



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**Thursday, July 11, 2019**  
**7:00 p.m.**  
**3040 Williams Drive, Suite 200**  
**Fairfax, VA 22031**

**AGENDA**

- I. Call to Order** Chairman Nohe
- A. Chairman Nohe called the meeting to order at 7:12 PM.**
- II. Roll Call** Ms. Thomas-Jones, Clerk
- A. Voting Members: Chairman Nohe; Supervisor Buona (attended on behalf of Chair Randall); Chairman Bulova; Board Member Cristol; Councilmember Lovejoy (attended on behalf of Mayor Parrish); Councilmember Banks (attended on behalf of Mayor Rishell); Mayor Meyer; Councilmember Duncan (attended on behalf of Councilmember Snyder); Senator Black; Delegate Hugo; Mr. Minchew; Ms. Hynes.
- B. Non-Voting Members: Mayor Wood; Ms. Cuervo; Mr. Horsley;
- C. Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Richard Stavros (Investment and Debt Manager); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication and Public Affairs Manager); Yolanda Thomas-Jones (Board Clerk); various jurisdictional and agency staff.
- III. Minutes of the June 13<sup>th</sup>, 2019 Meeting**
- Chairman Bulova moved the approval of the June 13<sup>th</sup>, 2019 minutes seconded by Mayor Meyer. Motion carried with abstentions by those not present at the June meeting.

**Presentation**

- IV. I-95 CORRIDOR STUDY** Mr. Tim White, Kimley-Horn
- Mr. White briefed the Authority on the I-95 Corridor Study initiated by the General Assembly (General Assembly passed a joint resolution (HJR 581 and SJR 276) to study areas between Fredericksburg and Thornburg on I-95) to develop the I-95 Corridor Improvement Plan that will identify key problems along the corridor; and potential solutions and areas for additional review and study. He added that over the course of the next four months, a total number of 12 Public Meetings has been scheduled regarding this study, with the first round of meetings taking place in

Fredericksburg and Petersburg consecutively. Mr. White noted that the purpose of this presentation was to:

- ✓ Highlight the significance of the Corridor and provide an overview of the Plan and data assembled over the last four months.
- ✓ Secretary Valentine requested that the study include all 179 miles of I-95 in Virginia, from the border of North Carolina all the way to the Woodrow Wilson Bridge.
- ✓ The meetings regarding this study should be completed by November 30, 2019.
- ✓ Mr. White noted that the Corridor is complex and diverse, and included corridors along Route 1 and Route 301 where they run parallel to I-95.
- ✓ The Corridor is critical for the movement of freight and people.
- ✓ I-95 is 179 miles long in Virginia but 1,900 miles over the entire length of the East Coast, passing through 15 States.
- ✓ It is multimodal in nature and ranks second to I-81 when it comes to the movement of trucks, adding that \$195 billion worth of goods are moved per year.
- ✓ Over 5,000 crashes are reported each year along the Corridor, many of which result in incidents causing lane blockage, often lasting beyond two hours.
- ✓ A review of the movement of people through certain key areas in a quarter included:
  - The Corridor between 495 and Woodrow Wilson Bridge
  - South of 495 towards Franconia
  - Near the Occoquan and Route 123
  - North of Fredericksburg
  - South of Fredericksburg
  - Richmond
  - North of 295
  - South of Petersburg
- ✓ From this review, a couple of things worth noting were:
  - Carpooling and slugging accounted for more movement of people than Single Occupancy Vehicles (SOV), north of the Occoquan.
  - The number of people who were Non-SOV was greater in areas towards the Occoquan.
- ✓ The review also sought to determine which transit and capital improvements could be made to enable the efficient movement of people across the Corridor.
- ✓ Towards the south of Ridge Top in Fredericksburg, it was observed that the number of SOVs started to exceed the number of Non-SOVs.

- ✓ It was also observed that the speed data fell from MPH-70 MPH to MPH-30 MPH going northbound towards Stafford.
- ✓ Posted speed limit just before Route 123 was 60 MPH but dropped significantly to 25 MPH in areas with more vehicles.
- ✓ He further noted that traffic was not too bad over the weekends between Stafford and Occoquan, but slowed down considerably to about 45 MPH towards the Fredericksburg area.
- ✓ There were more delays where I-95 intersected with Ashland.
- ✓ He noted that for this study, performance measures were going to be depicted by delays, crashes, incidents and so forth.
- ✓ Mr. White pointed out that Secretary Valentine requested a review ongoing projects, representing over \$1 billion of planned investments along the Corridor, before 2025.
- ✓ Data from 2015 to 2018 show these improvements substantially impact performance measures.
- ✓ Mr. White stated that the VRE Fredericksburg line extension would also have a host of improvements.
- ✓ Mr. White further stated the need to look at operational improvements; adding that a number of Park and Ride lot improvements have been planned for the Corridor.
- ✓ He noted that the biggest part of the Atlantic Gateway improvements is Long Bridge which is slated for 2025 horizon.
- ✓ Mr. White further added that there would also be a lot of information signs and cameras to provide improved information, together with a towing program near Fredericksburg. These would provide safety service patrols for incidents along the Corridor.
- ✓ Mayor Wood inquired about the towing program for tractor trailers, to which Mr. White responded that since not all tow trucks are able to move heavy vehicles, these programs would allow the movement of big trucks and trailers, using heavy equipment to clear crashes and incidents along the Corridor.
- ✓ He further added that the program was already in place in some locations and more would be added in the course of time.
- ✓ Performance measures to be reviewed along this Corridor are:
  - Crash frequency and severity
  - Crash severity rate
  - Total delay
  - Incident delay
- ✓ He specified that the public would be engaged to provide feedback about the Corridor, via an online survey link- [va95corridor.metroquest.com](http://va95corridor.metroquest.com) which was live.
- ✓ Additionally, he added that iPads would be provided at public meetings for people to provide feedback.
- ✓ Mr. White noted that updates and recommendations from the first round of public meetings would be presented to the Commonwealth Transportation Board (CTB) in September.

- ✓ In November, a SMARTSCALE evaluation link of improvements would be provided to the public and stakeholders, adding that the website, and other public announcements were already live.
- ✓ For Northern Virginia meetings, there would be six, eight-foot-long boards which would show the Corridor and 16 other boards where people could get information regarding delays, safety service patrols, transit, bus operations and slugging.

**End of I-95 Presentation - Questions/Answers**

- ✓ There was a question regarding the funding program behind the I-95 improvement? Mr. White responded that this was being funded through SB 1716 (I-81 Bill), adding that when fully funded, it would be about \$40 million per year for the Corridor, together with money allocated to I-64, of about \$30 million per year.
- ✓ Another question was asked as to whether any federal funding had been allocated to this project? Mr. White responded that no federal funding is being utilized for this project.
- ✓ Delegate Hugo inquired how long the study was going to take and if the study factored in data covering peak times, rush hour etc. In response, Mr. White stated that the study should be completed by the end of November and they are reviewing past years' information.
- ✓ Councilmember Banks inquired if there was more time to conduct the study, could a review of seasonal flow be considered. Mr. White replied stating that all efforts to analyze every available information regarding seasonal flow were being considered. However, the only constraint could be the depth of details to be captured.
- ✓ Mayor Wood asked if data from TransUrban and E-Z Pass were being reviewed. Mr. White confirmed that the study team received this information on Monday.
- ✓ Mr. White thanked the Authority for the opportunity to present.

**Presentation**

**V. REGIONAL MULTIMODAL MOBILITY PROGRAM (RM3P)**

Mr. Keith Jasper, Principal Transportation Planning and Programming, NVT A

- Ms. Backmon introduced the presentation noting the Regional Multimodal Mobility Program (RM3P) was originally submitted by the Authority for SMARTSCALE funds. However, in discussions with the Secretary of Transportation's office, it was determined that the project was more suitable for the Innovation and Technology Transportation Fund (ITTF) program.
- Ms. Backmon further added that at the June Commonwealth Transportation Board (CTB) meeting, an allocation of \$15 million was approved for the RM3P project,

- ✓ To kick off his presentation, Mr. Jasper noted that RM3P is a collaborative, multi-agency program between NVTA, VDOT and DRPT.
- ✓ Mr. Jasper added that the goal of RM3P is to explore the use of Technology to complement traditional infrastructural approaches, to address the Authority's vision for TransAction, as approved in December, 2015.
- ✓ Per Mr. Jasper, RM3P seeks to make significant changes in Northern Virginia's transportation network, through the use of information and communications technologies, to provide travelers, commuters, service providers and transportation system operators with tools which will:
  - Optimize system performance
  - Improve travel time reliability
  - Support on-demand multimodal trip options
- ✓ Mr. Jasper provided some background on the program stating that it evolved from the East-West Integrated Corridor Management (ICM) project.
- ✓ He also added that RM3P had initially been a VDOT- led initiative during 2016 and 2017 but had been unsuccessful in securing federal funding in 2017.
- ✓ In 2018, NVTA submitted a SMARTSCALE application for the region-wide study and was awarded the Commonwealth's ITTF funding to proceed with implementation.
- ✓ Mr. Jasper further added that the initial study was I-66, but the scope was Route 7 in the North from the VRE Manassas line and in the South, from Route 15
- ✓ He also added that the program complements an earlier ICM study in the I-95/I-395 Corridor; the ICM study employs a multi-modal approach to manage travel conditions as well as traveler behavior through:
  - Route choice
  - Mode choice
  - Temporal choice
  - t
- ✓ According to Mr. Jasper, the overall program will be led by the Commonwealth's Director of Research and Innovation, Ms. Cathy McGhee, while NVTA, VDOT and DRPT staff will have joint oversight regarding the day to day management in conjunction with other regional stakeholders.
- ✓ He further noted that the initial ICM study back in 2016 and 2017 had prepared the platform for the kickoff of this program and added that the Fall of 2021 is the current estimate of completion.
- ✓ Overall, RM3P has four tasks/deliverables:
  - Enhanced commuter parking data

- Mobility as a Service (MaaS) Dynamic Service Gap Dashboard
  - AI-Based Decision Support System with Prediction
  - Data-Driven Tool to Incentivize Customer Mode and Route Choice
- ✓ Mr. Minchew noted that deliverables one and four are consumer based, while deliverables two and three are provider based. Mr. Jasper commented stating that, this is a need driven program and as more data became available, they would be provided to developers to help them with development of programs whereas other data would be provided directly to consumers to guide their mode of transportation decision choices.
  - ✓ Board Member Cristol inquired if task one would help slugging, adding that technology predictability has reduced social concerns regarding people getting in cars with strangers, (like Uber/Lyft). Mr. Jasper answered stating that this is an ongoing discussion as we work to determine which of the various corridors to equip with ITS infrastructure, to provide timely updates to travelers.
  - ✓ Chairman Bulova described a system where technology reviews the best routes ahead of one's travel and advised commuters of travel mode options before commuting choices were made. Mr. Jasper added to this stating that this project would give the opportunity to travelers to subscribe to and receive information as to which best travel options were available for their routes as well as what to anticipate on their trip, prior to setting off.
  - ✓ Ms. Cuervo commented that VDOT has been working hard to publish signal timing and all relevant data from jurisdictions for programmers to develop programs and also been working with car manufacturers to make all data available to travelers. Mr. Jasper added stating that the key to the success of this project was data. So, RM3P project would go a long way towards making such data available.
  - ✓ Delegate Hugo also inquired as to whether the data would be proprietary, commercialized, or have any form of commercialization. Mr. Jasper noted that the goal of this program was to make the data available to all. He emphasized that its value lies in sharing with all - both public and private sectors.
  - ✓ Delegate Hugo again mentioned that given an opportunity, the private sector could take advantage of monetizing the data if possible, thus the need to be mindful of that.

### Consent

- VI. Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-023-1 (Shellhorn -Extend Shellhorn Road: Loudoun County Parkway to Randolph Dr)**
- VII. Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-026-2 (Prentice-Lockridge Road (Route 789) to Shellhorn Road (Route 643))**

**VIII. Approval of Standard Project Agreement for Loudoun County---Regional Funding 2018-022-1 (NorthStar Blvd -All Phases-(Tall Cedars to Rte. 50 - Rte. 50 to Shreveport Dr)**

- The Chairman asked for block approval of Items VI, VII and VIII in accordance with NVTA’s approved Project Description Sheets as appended to the Standard Project Agreement: and authorize the Executive Director to sign on behalf of the Authority. Supervisor Buona made the motion; seconded by Mr. Minchew. Motion passed unanimously.

**Action**

**IX. Project Cancellation – VRE Alexandria Station Tunnel** Mr. Longhi, CFO

- ✓ Mr. Longhi presented a report on the proposed cancellation of the VRE Alexandria Station Tunnel project.
  - The project received a \$1.3 million appropriation as part of the FY2014 Program.
  - Construction of the project is not be feasible, resulting in the VRE Operations Board authorizing the termination of the project.
  - 
  - De-appropriation of the funds which will be made available for new projects in upcoming funding programs,
- ✓ Board Member Cristol moved approval to cancel the FY2014 Funding for the VRE Alexandria Station Tunnel Project, as requested by VRE and de-appropriate the \$1.3 million in Regional Revenue Funds allocated to the project, seconded by Chairman Bulova. Motion carried unanimously.

**X. FY2020 Regional Revenue Fund Appropriation Cancellation for the Town of Dumfries Route 1/Fralely Boulevard Project** Mr. Longhi, CFO

- ✓ Mr. Longhi briefed Authority on the Town of Dumfries request to cancel the FY2020 funding appropriated for the project.
- ✓ He emphasized that this was not a project cancellation but rather moving the appropriation to a yet to be determined fiscal year.
- ✓ The Town initially received \$6.9 million for the project’s Preliminary Engineering phase, and later \$44.8 million for the Right of Way phase. Mr. Longhi explained that de-appropriation gives time for the Town to explore other State, Federal and regional funding opportunities.
- ✓ Ms. Hynes moved approval to cancel the FY2020, \$44,860,000 appropriation to the Town of Dumfries Widen/Relocate Route 1: Brady’s Hill Road to Dumfries Road (Route 234) project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted, seconded by Councilmember Duncan. Motion passed unanimously.

**XI. Approval of TransAction Contract Amendment 4** Mr. Longhi, CFO

- ✓ Mr. Longhi presented TransAction Contract Amendment 4 which will provide technical support services for congestion Reduction Relative to Cost, TransAction Project Ratings and Long-Term Benefit Analysis related to the Two-Year Update to the Six Year Program.
- ✓ Councilmember Banks moved approval of the TransAction Update Contract– Amendment 4 (RFP2015-01) and authorized the Executive Director to sign related amendment agreements, seconded by Chairman Bulova. Motion passed unanimously.

**Discussion/Information**

**XII. Finance Committee - No Verbal Report Given** Mayor Parrish, Finance

**XIII. Executive Director’s Report** Ms. Backmon, Executive Director

- ✓ Ms. Backmon thanked the Authority members for approving the TransAction Amendment, adding that this would provide funding for some of the technical components as part of the Six Year Program update including the analysis to determine Congestion Reduction Relative to Cost. She noted that project applications are due September 27<sup>th</sup>, 2019, by 5:00pm.
- ✓ Ms. Backmon stated that the City of Alexandria requested a letter of support regarding their preferred alternative and environmental analysis work as part of the Potomac Yards Metrorail Station. She noted that the Authority is in support of the Potomac Yards Metrorail Station Project with a total investment of \$70 million.
- ✓ Ms. Backmon also added that request for letters of support were also received were from Prince William and Fairfax Counties BUILD applications. Prince William County for the Broad Run Commuter Parking Lot application, whereas Fairfax County requested a letter of support for the Richmond Highway Bus Rapid Transit project, of which the Authority has invested \$250 million.

**XIV. Chairman’s Comments – No comments**

**Adjournment: 8:19 PM**

**Next Meeting: September 12, 2019 at 7:00p.m.**