



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

**TECHNICAL ADVISORY COMMITTEE**  
**Wednesday, May 18th, 2022, 7:00 pm**  
**Northern Virginia Transportation Authority**  
**Live-streamed on [YouTube](#)**

**MEETING SUMMARY**

**I. Call to Order/Welcome**

- Chairman Boice called the meeting to order at 7:03 pm at the NVTA Office. Chairman Boice announced that two new members of the TAC were appointed by the Virginia Secretary of Transportation: Michelle Smith Cavucci and Kerianne Masters.
- Attendees:
  - **TAC Members:** Randy Boice, Amy Morris, Armand Ciccarelli, and Frank Spielberg.
  - **NVTA Staff:** Keith Jasper, Principal, Transportation Planning and Programming; Dr. Sree Nampoothiri, Senior Transportation Planner; and Ian Newman, Regional Transportation Planner.
  - **Consultants:** Tom Harrington (Cambridge Systematics Inc.).
  - **Others:** Jeff Rodgers (KCI Technologies), Meeting was also live streamed on YouTube.

**II. Summary Notes of March 16th, 2022, Meeting**

- There was no action to approve meeting notes from March 16<sup>th</sup>, 2022, as quorum was not present for this meeting. This agenda item was therefore skipped.

**III. Summary Notes of April 20<sup>th</sup>, 2022, Meeting**

- There was no action to approve meeting notes from April 20<sup>th</sup>, 2022, as quorum was not present for this meeting. This agenda item was therefore skipped.

**IV. Status of TransAction Plan Update**

- Mr. Jasper introduced Mr. Harrington who was the primary presenter of this agenda item. He also mentioned that there has been a considerable amount of activity in the FY2022-2027 Six Year Program (SYP) over the last several months

and the consultants are working on TransAction, which is occurring simultaneously with the work occurring on the SYP.

- Mr. Harrington reviewed the TransAction project list with a breakdown of the number, type, and cost of projects included in TransAction. In addition, he explained the projects that are new from the last update of TransAction as well as the number of projects removed from the list due to completion, receiving full funding, or changed priorities of jurisdictions/agencies. He shared charts of the project cost estimates by sponsor, and the number of projects by sponsor.
- Mr. Spielberg asked for clarification on the Y-axis label for WMATA's planning-level project costs, asking if this cost is approximately \$26 billion since it shows as \$26,762 million, to which Mr. Harrington confirmed Mr. Spielberg's inference.
- Mr. Harrington then presented two pie charts further breaking down project type by primary mode and both primary and secondary modes. He also showed estimated planning-level project costs from the complete list, and a two-ring chart showing number and cost of projects.
- Chair Boice asked if we will discuss what these projects are in more detail.
  - i. Mr. Harrington mentioned that the project list is not currently present at the meeting.
  - ii. Chair Boice responded with his curiosity on the fiscally significant WMATA project, to which Mr. Harrington responded that this is the core capacity project for improving the Blue, Orange, and Silver Lines across the Potomac River and potential new alignment in the District of Columbia.
- Mr. Harrington then presented preliminary modeling results. He mentioned that this is a two-part model, macroscopic, using an enhanced version of the TPB regional model, and mesoscopic which helps leverage dynamic traffic assignment techniques. He then presented the results of the build and no-build networks for the year 2045 and shared a map showing the changes in volume on roadways for the build scenario.
- Mr. Spielberg asked if increases include roads that have not been built yet.
  - i. Mr. Harrington confirmed.
  - ii. Mr. Spielberg responded by mentioning that this ought to be shown in a different color than the color also showing volume increase since there will not be any traffic before the road is built.
- Mr. Harrington shared a map showing change in delay from the full-build network results in morning peak.
  - i. Mr. Spielberg then mentioned that he found it interesting and hard to believe that barely any roads inside the Beltline had delay increases.
- Mr. Harrington then showed a series of maps highlighting accessibility (number of jobs accessible) by auto, transit, and by bike.

- i. Mr. Jasper then clarified for those in the meeting that the build scenario signifies that all 429 projects would be implemented. However, this is an extreme stretch to fund over \$70 billion worth of projects and what was shown is the best outcome but is unrealistic.
  - ii. Dr. Nampoothiri mentioned that \$2.5 billion has been funded with NVTAs regional funds and the total project cost for these NVTAs-funded projects is approximately \$3.5 billion which has an additional one billion dollars coming from other sources.
  - iii. Ms. Morris asked if the number of jobs increase shown is on an annual basis. Mr. Harrington responded that this is on any given weekday.
  - iv. Mr. Harrington mentioned that the model was calibrated on survey data from 2017 and the baseline continues with that trend.
- Mr. Harrington presented the three scenarios. He mentioned that scenario work allows modelers to test sensitivity of travel behaviors. These are used to see how different assumptions and factors about potential alternate futures can impact results. The three specific alternatives included the Pandemic-Created New Normal, Transportation Technology, and Transportation Policy and Mechanisms, and their accompanying assumptions and implications on type, and number, of trips. The analyses presented were for the no-build conditions in 2045.
  - i. Ms. Morris asked what a TNC is, in relation to the Transportation Technology alternative. Mr. Harrington responded that it meant Transportation Network Companies such as Uber or Lyft.
  - ii. Mr. Ciccarelli asked what the time frame of these results would be. Mr. Harrington responded that the time frame is still for 2045.
  - iii. Mr. Spielberg asked why there are increases in delay scattered in various parts of the region and asked if this is an anomaly to the modeling process. Mr. Harrington responded that he believes it is part of the noise in of the modeling process.
  - iv. Mr. Jasper reminded everyone to keep in mind that these changes in no-build results under each scenario are in 2045 and ought to be compared to the build versus no-build numbers of network results, and that there was a 3.3% increase in VMT in the build scenario as presented earlier.
  - v. Chair Boice asked if these results corresponded to days or weeks, and Mr. Harrington responded that these numbers represent increases and decreases on an average weekday.
  - vi. Mr. Ciccarelli asked for further clarification behind the shared element of Connected Automated Shared Electric (CASE) vehicles in the Transportation Technology alternative.
  - vii. Mr. Harrington mentioned that the private vehicles are CAE vehicles and are not shared.

- viii. Mr. Ciccarelli followed up by mentioning that he has read a significant amount about car-sharing looking more like bike sharing and scooter sharing in the future. Mr. Harrington said that there will be more penetration of the TNCs as CASE vehicles that will show more shared usage.
- ix. Mr. Ciccarelli then asked if this will result in a reduction in the number of private vehicles. Mr. Harrington mentioned he could not recall whether there was an adjustment on the number of private vehicles from these scenarios examined.
- x. Chair Boice asked if we know how much money we will have for these projects for the next cycle. Mr. Jasper mentioned that for the FY 2022-2027 Six Year Program, the authority has just approved \$626 million in regional revenues.

**V. Status of FY2022-2027 Six Year Program Update**

- Dr. Nampoothiri informed the Committee that the total request for the Six Year Program (SYP) was \$1.2 billion for 26 projects but the available funding is only \$626 million. Staff have not reached the point yet where recommendations are being looked at. Currently, the public comment period is underway through May 22<sup>nd</sup>. On May 4<sup>th</sup> there was an open house at the VDOT office, which was on the same day as Northern Virginia Joint Transportation meeting. This included all regional transportation agencies in northern Virginia. NVTA used the opportunity to receive feedback on projects in the SYP and Dr. Nampoothiri reported that many people came up to NVTA's booths. He then mentioned that on May 12<sup>th</sup>, NVTA held a formal Public Hearing with a total nine people speaking, with two in-person and seven virtually. He added that comments are still being received by mail, email, comment form on the NVTA website, and voicemail. He noted that there were over 200 individuals commenting with over 450 comments till earlier in the day. He mentioned that on Sunday the public comment period will conclude, and the results will be presented to the TAC and other committees at the June meetings along with staff recommendations.

**VI. NVTA Updates**

- Mr. Jasper provided the update and mentioned that there is a Work Session for the Authority members tomorrow at the City of Fairfax City Hall and the Authority members will see much of the information seen tonight. He added that this will be livestreamed.
- Chair Boice mentioned that there appears to be a schedule conflict with the next meeting with board members attending the VASITE conference.

## **VII. Adjournment**

- The meeting adjourned at 7:53 pm.