



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

**TECHNICAL ADVISORY COMMITTEE**  
**Wednesday, February 19<sup>th</sup>, 2020, 7:00 pm**  
**3040 Williams Drive, Suite 200**  
**Fairfax, Virginia-22031**

## MEETING SUMMARY

### **I. Call to Order/Welcome** Chairman Boice

- Chair Boice called the meeting to order at 7:02 pm.
- Attendees:
  - Members: Randy Boice; Pat Turner; Armand Ciccarelli
  - Jurisdiction Staff: Bob Brown (Loudoun County), Paolo Belita (Prince William County), Paul Doku (Fairfax County)
  - NVTA Staff: Keith Jasper, Sree Nampoothiri, Dr. Ria Kulkarni
  - Regional representation: Michelle Boice

## Information

### **II. CY2020 meeting schedule**

- Mr. Jasper initiated discussions by introducing a proposed meeting scheduled for every third Wednesday of the month. Due to a quorum not being established, the action was withheld.
- He also indicated that there are three positions yet to be appointed by the Authority, in addition to three positions to be appointed by the Chairman of Commonwealth Transportation Board (CTB), one of which is a Secretary of Transportation appointee and is currently held by Dr. Zhu.
- Mr. Jasper reviewed with the upcoming activities for the year including the Six-Year program, TransAction and its scope of work (for the March meeting) and Transportation Strategic Plan in June. He added that the Six Year Program project recommendations would be discussed at the June meeting succeeding the public comment period, after which the Authority will adopt recommendations in July. The committee is expected to review and provide inputs on the development of TransAction starting this Fall.

### **III. CY2020 Chair/Vice-Chair Nominations for Approval by NVTA Chair**

- Mr. Jasper asserted that the Authority will approve and fill in three vacancies for the TAC by March and appoint the Chair and Vice-Chair.
  - Mr. Boice noted that the committee makes a recommendation for Chair and Vice-Chair to the Authority for approval, which Mr. Jasper concurred. These member appointments will be recommended at the March Authority meeting. Likewise, the

Secretary of Transportation appointees will eventually fill in on the committee and/or be reinstated.

## Discussion

### **IV. Draft FY2020-2025 Six Year Program**

- Mr. Jasper aforementioned that this is the first update to the Six-Year Program and highlighted a map showing project application locations and project type that displayed primary mode for each. This “pre-release” map version would be an addendum to the project descriptions and analyses for the public comment period.
- He relayed that the Authority has approved the Public Hearing for the Six-Year Program update to be at the Authority meeting on May 14<sup>th</sup> with the public comment period running from April 17<sup>th</sup> through May 24<sup>th</sup>. However, he also noted that the staff is going to request the Authority to extend the public comment period with an early start on March 13<sup>th</sup>.
- Mr. Jasper reiterated that the update involved the same approach of qualitative and quantitative measures factored in for the project selection process, especially congestion reduction relative to cost (CRRC), which is the driving factor that project rankings and recommendations are based. Project analysis also summarizes TransAction project ratings (previously HB 599) for information purposes.
- He asserted that project recommendations are not purely based on ranking but also regard qualitative factors such as past performance of projects and modal and geographic balance.
  - Chair Boice inquired if weighting of performance measures such as congestion would be revised for the analysis similar to the last cycle. Mr. Jasper responded that the weighting was decided as part of the development of TransAction and not as part of Six Year Program.
  - Mr. Jasper added, however, that Long Term Benefit is another element that members are aware of, and will be taken into consideration. He brushed upon the concept of Long-Term Benefit, on how member jurisdictions shall receive a benefit that is approximately in proportion to the ratio of revenue that can be attributed to each of the nine member jurisdictions. He added that “benefit” and “approximately” are however, not defined by law.
- Mr. Nampoothiri introduced the Six-Year Program Analysis summary to the members of the committee and highlighted that the one-page analysis summary includes additional level of detail about the secondary mode that projects support, the local priority level for the project, requested funding, cumulative costs and number of supporting resolutions from member jurisdictions especially for projects that are multi-jurisdictional or in partnership with agencies.

- To that end, Mr. Nampoothiri also surmised the methodology behind the summary, which featured project phases for which applicants seek NVTA funding, external funding (includes NVTA 30%, local, state, federal, etc..) anticipated funding gaps, past performances of projects, and project readiness in terms of time frames for starting and completing projects. He explained the approach taken to evaluate the past performance of projects. It was evaluated two ways – in terms of cost and time –
  - Expected reimbursement schedule vs. actual reimbursed schedule (not only for individual projects but in combination at a jurisdictional level)
  - Total allocated funds vs. actual reimbursed funds
  - Promptness or frequency of reimbursement activity
- However, the essence of quantitative analysis is based on CRRC, and there are cases where relatively small investments such as technology or signal improvements resulted in major benefits and such projects supersede in ranks than other projects that had higher costs. He noted that projects with high impact might not necessarily rank higher, due to their associated high costs. He lastly noted that qualitative measures play a deciding role when two projects are closely ranked as a result of CRRC.
- Mr. Jasper emphasized that there are currently 16 continuation projects within the 41-project application pool, which implies that it may entail the completion of the continuation projects as crucial. Mr. Jasper said that project readiness is considered but not overly emphasized, to affirm that past performance is a better indicator.
- Mr. Jasper recognized having a manifold of diversified determinants for project evaluation and selection. To that end, he asserted that public comments as well as modal and geographic balance would fuse into the evaluations. He added that the decision is more subjective than quantitative, and therefore, the qualitative factors will play a role in the decision-making process.
  - Ms. Turner asked if the CRRC rank was based on all factors evaluated, to which Mr. Jasper clarified that CRRC is the quantitative measure using only person hours of delay, but qualitative factors also guide decision making. He welcomed new ideas to present information comprehensively yet succinctly.
- Ms. Turner recommended that a brief explanation of the different criteria used and the reasoning behind choosing one specific project over another would be useful to guide discussions during public comment. Mr. Jasper responded that NVTA is legally required to document the rationale behind a specific recommendation and would continue to do so. He noted that the staff recommendations would be constructed post public engagement while fully considering public comments
- Mr. Jasper added that NVTA would support jurisdictional panel or town hall meetings to present to the council or commission if needed.
- Concerning public comment period, Mr. Jasper alluded to the availability of draft materials for public comment during the open house as well as

online (maps, project descriptions etc.) He mentioned that NVTA is working with PIO's, jurisdictional staff and outreach to transportation agencies to publicize the open house event.

- Mr. Ciccarelli requested to clarify the external funding and funding gap for the Route 28 project to which Mr. Jasper responded with the requested information and also added that all sources of funding are dissected and tabulated in the project description forms.

## **V. TransAction Update**

- Mr. Jasper affirmed that TransAction update officially kicked off and the public hearing session was held at which four people represented to offer constructive comments that NVTA would consider moving forward.
- Mr. Jasper covered the schedule – RFP (late spring 2021); Selection of a consultant by Authority (late fall 2021), Public Engagement (Spring and Fall 2021); Open House and Public Hearing (late spring 2022); Finalize reports (fall 2022); and, Authority adoption of TransAction update (December 2022).
- He reiterated that, similar to last cycle, NVTA might ask TAC members interested in bidding for the work to reclude from the discussion about the scope of work for TransAction update.
- Mr. Jasper indicated that at the next meeting, an overview of the scope of work, changes, and updates would be shared for discussion in lieu of the draft scope of work itself, with an intent to reduce the scope of conflict of interest.
  - Chair Boice asked if NVTA would need a statement from current TAC members who are interested to bid for the TransAction work, to which Mr. Jasper concurred.
- Ms. Turner was curious if nomenclature for TransAction update would include the year of update or a planning horizon year. Mr. Jasper responded that the staff had decided to forgo the year during the last update. He added that there are currently debating on whether to include or omit the year from nomenclature.
  - Chair Boice suggested following MUTCD updates which have the year of the update included in the nomenclature, like “TransAction 2022”. Mr. Jasper said this approach was briefly considered during the last cycle. However, it was in the end, forsaken.
- Mr. Jasper concisely communicated to the committee about the 2019 public perception survey and alluded that it was available online. He added that the intent was to monitor trends from 2016 to the present day, but a new set of questions were crafted, as a result of recent changes to the transportation realm.
  - Ms. Turner inquired about the success rate of the survey and Mr. Jasper said the target was 600 and the response was just over 600 and was selected and scaled to demography, population, ethnicity, and gender.

## **VI. Transportation Technology Strategic Plan**

- Mr. Jasper relayed to the committee about the Transportation Strategic Plan. He informed the members that Ms. Backmon, Executive Director, created the Transportation Technology Committee as an advisory board to keep the Authority informed on matters related to technology and develop a strategic plan as a guide. Mr. Jasper indicated that technology was and would further emerge as an integral element of TransAction. He cited an example of how TransAction analyzed technology scenarios and its impacts on travel forecast during its last update. Therefore, a more streamlined approach is taken this time to develop a Transportation Technology Strategic Plan to aid planning efforts and explore strategies that have come forth as advice from the technology committee. Mr. Jasper indicated that advice on the strategic plan will be sought during the April or May committee after release of the first draft of the plan that will be available in early April. The Strategic Plan will be recommended to the Authority for approval subsequently after discussions with various committees.

## **VII. NVTA Update**

- Mr. Jasper then informed the committee about two new additions to the Planning and Programming team and introduced Dr. Ria Kulkarni who would be the staff coordinator for TAC moving forward.
- Mr. Jasper briefly updated the committee on current happenings about regional NVTA funds that were diverted to WMATA, might potentially be restored to NVTA as a result of Delegate Watts' bill (\$70 million).
- Mr. Jasper discussed the first project NVTA is implementing along with the Commonwealth of Virginia – Regional Multimodal Mobility Program (RM3P) that is funded through the Commonwealth Innovation Transportation Technology Fund (ITTF) but originally emerged from a SmartScale application. The IITF funding was immediately available in July last year and is currently in the pre-procurement mode. It presents an opportunity for firms that deliver technology solutions, such as real-time parking information, exploring dynamic incentivization to change travel behavior and understanding incentive needs which would depend on data. He further added that Commonwealth invested \$15 million into the program, of which \$3 million is toward program oversight.
- Mr. Jasper mentioned about the upcoming Fifth Annual Northern Virginia Transportation Roundtable being organized in conjunction with ITS Virginia scheduled for March 11<sup>th</sup> and that registrations are open. He briefly gave an overview of the roundtable and panelists from the public and private sectors. Mr. Jasper stated that Ms. Backmon and Ms. McGhee would provide an overview and status of RM3P.

## **Adjournment**

### **VIII. Adjourn**

- Chair Boice adjourned the meeting at 8:04 pm.

## **Correspondence**

**Next Meeting: Wednesday, March 18<sup>th</sup>, 2020**

**New Member Orientation: 6:30pm**

**TAC Meeting: 7:00pm**

**@NVTA Offices**