



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE

Wednesday, June 15, 2016, 7:00pm

NVTA Office

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome Mr. Fahl

- Mr. Fahl called the meeting to order at 7:05pm.
- Attendees:
 - Members: Agnes Artemel; Armand Ciccarelli; Doug Fahl; Meredith Judy.
 - NVTA Staff: Monica Backmon (Executive Director); Sree Nampoothiri (Program Coordinator).
 - Other: James Davenport (Prince William County); Mark Duceman (Town of Herndon)

II. Meeting Summary of April 20, 2016 Meeting Mr. Fahl

- The approval of the April 20, 2016 meeting summary was postponed to the next meeting due to lack of quorum.

Discussion/Information

III. NVTA Update Ms. Backmon

- Ms. Backmon noted that the June Authority meeting was held on June 9, 2016, following the Public Hearing for the FY2017 Program. The Public Hearing was attended by approximately 60 people and 28 people gave oral testimony. A large percentage of the speakers spoke in support of the Route 7 and Battlefield Parkway project in Leesburg.
- Ms. Backmon provided a summary of upcoming activities for the FY2017 Program:
 - June 16th NVTA's Finance Committee will provide its recommendation on the use of debt as part of the funding package for the FY2017 Program, as well as a cap on the use of debt. The staff debt cap recommendation is \$170,000,000, which combined with \$267,000,000 in PayGo funds will provide \$437,000,000 in total funding for the FY2017 Program.
 - June 14th the Commonwealth Transportation Board (CTB) adopted its Six Year Improvement Program (SYIP). There are four FY2017 Program candidate projects that are in the draft HB 2 recommended

list. Staff understanding is that all projects except the Sudley Road Widening project will still need NVTA funds.

- June 17th at 5:00pm is the deadline for receiving public comments.
- July 1st NVTA's Planning and Programming Committee (PPC) will discuss the public comments, CTB SYIP, and other factors, and will provide a recommended list of projects for the FY2017 Program to the Authority.
- July 14th the Authority is anticipated to adopt the Program.

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IV. FY2017 Program Update

Mr. Nampoothiri

- Mr. Nampoothiri distributed the compilation of comments by the Committee members on the FY2017 Program candidate project list and the staff recommendations.
- Mr. Fahl presented a list of projects that were recommended by different members.
- In response to Mr. Fahl's question on the impact of the CTB's SYIP on the FY2017 Program candidates, Ms. Backmon mentioned that the CTB adopted the SYIP on Tuesday, June 14, 2016. Mr. Nampoothiri provided a handout with the list of FY2017 Program candidates who received funding in the CTB's SYIP and the dollar amounts associated with them.
- In response to questions from Mr. Ciccarelli on the qualitative criteria that were considered for the staff recommendations, Ms. Backmon mentioned that some of the considerations included Policy 17 requiring first drawdown by June 30, 2019, the progress of continuation projects and modal balance.
- Mr. Fahl and Ms. Artemel, while agreeing on the merits of the I-66/Route 28 Interchange project, noted that the project is on an Interstate highway and that the Federal and State government should carry the cost.
- Mr. Fahl noted that the I-66/Route 28 Interchange project might diminish the need for the Route 28 project in Fairfax County. Ms. Backmon noted that the entire stretch of Route 28, including the segments in Prince William County, experience congestion and that these Route 28 projects might be needed even with the interchange project.
- In response to Ms. Artemel's question on the reasons for the low ranking of the Route 28 project in Prince William County compared to that in Fairfax County, Ms. Backmon mentioned that the Prince William County candidate project is further south and is not as congested as the Fairfax segment.
- The members agreed on the merits of the Metrorail Blue Line project, but wanted to understand the impacts of the directive from Federal Transit Administration (FTA).
- Ms. Artemel noted that the Route 7 Widening project and the Silver line Metrorail are parallel facilities and the schedule of both projects could have an impact on the urgency of the Route 7 widening.
- In response to Mr. Ciccarelli's question on the components included in Lee Highway ITS project, Mr. Nampoothiri mentioned that it included components

such as adaptive signal control, Bluetooth device installation, count stations, CCTV cameras, Forward Looking Infrared detectors (FLIR) and signal timing enhancements.

- In response to Mr. Fahl’s question on how well these systems work during oversaturated conditions, Mr. Ciccarelli mentioned that oversaturation alone need not result in any negative effects.
- In response to Mr. Fahl’s inquiry regarding the project cost for the Route 1 Widening project in Prince William County, Ms. Backmon clarified that a change in project scope resulted in increased cost from what was reflected in the FY2015-16 Program, therefore, the project will need additional money even after the HB 2 allocation it received. She added that the East Elden Street project in Herndon has a similar situation.
- In response to Ms. Artemel’s question on the Fairfax County Route 1 Widening project schedule, Ms. Backmon mentioned that the funding request is for right of way (ROW) during FY2019-23 and the construction is expected in FY2023-25. Mr. Fahl noted that this means the funding for ROW can probably wait.
- Mr. Fahl noted that the Authority does not have to spend all available money every year, adding that it might be better to accumulate some funds to allocate to larger projects.
- In response to Mr. Ciccarelli’s question on the inclusion of the VRE Manassas Park project even though it was ranked lowest in the NVTA Quantitative Scores, Ms. Backmon noted that the project ranked high in the cost effectiveness score and it also brings modal balance among recommended projects.
- In response to Mr. Fahl’s question on the inclusion of the Potomac Yard Metrorail project even though it was not ranked in the top half of the cost effectiveness scores, Ms. Backmon noted that the project ranked high in the NVTA Quantitative Scores and brings modal and geographic balance among recommended projects.
- In response to Mr. Ciccarelli’s question on the exclusion of the Falls Church Bikeshare and the Manassas Sudley Road projects, Ms. Backmon noted that there were reservations about the availability of operating costs for the Bikeshare project and that the Sudley Road project received full funding in the CTB’s SYIP.
- Mr. Fahl noted that it is not clear how many Bikeshare stations will be implemented.
- Based on the comments provided by the Technical Advisory Committee (TAC) members and the discussion at the meeting, Mr. Fahl listed the following projects (without any ranking) to be recommended to the PPC, as well as the Authority, with the additional comments as noted:
 - Lee Highway Corridor ITS Enhancements
 - Route 28 Widening – Prince William County line to Route 29
 - VRE Manassas Park Station Parking Expansion
 - Route 286 Fairfax County Parkway Widening
 - Widen Route 28 to six lanes – Route 234 to Linton Hall Road

- Route 7 Widening Phase I
- Potomac Yard Metrorail Station
- Widen Route 1 to six lanes – Featherstone Road to Marys Way
- I-66/Route 28 Interchange Improvements (Note: TAC members have reservations about using NVTA regional revenues for a project that is part of the Interstate system. The members pointed out that the Federal government and the State should invest in it. Also, the transit and other components that are expected to be part of the Transform 66 Project are not clear yet.)
- Metrorail Blue Line Traction Power Upgrades (Note: The FTA has given a directive to WMATA regarding reducing the power drawdown, through less number of cars, less frequency, or slower trains, until safety issues are resolved. The impact of this directive on the schedule of 8-car train deployment and the need for power upgrades is not clear yet.)

V. TransAction Update

Mr. Nampoothiri

- Mr. Nampoothiri informed the Committee that the spring public engagement activities for TransAction are nearing the end and the responses so far have been very good.
- Mr. Nampoothiri informed the members that the incorporation of the Metropolitan Washington Council of Governments (MWCOG) Cooperative Forecast Round 9.0 into the TransAction modeling means that there will be less information to discuss at the July TAC meeting but will provide information for a robust discussion in August. The members agreed to Mr. Nampoothiri's suggestion to cancel the July meeting and meet on August 17, 2016. Mr. Fahl requested that Mr. Nampoothiri send an email to the entire Committee announcing the cancellation.

Adjournment

VI. Adjourn

Mr. Fahl

- Meeting adjourned at 9:00pm.