**PLANNING AND PROGRAMMING COMMITTEE**

**Wednesday, October 4, 2017, 10:00am**

**Northern Virginia Transportation Authority**

**3040 Williams Drive, Suite 200**

**Fairfax, Virginia 22031**

**MEETING SUMMARY**

1. **Call to Order/Welcome** Chairman Nohe
* Chairman Nohe called the meeting to order at 10:08am.
* Attendees:
* **PPC Members:** Chairman Nohe (Prince William County); Chairman Bulova (Fairfax County); Chair Randall (arrived 10:12am) (Loudoun County); Chair Fisette (Arlington County); Mayor Rishell (City of Manassas Park).
* **Authority Members and other Elected Officials:**
* **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal); Carl Hampton (Investment & Debt Manager); Michael Longhi (CFO); Peggy Teal (Assistant Finance Officer); Harun Rashid (Transportation Planner); Sarah Camille Hipp (Communications & Public Affairs Manager); Camela Speer (Clerk).
* **Staff:** Sarah Crawford (Arlington County); Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Elizabeth Scullin (Prince William County); Pierre Holloman (Alexandria); Wendy Sanford (City of Fairfax); Sonali Soneji (VRE); Maria Sinner (VDOT); Ciara Williams (DRPT); Dan Goldfarb (NVTC); Rich Roisman (COG/TPB).

**Action**

1. **Approve Summary Notes of September 8, 2017 PPC Meeting**
* Chairman Bulova moved approval of the September 8, 2017 meeting summary; seconded by Mayor Rishell. Motion carried unanimously.
1. **Approve the Recommendation to Adopt the TransAction Update** Ms. Backmon, Executive Director
* Ms. Backmon reminded the Committee this is the first update to TransAction since HB 2313 and reviewed the Plan development process. She noted that projects must be included in TransAction to be eligible for regional revenues. She explained that the project list had begun with 700 projects and had been scaled down to 352. Ms. Backmon added that the Project List has been slightly revised since the release of the Draft Project List. She explained this was due to the consolidation of a few duplicate projects, as well as a few additions. Ms. Backmon briefly reviewed the public comments received and noted that some minor revisions have been made to the Draft Plan to reflect comments received.
* Ms. Backmon stated that the development of the Six Year Program (SYP) would begin the funding process, noting that the funding total for all the projects in TransAction is $42 billion. She clarified that the Transportation Planning Board’s (TPB) Constrained Long Range Plan (CLRP) is not the baseline for this plan, adding that all projects for consideration in the SYP are included in TransAction. Ms. Backmon emphasized that TransAction does not commit the Authority to fund any project. The SYP will be the funding commitment.
* In response to a question from Mayor Rishell regarding the funding process, Ms. Backmon explained that annual appropriations would be made for the SYP.
* Chairman Bulova commented on the large volume of public input received, noting that many comments were received in opposition to a few projects, including a new Potomac River Crossing. She asked why this is still included in the plan, adding that there are several other projects in the plan that may or may not ever be built. Chairman Bulova asked whether it would be possible to remove the Potomac River Crossing from the Project List, but leave it on the Plan map. She also inquired as to the impact to the Plan if a major project was removed from the Plan or the Project List. Ms. Backmon explained that if projects are removed from the Project List, but remain on the map, there would be transparency issues. She stated that all projects in the Plan were modeled together, therefore, removing a project from the Plan effects all other projects in the Plan and the Plan integrity. Mr. Jasper reiterated that all projects in TransAction were modeled together and explained that the Plan analysis is based on all projects being included. He noted that removal of projects would undermine the modeling and the analysis. Mr. Jasper concluded that from a planning, modeling and analysis point of view, it would not be logical to remove any projects. Chairman Bulova thanked staff for the explanation and stated she would support the Plan.
* Chair Randall inquired as to the logic of keeping the new Potomac River Crossing in the plan if Montgomery County and Maryland have no desire to build this project, as well as the impact to the TransAction Plan modeling and the region. Ms. Backmon responded that TransAction is a 25-year Plan and observed that while there may not be support for this project today, there may be in the future. She noted the Plan is fiscally unconstrained and that there are other projects in the Plan that may not be desirable, but are still included in the Plan. She added that TransAction will be updated every five years, and that it is difficult to make future planning decisions based on the current political climate. Chair Randall acknowledged the response and thanked Ms. Backmon for putting these statements on the record. Chairman Nohe expressed caution about making decisions based on politicians and observed that there are pockets of support in Montgomery County for this project. He added that if including the northern Potomac River Crossing in the Plan garners support for the American Legion Bridge improvements, it is worth keeping it in. Chairman Nohe suggested that transportation planning decisions should not be made based on the current political climate. Chair Randall agreed with Chairman Nohe’s observations.
* Chairman Bulova shared an example of a project removed from a plan due to the political climate, the Monticello Freeway, even though the project had already started. She suggested that if TransAction had existed, we might have looked at what would happen if this project was removed from the plan. She commended the way we do things today with transportation planning analysis.
* Chair Fisette agreed that the reality is that mobility and politics will change over time. He suggested that based on TransAction being an unconstrained plan, a case could be made for leaving or removing a project. He noted that all the projects are integrated in the analysis of the Plan and we know we cannot fund all the projects in the Plan. Chair Fisette concluded that what we have done is include all the projects that are on everyone’s wish list. Ms. Backmon agreed that this is an unconstrained plan and that the projects included in it could make an impact on the region. She added that it is important that the Plan be kept up-to-date. Chair Fisette stated that there is an important difference between constrained and unconstrained plans and recommended synchronization with the TPB proposed unconstrained plan. Chair Fisette stated that the most unexplainable part of TransAction is the geographically unconstrained projects. He asked if there are any other geographically unconstrained projects. Mr. Jasper responded that there are approximately twelve geographically unconstrained projects. Chair Fisette suggested identifying the geographically unconstrained projects. Mr. Jasper mentioned a few of the geographically unconstrained projects, noting that while NVTA funding is constrained to Northern Virginia, congestion problems are not all in Northern Virginia, therefore we need to look at projects that extend into Maryland and the District of Columbia.
* Chairman Bulova moved the Planning and Programming Committee (PPC) recommend to the Authority adoption of the TransAction Plan and associated Project List; seconded by Chair Randall. Motion carried unanimously.
1. **Approve the Recommendation of the Issuance of the Call for Regional Transportation Projects for the FY 2018-2023 Six Year Program** Mr. Jasper
* Ms. Backmon informed the Committee of the background for the SYP. She stated that the application is six pages long and the Authority is asking for more information than in previous funding years. She noted we are encouraging project sponsors to phase projects and to only ask for the funds needed for each project in the year they are needed. Ms. Backmon reviewed the SYP process and timeline:
* Applications due noon, December 15, 2017.
* Resolutions of support due noon, January 19, 2018.
* Adoption planned for June 2018.
* Ms. Backmon reiterated that it is important that project sponsors only ask for the funding they need in the year they need it. She added that project sponsors applying for FY2018 funds need to show their projects are truly shovel ready. She also noted the importance of keep Appendix B’s current. Ms. Backmon reviewed the NVTA funding timeline and encouraged project sponsors to leverage multiple funding sources. She stated that the Congestion Reduction Relative to Cost analysis (CRRC) will be done as part of the SYP and that the rest of the project analysis was done in the TransAction plan. Ms. Backmon noted that the HB 599 scores will be provided for each project. She added that quantitative analysis and long term benefits will be considered during the plan development process. Ms. Backmon reviewed the adopted principals of long term benefit, noting it is not dollar in dollar out. She suggested that there may be a need to revise the principals in the future, adding that we don’t have enough data to determine this yet. Ms. Backmon concluded that the SYP will be updated biannually and that multimodal balance and geographic distribution will be very important.
* Chairman Nohe stated the end of the first SYP will mark 10 years of NVTA funding, adding this provides the appropriate look back period for the principles of long term benefit. He added that we may need to look at long term benefits in the programming of the SYP out years to adjust funding based on geography and long term benefit. Chairman Nohe concluded that long term benefits are not based on dollar in dollar out, explaining that this does not provide a complete benefit picture. Ms. Backmon added that it will require a model run to determine benefits. Chairman Nohe stated that the Authority may need to reevaluate the principles of long term benefits, particularly the requirement that only completed projects are considered. He added that he understands why this decision was made, but suggested that it may create a reverse incentive to back load projects so that no projects in a jurisdiction are complete within the first ten years. Ms. Backmon stated that NVTA staff is working on a methodology to manage this and considering a “use it or lose it policy”.
* Chair Fisette inquired as to when funding projections will be available. Ms. Backmon responded that funding estimates will be presented to the Authority next week. Chair Fisette noted that the application form is generic to all funding processes.
* Ms. Backmon noted that with the proposed cap on Smart Scale project applications, the Authority may have to consider a cap as well. She added that the NVTA is not recommending this now, but suggested there may come a time when more projects are submitted to the Authority’s funding process than we have the analysis capability to process.
* Chairman Nohe stated that we need to spend the regional funds available. It was noted that all NVTA funds are allocated to projects. Chairman Nohe stated that the Authority will de-allocate $300 million from the I-66/Route 28 Interchange project.
* A brief discussion followed regarding the need for project sponsors requesting FY2018 funding submit only projects that are shovel ready. It was suggested that jurisdictions could fund these projects in advance and wait for reimbursement from the NVTA. It was noted that these projects will then be close to construction in the Plan out years and could request funds for FY2023, however, funding requests for projects after that year will need to submit a second application in future Programs.
* Ms. Backmon discussed the FY2018 year funding process and timeline, noting the fiscal year will be almost complete when the SYP is adopted. She requested that no one submit projects for FY2018, if they cannot spend the funds until much later.
* Chairman Nohe stated that funding requests can be made for various phases of a project over several years in the SYP. He noted that there is a potential for projects to receive significant funding, with the intent to request additional future funding. He asked if in these instances the Authority will re-evaluate the same project. Mr. Jasper responded that future funding requests will be evaluated in each Program update.
* Ms. Backmon stated she is meeting with all jurisdictions and agencies to ensure understanding of the SYP process and requirements.
* Chairman Bulova moved the Planning and Programming Committee (PPC) recommend to the Authority approval of the Call for Regional Transportation Projects for the FY2018-2023 Six Year Program; seconded by Chair Fisette. Motion carried unanimously.
* It was suggested that the NVTA funding timeline be included in the Authority packet, noting that the Smart Scale and NVTA funding dates are anticipated to change in future funding years.

**Discussion/Information**

1. **NVTA Update** Ms. Backmon, Executive Director
* Ms. Backmon informed the Committee that the October Authority meeting would begin at 6:30pm, preceded by the Governance and Personnel Committee (GPC) meeting at 5:30pm.
* Ms. Backmon thanked the regional staff for their contributions to the TransAction Update process.

**Adjournment**

1. **Adjourn**
* The meeting adjourned at 11:06am.