



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, May 24, 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

- In the absence of Supervisor Ralph Buona, Council Member Linda Colbert called the meeting to order at 6:30 pm.
- Attendees:
 - **PCAC Members:** Council Member Linda Colbert (Town of Vienna), Supervisor Ruth Anderson (Prince William County); Council Member Ken Reid (Town of Leesburg); Council Member Pamela Sebesky (City of Manassas); Council Member Jeff Davidson (Town of Herndon); Council Member Preston Banks (City of Manassas Park); Council Member Paul Smedberg
 - **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), James Davenport (Prince William County)

Action

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

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

Discussion/Information

III. TransAction: Findings and Draft Staff Recommendations Mr. Jasper

- Mr. Jasper highlighted major discussion points from the presentation slides set. On slide #3, he explained the overall NVTA planning/programming framework, specifically how the TransAction plan process relates to the Six-Year-Program (SYP). Responding to a question from Council Member Smedberg, Mr. Jasper stated that there is no chronological overlap between the planning (TransAction) and programming (SYP) processes.

- Mr. Jasper continued with the next set of presentation slides, displaying draft plan project maps, corridors/corridor-segments as geographic units of model analyses, and a table with performance measure comparisons between 2040 No-Build and the Draft Plan. Two performance measures – Hours of Delay and Transit Crowding, were highlighted to show the draft plan benefits. To address a question from Supervisor Anderson, Mr. Jasper explained how the set of draft plan projects were prepared from MWCOG/TPB’s constrained long-range plan (CLRP), local jurisdictions’ and transportation agencies’ comprehensive plans and CIPs. Council Member Reid asked whether projects that span outside the NVTA study area were considered. Ms. Backmon stated that such projects were considered, when necessary, to better analyze regional travel conditions. Council Member Banks commented that even with all draft plan projects, there are areas with declining performance, to which Mr. Jasper agreed.
- Mr. Jasper then pointed to corridor segment-level performance results, their cost-benefit ratios, ranking based on these ratios, and their graphical representation (slides #33, #37, and #38). Council Member Smedberg mentioned complexities of some of these graphics. To address a question from Supervisor Anderson, regarding performance of the I-95 corridor segments, Mr. Jasper highlighted that all corridor segments experience improvements with the draft plan, with varying degrees of impact, and these segment-level performance scores will assist jurisdictions during the Call-for-Regional-Projects (CfRP) phase.
- The next set of slides discussed draft plan key findings, alternate future scenario results, and the performance of the draft plan under these scenarios (slides #39, #41, and #42). Mr. Jasper stated that if scenario A (technology) assumptions are to materialize by the planning horizon year, some of the draft plan projects may become obsolete to some extent. To this discussion, Ms. Backmon commented that future updates of TransAction may address this, and Council Member Smedberg added that these technologies may become realities sooner rather than later.
- The last part of the presentation offers a set of draft recommendations from NVTA staff, based on findings of the draft plan (slides #43 - #46). In response to answer a question from Council Member Smedberg, Ms. Backmon clarified that extra-territorial jurisdictions include the State of Maryland and Washington, D.C. Mr. Jasper highlighted that there is no silver-bullet solution to the region’s transportation needs, and that NVTA should pursue targeted, multi-modal, regionally-coherent strategies that leverage additional funding sources and regional cooperation among jurisdictions and agencies. NVTA should closely monitor trends and the relevancy of projects/programs/policies. Ms. Backmon stated that with such strategies, NVTA would act proactively, and not reactively, to address the unprecedented levels of travel demand, delay, and transit crowding the region faces in 2040.

IV. NVTA Update

Ms. Backmon, Executive Director

- Ms. Backmon updated the committee with upcoming TransAction-related activities and their timelines – draft plan adoption, public comment period, and the Authority adoption of the final plan.

Adjournment

V. Adjourn

- The meeting adjourned at 7:58 pm.