



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE
Wednesday, April 20th, 2022, 7:00 pm
Northern Virginia Transportation Authority
Live-streamed on [YouTube](#)

MEETING SUMMARY

I. Call to Order/Welcome

- Vice Chairman Ciccarelli called the meeting to order at 7:04 pm at the NVTA Office.
- Attendees:
 - **TAC Members:** Armand Ciccarelli, Amy Morris, Frank Spielberg, and Dr. Shanjiang Zhu.
 - **NVTA Staff:** Monica Backmon, Chief Executive Officer; Dr. Sree Nampoothiri, Senior Transportation Planner; and Mackenzie Love, Regional Transportation Planner.
 - **Consultants:** Tom Harrington, Cambridge Systematics Inc.
 - **Others:** via YouTube

II. Summary of March 16, 2022, Meeting

- The meeting summary for the March 16, 2022, was reviewed. Mr. Frank Spielberg requested that the summary be revised to reflect the correct time of adjournment as 7:53pm and that change was subsequently incorporated.
- Due to a lack of quorum, the Committee was unable to vote to adopt the summary. Meeting notes will be tabled until the next quorum met meeting.

III. Status of FY2022-2027 Six Year Program Update

- Dr. Nampoothiri provided an update on the efforts to evaluate the 26 projects that have been submitted for consideration in NVTA's FY2022-2027 Six Year Program (SYP) that represent a total request of \$1.2 billion.
 - i. Ms. Backmon added that the Authority was anticipated to take action to approve the amount of Regional Revenue funds available for FY26/27 Programming (PayGo) during their May 12th meeting.
- Evaluations included calculating TransAction Ratings, Congestion Reduction Relative to Cost (CRRC), and Long-Term Benefit (LTB) for each project. The preliminary results of these evaluations were shared with the Committee for the first time, as were project rankings based on that data.

- i. Mr. Spielberg asked how CRRC would be used in making funding recommendations.
 - ii. Ms. Backmon said that CRRC would be prioritized, as statutorily required, but NVTA’s enabling legislation also directs Staff to consider the other quantitative and qualitative elements. Staff endeavor to balance all of these, along with public comment as well as geographic and modal balance, in making their recommendations to the Authority.
 - iii. Dr. Nampoothiri added that public comment is also an important factor in making funding recommendations. He highlighted several upcoming opportunities for individuals to provide comment, including NVTA’s SYP Open House, which will take place on May 4th, as part of the Annual NOVA Joint Transportation Meeting, and a Public Hearing that will take place on May 12th, immediately preceding an Authority meeting.
- There was also a discussion of how the LTB is calculated and applied.
 - i. In 2014 NVTA convened a subcommittee of the Financial Working Group and the Council of Counsels to set up principles for evaluating LTB, which included three components:
 - “Long term” – this was determined to mean approximately 10 years. Since NVTA is currently in the process of programming revenues for FY 2026 and 2027, which will be ten years after the first funding program in 2016, now is an appropriate time to increase consideration of LTB.
 - Which projects to consider in evaluating LTB – the subcommittee advised considering completed projects only. However, this became a complex question because NVTA funds different phases of projects, meaning some projects may not be “complete” until long after NVTA contributions were fully utilized. Additionally, due to the amount of time capital projects can take, only about 25 of the 106 projects NVTA has funded are currently considered “complete”. For those reasons, all NVTA funded projects will be considered in calculation of LTB.
 - LTB calls for jurisdictions to receive benefits approximately equal to the revenues they contribute. Three components are considered in determining the benefit a jurisdiction has received:
 - a. The amount of funding that has been programmed in a jurisdiction.
 - b. The amount of congestion reduction that occurred inside a jurisdiction.
 - c. How much congestion reduction was experienced by residents of a jurisdiction, regardless of their destination.

- ii. Currently only one jurisdiction, Arlington, is estimated to be receiving less benefits than their revenue share. Only one jurisdiction is estimated to be receiving more benefits than their revenue share, Prince William County.
 - iii. Based on this, NVTA Staff are not proposing any drastic or immediate changes. Dr. Nampoothiri reiterated Staff's position that any efforts to balance LTB would likely take multiple funding rounds and that the Authority's ongoing commitment to geographical and modal balance helps maintain LTB balance on a regular basis.
- Vice Chairman Ciccarelli asked if NVTA could encourage jurisdictions to apply for things, based on the results of the LTB calculations.
 - i. Dr. Nampoothiri indicated that NVTA cannot influence jurisdictions in that way but have advised jurisdictional leadership that if they submit quality applications, they stand a chance to receive additional funding to fill the gap. However, it is important to avoid placing too much emphasis on the number of projects, as there are also other ways to achieve benefits.
- Mr. Spielberg asked if the Authority could make changes to staff recommendations for programming of funds.
 - i. Ms. Backmon highlighted that Staff recommendations are made to all committees, with the final committee recommendation coming from the Planning and Programming Committee (PPC) to the Authority. The Authority then has the final decision on programming of funds. Moreover, staff recommend full funding such that any changes would necessitate a rebalancing of allocations.
- Dr. Zhu asked if NVTA funding will be conditional on securing funding for phases where a gap may remain.
 - i. Ms. Backmon indicated that these types of decisions are made on a case-by-case basis, as some jurisdictions have different abilities to fill gaps. She also noted that NVTA prefers not to be the only funding source on a project.

IV. Status of TransAction Plan Update

- NVTA Staff informed the Committee that the model developed for TransAction is being used to analyze the potential impact of projects by comparing analysis of "build" and "no-build" scenarios for the horizon year of 2045.
 - Projects included in this analysis will consist of both those in the bottom-up (projects from local plans) and top-down (regional projects identified by the staff and consultant team) project lists. Currently this represents a combined total of approximately 430 projects, and there is a potential for that number to expand if additional gaps are identified.
- The scenario analysis process will begin after that evaluation is complete.

- The next TAC meeting will focus more on the TransAction update. This will include updates on technical work currently underway, as well as feedback received during an upcoming NVTAs Stakeholder Group meeting on May 10th. Future meetings will receive additional feedback from an Authority Work Session on May 19th, and a public comment period, which is anticipated to begin in August 2022.

V. NVTAs Updates

- Ms. Backmon provided the Committee with an update on happenings at the Virginia General Assembly, which is in Special Session. She brought the Committee’s attention to a bill that proposes changes to the Freedom of Information Act (FOIA) requirements, which would allow certain committees, including TAC, to meet virtually.
- Finally, Ms. Backmon informed the Committee that she continues to seek appointments for the two vacant TAC positions by the Virginia Transportation Secretary.

VI. Adjournment

- The meeting adjourned at 7:48 pm.