



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, March 22, 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 6:35 pm.
- Attendees:
 - **PCAC Members:** Supervisor Ralph Buona (Loudoun County); Council Member Linda Colbert (Town of Vienna), Council Member Ken Reid (Town of Leesburg); Supervisor Ruth Anderson (Prince William County), Council Member Jeff Davidson (Town of Herndon); Council member Phil Duncan (City of Falls Church); Supervisor John Foust (Fairfax County); Council Member Preston Banks (City of Manassas Park)
 - **NVTA Staff:** Monica Backmon (Executive Director); Michael Longhi (Chief Financial Officer); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner)
 - **Other:** Noelle Dominguez (Fairfax County), Robert Brown (Loudoun County)

Action

II. Approve Summary Notes of January 26, 2017, PCAC Meeting

- The January 26, 2017 Planning Coordination Advisory Committee meeting summary was unanimously approved, with abstentions from members (3) not present.

Discussion/Information

III. Development of Six Year Program Framework

Mr. Jasper

- Ms. Backmon noted the proposed adoption date for NVTA's long range plan TransAction (October 12, 2017), and the need to finalize the Six Year Program (SYP) framework. To that discussion, Supervisor Buona highlighted key project milestones for the ongoing TransAction planning process. With this background, supervisor Buona set up the discussion for the SYP framework.

- Mr. Jasper started his presentation with the overarching goal of this framework – a methodology to arrive at actual project programming from the long-range planning process of TransAction. He mentioned that this workflow is unique in NVTA’s history.
- Mr. Jasper highlighted the key features of this proposed SYP framework – Transparent and Accountable, Flexible, and Predictable. This was followed with a description of key project milestones of TransAction, and how that relates to the development of the SYP framework.
- This was followed by a description of draft TransAction plan document outline, identifying its key inputs/outputs, and its features and limitations. Mr. Jasper then highlighted that TransAction will not be the sole source for project programming decisions in the SYP.
- The next section of presentation described proposed SYP features in detail – program adoption and update schedules, process for pay-go revenue allocation, process to adopt the first FY2018-23 program and its subsequent updates, detailed requirements of the ‘Call for Regional Projects (CfRP)’, process to evaluate CfRP responses by NVTA staff, and the Finance Committee’s role to recommend the program’s financial principles. During this presentation, Supervisor Buona highlighted the rolling update schedule of the program, and Mr. Longhi clarified the role of Finance Committee, e.g. if/when the SYP may rely on Authority’s debt capacity for mega projects. In response to a question from Supervisor Buona, Ms. Backmon stated that multi-jurisdictional resolutions are helpful for projects that are geographically confined to a single jurisdiction but are regional in nature. Ms. Backmon also stressed the need to include the regional transportation impact of a proposed project, for NVTA staff to justify a project to the Authority.
- Mr. Jasper ended by presenting the key milestones for the SYP framework, which was followed by a question/answer session.
- In response to Supervisor Buona, Ms. Backmon confirmed that this committee’s activities for the SYP framework will start in early 2018.
- Council Member Reid asked if a project’s CIP rationale is sufficient for the CfRP process. Ms. Backmon stated the need for more information to be submitted, e.g. project life-time cost and completion dates.
- Supervisor Foust asked to clarify the cost-benefit analysis. Mr. Jasper stated that the calculation of Congestion Reduction Relative to Cost ratios used for the FY2017 Program is not a part of TransAction plan, but will be used in the later programming phase. A ‘plan-level’ benefit/cost analysis will be included in TransAction using project cost estimates.
- Supervisor Foust also expressed concern at the extent of the Finance Committee’s role in final project fund allocations. Ms. Backmon stated that the Finance Committee has the same level of responsibility as this and the Planning and Programming Committee, and that there are overlaps and coordination among the committee members. Mr. Longhi further detailed the role of the Finance Committee in recommending financial policies to the Authority.
- Mr. Banks requested clarification of the TransAction scenario planning process. Mr. Jasper mentioned that scenario planning analyses are, in essence, sensitivity analyses to identify the range of uncertainties that are inherent in the long-range travel demand forecasting process. Mr. Banks also asked if the performance measures used in TransAction were reasonably vetted for different transportation modes. Supervisor

Buona affirmed that the process to derive these measures intentionally avoided any particular mode bias. Supervisor Buona expressed his appreciation that the CfRP is a part of this SYP framework.

IV. NVT A Update

Ms. Backmon, Executive Director

- Ms. Backmon mentioned two presentations in the upcoming Authority meeting on March 23 – VDOT updates on I-66 and I-395 corridors, and VRE update on Manassas Park parking expansion study.

Adjournment

V. Adjourn

- The meeting adjourned at 7:51 pm.