allows the jurisdictions and agencies to see exactly what is wanted and from the NVTAs staff point of view, it streamlines the evaluation process. It also enables the jurisdictions and agencies to begin compiling the required information while the PIWG is finalizing the final details of the project selection process.

- Mr. Jasper stated that the finalization of the project selection process does not need to delay the Call for Projects, as the information required is the same regardless of the project selection process weightings.
- Mr. Jasper reviewed the FY2017 Program schedule:
 - ✓ Projects for consideration must be submitted by the end of November.
 - ✓ PIWG will seek approval at the December Authority meeting for the list of projects to be formally submitted to VDOT and DRPT for HB 599 evaluation.
 - ✓ NVTA evaluation of the projects will be done in parallel with the HB 599 analysis.
 - ✓ If schedule is maintained, the FY2017 Program will come to the Authority for adoption in July 2016.
- Chairman Bulova moved approval to issue the Call for Projects for the FY2017 Program; seconded by Chairman York.
- Chairman Nohe explained an email that had been sent by Chair Hynes, due to her inability to attend this evening's meeting. The email, on behalf of Arlington County, expresses some concerns about the transit test modeling. He noted that DRPT has similar concerns, but it has been determined that the concerns are not such that they need to delay the Call for Projects.
- Motion carried unanimously.

XVI. Approval of Executive Director's Compensation Package

Mayor Parrish, Chair, Personnel Committee

- Mayor Parrish stated that the Personnel Committee needs to do some additional work on this item and noted that everything is going well. He delayed action on this item until the next meeting.

Presentation

IV. MWCOG's Interim Findings on Greenhouse Gas Reduction Strategies

Mr. Kanathur Srikanth, Director of Transportation, TPB

- Mr. Srikanth and Mr. Griffith presented the Metropolitan Washington Council of Government's (COG) Interim Findings on Greenhouse Gas Reduction Strategies.
- Chairman Nohe noted that the "business as usual" case recognizes population and job growth during the period and asked if it is assumed that technology remains static. Mr. Griffith responded that this is correct in the "business as usual" case.
- Mr. Horsley asked for clarification on the listing of the \$5 cordon pricing as both a viable and a stretch strategy, asking if it was one or the other. Mr.

Griffith responded that the stretch strategies are on “on top” of the viable strategies.

- Chairman Bulova stated that recommendations need to be realistic, suggesting that recommending a charge to drive into the District is not realistic. She noted that this has been visited before and most jurisdictions have taken legislative positions in opposition to a commuter tax on people entering the District. She added that it has been a pretty strong hot button issue. She suggested this is one recommendation that needs to be looked at as to whether it is truly realistic. Chairman Bulova asked if there is any history that would demonstrate that some recommendations are just not going to happen, so that things do not continue to be a recommendation if it is just not going to happen. She explained that people get upset about issues like this that are not realistic in the first place. Mr. Srikanth responded that the next steps are to review in greater detail each of the assumptions that are within each of the strategies that have been proposed. He noted these strategies have been reviewed by the team as to whether they are truly viable and could be implemented. Mr. Srikanth stated that the \$5 cordon charge was left as a viable strategy because the DC Department of Transportation’s adopted comprehensive plan says that is the policy. Mr. Griffith added that there was additional discussion regarding adding parts of Arlington and Alexandria in the cordon charge. That was determined not to be viable. Chairman Bulova stated that anything that involves a fee to enter into any jurisdiction is not going to be well received.
- Council Member Snyder asked for an explanation about why we care about greenhouse gas reductions. Mr. Srikanth responded that the Climate Change Energy Report published in 2008 builds on the United Nations’ International Panel on Climate Change (IPCC) Report, which indicates that climate change leads to severe weather occurrences, a greater shift in where they occur and in frequency. This has a direct impact on the infrastructure, people, livelihood and production.
- Mr. Snyder asked what mode share combination - in terms of additional transit, offering people options they don’t have and teleworking - would be needed as an outcome in the transportation sector to contribute meaningful to meet these greenhouse gas reduction targets. Mr. Srikanth responded that if all the strategies were implemented, the model shows this will reduce vehicle miles traveled (VMT), by shifting them to other modes. The higher level of the assumptions in the report will contribute about 2% towards reduction. Mr. Srikanth stated that the specific transit ride sharing increases, to accommodate this amount of VMT reduction, for this strategy is in the range of 25 – 30%, so there will be a cost. Apart from the policy actions needed to implement these things, there would need to be a commitment to providing the cost for transit, regardless of provider. There has to be funding available to provide the additional capacity to accommodate 30% more transit ridership. He added that similarly, if these trips are carpool or vanpool, there would need to be additional park and ride lots. Mr. Srikanth noted that the strategies that have been shown, by literature and technical analysis, as most useful to reducing greenhouse gases are decarbonizing fuel or reducing VMT. He concluded that

the activity center and transit oriented development strategy that this region is currently pursuing and implementing is focused on reducing VMT. Mr. Griffith added that there is an interaction that makes this more difficult. As you get more fuel efficient vehicles with the higher standards, you need increasingly larger VMT reductions to get significant reductions in greenhouse gases.

- Council Member Rishell echoed Chairman Bulova and Council Member Snyder's statements. She asked if it was implied that the viable strategies were in reach now. Mr. Srikanth stated that this is the assumption. Council Member Rishell stated that the viable strategy of 50% Net Zero energy in new buildings is very expensive and she expressed concern that this is not within reach. She added that she assumes there is no overall cost estimate for what all of this is going to cost. Mr. Srikanth responded that they have attempted to estimate cost and that the analysis is at a sketch planning level and, therefore, it has been challenging to develop a good quantitative cost estimate. He added that the best so far is a low, medium, high estimate. Mr. Srikanth noted that they are pursuing this for a better resolution of cost.
- Ms. Cuervo asked how the goals for this plan were set and what the intent was when they were set. Mr. Srikanth responded that one of the primary drivers throughout the country as the IPCC Report from the United Nations. He added that there are a number of organizations throughout the country that have adopted similar goals from this report. Mr. Srikanth stated that all of these are goals that are conceivably attainable with technology. He noted that there are strategies that would have to be systemic at the higher level that reach more people and not on a voluntary basis. He concluded that these are aspirational goals that are worth striving for, but it would be an equal amount of effort and technology controls.
- Chairman York suggested that when he reads these findings the only solutions he sees are to stop growing as a region, or perhaps those inside the Beltway could stop driving cars and walk to work. He noted that some of this may be doable, where people are able to work next to where they live, but this is not a plan that is reality when you get outside the Beltway. He added that people are commuting from Pennsylvania to work in this region, so we need to use some common sense.
- Chairman York stated, for the benefit of VDOT and the state delegates, that there is a project on the Loudoun County Parkway that the developer has been building for 20 years. The developer put trees in the median with the intent of moving them somewhere else on the project. This hasn't happened, so there is a beautiful tree canopy and the road is finally finished. Now, VDOT will not accept the roadway because there are beautiful trees in the median and the tractors are 15 feet tall and the movers are 11 feet wide. The developer has offered to buy VDOT mowers that they can use to cut under the tree canopy, but VDOT refuses to accept them because they use various contractors to cut the grass in the median twice a year. He suggested that VDOT needs to change their standards a little and allow for more tree canopies in the median.

He noted that they do add to the community and it would help with greenhouse gases.

- Miss Bushue asked for affirmation that the policy driving these strategies has nothing to do with federal regulations for attainment. Mr. Srikanth responded that this is correct and that currently there are no federal standards for greenhouse gas emissions.
- Delegate Minchew asked if greenhouse gases fit into the regulatory EPA mandate for now, or is this all aspirational or voluntary. Mr. Srikanth responded that currently this does not fit into any of the regulatory mechanisms in place. He added that the EPA has contested that the Clean Air Act gives them the authority to regulate greenhouse gases. The Supreme Court has confirmed that the Clean Air Act does allow the EPA to look at greenhouse gases. Beyond that, there has been no official recommendation on regulations on greenhouse gases.
- Senator Ebbin asked about the goal for 2050, noting that the preliminary findings show greenhouse gas emissions still 27% to 39% away from COG's 2050 goal. He asked if the final report will try to get closer to the goal or if we are only going to get this close. Mr. Srikanth responded that they are hopeful that there will be guidance on this from policy people and the Multi-Sector Working Group. He noted that there is a school of thought that we need to really look at the middle 1/3 of the strategies to realize if these goals are even attainable, before analyzing strategies to attempt to attain the remaining 1/3. He added that there are others that believe we need a set of strategies analyzed, even for the other 1/3 and then we can talk about which ones are viable. Mr. Srikanth concluded that, at this time, the technical analysis has concluded and they have not undertaken any significant work to analyze strategies for the remaining 1/3.
- Senator Ebbin asked about energy efficiency improvements in older buildings and solar options and if the report fully contemplated this. Mr. Srikanth responded that the report does anticipate energy efficiency improvements for existing buildings. Mr. Walz added that the existing building efficiency improvements predicted a 30% increase in efficiency in the existing report. On the solar side, they are looking at having policies in place that would increase the amount of distributed solar on individual buildings and the types of policies that would increase the level that was included in the State standards that are more controlled by the utilities.
- Chairman Bulova asked about the land use strategies concentrating growth and development along transit and the stretch strategy to shift future growth across jurisdictional boundaries. She expressed concern as to what mechanism might provide for growth across jurisdictional boundaries. She noted that in a perfect world, plans could be reviewed as to the best location for a facility, however this is not a perfect world and everyone is responsible for their own jurisdiction. Chairman Bulova suggested this strategy would be difficult.
- Ms. Backmon stated that she had invited Mr. Srikanth to present to the Authority because the Authority's 70% regional revenue projects are regional projects that are sent to the Transportation Planning Board (TPB) for air

quality conformity determinations. She also noted that many of these projects are cost sharing projects that also have federal, state and/or local monies. She stated that she wanted to be sure the Authority is informed about strategies regarding greenhouse gas emissions and how this could affect the projects that are included in the Constrained Long Range Plan (CLRP).

(Delegate Rust departed.)

V. NVTA Website Update Ms. Backmon, Executive Director

- Ms. Backmon stated that the staff is pleased to present the website update to the Authority. She noted that the pictures taken of the Authority members over the last several months were for the site and that the new site is more user friendly and more accessible for finding information. She invited Ms. Speer to present the new site, noting that it was her project.
- Ms. Speer presented the new NVTA website to the Authority. She highlighted that the new site:
 - ✓ Is reorganized for ease of finding information.
 - ✓ Has new content to increase transparency.
 - ✓ Is ADA compliant and mobile responsive.
 - ✓ Has new features like: photo slider bar, event calendar, member photo page, google translation, site search, popular links, finance section and document archives.
 - ✓ Will launch on or about the October 1, 2015.
- Ms. Bushue asked if someone is looking for an Authority document and knows what meeting it was part of, can they find the document on the website. Ms. Speer responded that they will be able to and that this does exist on the current site as well.
- Chairman Nohe stated that this is fantastic and noted that the current website was created immediately after the passage of HB 3202.

Discussion/Information

XVII. CMAQ/RSTP Transfer Request from Arlington County, City of Manassas, Prince William County and Town of Vienna Ms. Dominguez, Chair, JACC

- No verbal report.

XVIII. Bylaws Committee Report Mayor Silverthorne, Bylaws Committee

- Mayor Silverthorne stated the Committee has met twice and will have a report at the next Authority meeting.

XIX. Technical Advisory Committee Report Mr. Boice, Chair, TAC

- No verbal report.

XX. Finance Committee Report Chairman York, Chair, Finance Committee

- Chairman York stated there will be no Finance Committee meeting in October and probably not in November.

XXI. Monthly Revenue Report Mr. Longhi, CFO

- No verbal report.

XXII. Operating Budget Report Mr. Longhi, CFO

- No verbal report.

XXIII. Executive Director's Report Ms. Backmon, Executive Director

- Ms. Backmon presented the Executive Director's report. She highlighted:
 - ✓ Have kicked off the update of the TransAction Plan. Plan name and project schedule will be presented at the next Authority meeting.
 - ✓ NVTA staff will be holding a workshop regarding the Standard Project Agreements (SPAs) to ensure submitters know what NVTA staff is looking for regarding the evaluation of the agreements.
 - ✓ First ribbon cutting was held last week for the buses that the Authority has purchased for the Arlington ART, Fairfax Connector, City of Fairfax CUE and the PRTC OmniRide buses. There was coverage in Mass Transit Magazine. Mayor Silverthorne added that Channels 4 & 9 covered it as well.
 - Mayor Silverthorne thanked Ms. Backmon and Ms. Speer for doing a great job with the ribbon cutting ceremony. He acknowledged that it was a lot of work and that it was flawless and a nice event.
 - Chairman Nohe added that it was neat to have all four of these buses nose to nose and that it represents the regionalism of what we are doing, with four jurisdictions cutting ribbons on new equipment together.
 - Chairman Bulova noted that it was striking to see the buses all next to each other and to recognize the different roles the different vehicles play. For instance, PRTC's bus was a large Greyhound type and it serves the purpose of long distance trips for Prince William riders. The Arlington ART bus was small and nimble for getting around in an urban area. The others were somewhere in between. She added it was a really neat display, a beautifully orchestrated event and really special.
 - Delegate Minchew asked what happens when an Authority purchased bus becomes fully amortized and maxed out. He asked if the jurisdiction has the obligation to buy a new bus or come to the Authority for a replacement. He noted that this is an investment that is not capital infrastructure and will eventually be fully amortized. Ms.

Backmon responded that the SPAs are structured so that the locality or agency must use the capital purchase for its useful life. Once the useful life is over, if the locality or agency wanted a new bus, they would have to go through the project evaluation and selection process, assuming they did not have their own vehicles to replace the bus. She added that many of the agencies have a rotation and have already accounted for situations where buses leave service. Chairman Nohe noted that he believes that all the transit agencies build into their long range capital plans the assumption that buses will need to be replaced. Mr. Biesiadny added that in Fairfax, they are adding the NVTA buses to their replacement plan. The Board sets aside a certain amount of money every year so that when those buses reach the end of their use, there is a money to replace them. Chairman Nohe stated that NVTA buses must expand capacity and replacement buses do not expand capacity.

- Delegate Minchew stated that the Fairfax model seems like a good one and suggested perhaps it should be mandatory to have a reserve fund for replacement.
- ✓ Ms. Backmon presented the map showing the new and expanded bus services that are now provided in the region as a result of the new buses purchased by the Authority. She added that the PRTC pedometers on the table are from the ribbon cutting.

XXIV. Chairman's Comments

- Mayor Silverthorne wished all the members running for office this year the very best in re-election. He stated they are all terrific leaders and wished them the best.

Closed Session

XXV. Adjournment

- Meeting adjourned at 7:23pm.