

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

June 18, 2014, 2014 at 7pm

NVTA Office – 3060 Williams Drive (Suite 510)

AGENDA

- I. **Call to Order/Welcome** Chair Boice

- II. **Approval of Summary Notes – May 21, 2014**

- III. **NVTA Updates** Monica Backmon

- IV. **TransAction 2040 RFP Discussion**

- V. **Adjournment**

Next Meeting

Wednesday, July 16, at 7pm

NVTA Office

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

May 21, 2014 at 7pm

NVTA Office – 3060 Williams Drive (Suite 510)

SUMMARY NOTES

I. Call to Order/Welcome

Chair Boice

- Chair Boice called the meeting to order at 7:05pm.
- Attendees:
 - ✓ Members: Chair Boice; Vice Chair Doug Fahl; Agnes Artemel; Meredith Judy; Pat Turner.
 - ✓ NVTA Staff: Monica Backmon (Executive Director); Keith Jasper (Program Coordinator); Denise Harris (Program Coordinator).
 - ✓ Other Staff: Tom Biesiadny (Fairfax County); Noelle Dominguez (Vice Chair, JACC).
- Chair Boice polled Committee members to explore options to reschedule the TAC meeting to an alternative evening that would minimize conflicts. He also committed to contact Committee members not able to attend this meeting before any scheduling decision is made.

II. Approval of Summary Notes – April 16, 2014

- Following a brief discussion regarding the wording in the second sub-bullet under the four key principles listed on page 2 of the April 16, 2014 draft minutes, Committee members agreed that the use of the word “cannot” correctly conveyed their intent that it is not possible to equate revenues and benefits.
- Doug Fahl moved to approve the minutes of April 16, 2014; seconded by Agnes Artemel. Motion carried with four yeas and one abstention [with Ms. Judy abstaining as she was not at the April meeting.]

III. NVTA Updates

Monica Backmon

- The Authority meeting scheduled for June 12, 2014 has been cancelled. At the July meeting, VDOT will present the initial findings of the HB599 rating study.
- To date, six Standard Project Agreements (SPAs) have been submitted to the Authority for approval.

- In the near future, the Authority will be initiating development of its Six Year Plan and conducting a major update to the TransAction 2040 Plan. Inputs from the Committee will be requested throughout this process, starting with the next TAC meeting on June 18, 2014.
- Keith Jasper introduced Denise Harris, who will serve as an NVTA Program Coordinator.

IV. “Benefits” – Estimation Methodology

- The Committee continued its discussion from the April 16 meeting regarding “Benefits”. This discussion included consideration of the process by which the Authority will address this subject. Key highlights/suggestions were:
 - ✓ NVTA is looking for options/recommendations from the Committee, in tandem with (but separate from) the long term benefits subcommittee. The Authority intends to hold a work session in the fall as part of the overall approach.
 - ✓ The measurement of benefits will extend over a period of years, possibly for as long as the design horizon, and may require an analysis of a facility’s users (by jurisdiction) at the traffic analysis zone level.
 - ✓ Consideration must be given to whether comparisons can be made against a baseline.
 - ✓ The estimation methodology must be sufficiently sophisticated that it can provide the required analysis, but not be so complex that it is difficult to understand or maintain.
 - ✓ A balance of metrics should be considered, rather than a single metric.
 - ✓ Any lessons learned from the funding allocation process for WMATA and VRE, particularly with regard to regional benefits, should be identified.
 - ✓ Experiences in other metropolitan areas should be reviewed, although their applicability may be limited due to the unique legislation for the NVTA region.
 - ✓ “Regional” must be defined as part of the process. The update to the TransAction 2040 plan should address this, which in turn will help with project prioritization among corridors and modes. Additional corridors may need to be considered.
 - ✓ It is important to pay attention to the public outreach component of the TransAction 2040 plan update, especially as recent technology advances provide new options.
- At the conclusion of the discussion, the Committee agreed the next steps are:
 - ✓ Review the original scope of work for TransAction 2040 and make comments at the June 18, 2014 TAC meeting. Keith Jasper will email this document to Committee members, together with a link to the final Technical Report of the TransAction 2040 plan.
 - ✓ The long term benefits subcommittee expects to meet again during June, after which it may be appropriate to consider a joint meeting with the TAC.

V. Adjournment

- Meeting adjourned at 8:02pm.

DRAFT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

TransAction 2040 RFP Discussion

- **NVTA TransAction 2040 Vision and Goals**

- The TransAction vision, adopted by the Transportation Coordinating Council in 1999, is for an improved multimodal transportation system that facilitates achievement of specific regional goals.

In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.

- **Requested Inputs from TAC Members**

- Review the original RFP for the TransAction 2040 plan (emailed on May 22, 2014);
- Provide comments and suggestions on changes/additions to the Scope of Work (section B) in readiness for the upcoming RFP for the TransAction 2040 plan update; and
- Provide comments on any other component of the RFP as desired.

- **General Guidance**

- Focus on technical approaches and content – the RFP will be subject to a detailed legal review in due course;
- Do not be constrained by previous approaches to NVTA’s long range planning efforts or associated budgets;
- Keep in mind the recent TAC discussions on benefit estimation and allocation methodology.

- **Topics of Interest**

- General

- Should the TransAction 2040 vision and goals be revisited?
- To what extent should the project selection and prioritization process for NVTA regional projects (funded with 70% revenues) reflect the requirement that each locality's total

long-term benefit be approximately equal to the proportion of the total of the fees and taxes received by the Authority that are generated by or attributable to the locality divided by the total of such fees and taxes received by the Authority?

- How should regional transportation projects be defined?
- What, if anything, should we attempt to learn about regional planning from other metropolitan areas, e.g. best practices?

Analytical Approaches

- Should the plan incorporate project selection and prioritization processes that reflect HB599 (and HB2) rating processes?
- What performance measures should be considered, e.g. travel times, delays, reliability, congestion duration, person hours of delay, person hours of congested travel in autos, person hours of congested travel in transit vehicles, transit crowding, connectivity to regional activity centers, accessibility to jobs, accessibility to labor, safety, air quality, emergency mobility?
- Are alternative/additional/fewer measures or criteria needed?
- What level of sensitivity analysis is required, e.g. various VMT trend possibilities?
- What level of cost/benefit analysis is required, e.g. “to move the most people in the most cost-effective manner?”

Future Trends

- Should the plan include scenario analysis? If so, what types of scenario?
- How should recent trends be investigated, e.g. Baby Boomers and Millennials?
- What other trends or risks do you foresee that may influence transportation needs in the coming decades?
- To what extent should resiliency and emergency preparedness be addressed?

Transportation Solutions

- Infrastructure, e.g. new capacity, bottleneck mitigation;
- Demand management, e.g. pricing, managed lanes, trip reduction;
- Operational efficiencies, role of transportation technology;
- Out-of-the-box solutions, innovations?
- Facilitated approaches, e.g. use-based auto insurance, telecommuting (non-federal)

Outreach and Communications

- How do we engage the public effectively?
- What is the role of social media in public engagement?