



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

**PLANNING AND PROGRAMMING COMMITTEE**

**Monday, December 05, 2016, 10:00 am**

**Northern Virginia Transportation Authority**

**3040 Williams Drive, Suite 200**

**Fairfax, Virginia 22031**

**SUMMARY NOTES**

**I. Call to Order/Welcome**

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:10 am.
- Attendees:
  - **PPC Members:** Chairman Nohe; Chairman Bulova (Fairfax County); Board Member Fisette (Arlington County); Chair Randall (Loudoun County); Council Member Rishell (City of Manassas Park).
  - **Authority Members and other Elected Officials:** Helen Cuervo (VDOT); Mary Hynes (Governor's Appointee, CTB Member); Council Member Phil Duncan (City of Falls Church).
  - **NVTA Staff:** Monica Backmon (Executive Director); Carl Hampton (Debt and Investment Manager); Keith Jasper (Principal); Michael Longhi (CFO); Sree Nampoothiri (Transportation Planner), Harun Rashid (Transportation Planner), Peggy Teal (Assistant Finance Officer).
  - **Staff:** Sarah Crawford (Arlington County); Tom Biesiadny, Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); James Davenport, Elizabeth Scullin (Prince William County); Kerri Oddenino (City of Falls Church); Wendy Sanford (City of Fairfax); Patrick Moore (City of Manassas); Norman Whitaker (VDOT); Dan Goldfarb (NVTC); Sonali Soneji (VRE); Arianna Koudounas, Rich Roisman (MWCOG/TPB).
  - **Other:** Randy Boice (Chair, NVTA Technical Advisory Committee); Nancy Smith (Northern Virginia Transportation Alliance); Jason Mumford, Joyce Tsepas (AECOM).

**Discussion/Information**

**II. NVTA Update**

- Ms. Backmon informed the members that the next Authority meeting is on December 8, 2016 noting two action items; the approval of three standard project agreements (SPA) for projects adopted as part of the FY2017 Program and the approval of performance measures for TransAction Update.

### **III. TransAction: Interim Results of Fall Public Engagement**

- Ms. Backmon reminded the Committee that the Committee will be presented with a summary of recommendations by other NVRTA committees on the TransAction performance measures and it is expected to recommend a set of measures to the Authority. She informed the Committee that it will discuss the weighting for the approved measures at its January meeting and recommend the same to the Authority.
- Mr. Jasper reminded that these performance measures will be used to evaluate each iteration of the plan. He added that the consultants need the final measures in order to move forward with the analysis while the approval of the weightings of the performance measures can wait until February 2017.
- Mr. Jasper introduced and invited Ms. Tsepas, AECOM's Deputy Project Manager to talk about the Fall public engagement activities related to TransAction.
- Ms. Tsepas informed that the public engagements included an online survey, focus groups, a stakeholder workshop and workshops at George Mason University (GMU). She mentioned that 2,771 respondents representing all areas of Northern Virginia participated in the survey, which asked for feedback on priority objectives to be included in TransAction. She added that the objectives reduce delays during commuting hours, increase travel time reliability, increase the number of travel options, increase access to rail, and increase connections between business/resident center received large support with different levels from respondents inside and outside the Beltway.
- Ms. Tsepas informed that four focus group discussions totaling to 40 participants representing all member jurisdictions were hosted. Results were consistent with the online survey.
- Council Member Rishell and Chairman Bulova asked for details of the focus group participant selection methodology. Ms. Tsepas replied that the selection was carried out through telephone calls and online advertisement, and was based on factors such as age, gender, geography and mode of travel used.
- Ms. Tsepas mentioned that the focus groups suggested two new objectives: implementation of new technologies and improved marketing of transportation options. Board Member Fisette and Chair Randall agreed that marketing is a low-hanging fruit that can have considerable impact. Board Member Fisette reminded that sometimes travelers need a large disruption such as a metro shutdown to explore alternate travel options.
- Mr. Jasper described two workshops conducted at GMU campuses in Fairfax and Arlington. He added that the workshops were attended by 37 students in total, mostly millennials. Their priorities matched with online survey and focus groups. The participants stressed the importance of enhanced driver education, etiquette training, enforcement, and periodic re-testing.

## Action

### IV. **TransAction: Performance Measures**

- Mr. Jasper provided an overview of the Committee’s discussion on performance measures at its October meeting. He informed the Committee that the Planning Coordination Advisory Committee (PCAC), Technical Advisory Committee (TAC), and the TransAction Subcommittee have discussed and provided their own recommendations on performance measures with a view to minimizing the number of measures where possible. He added that while there is agreement on the majority of measures, Committees had different recommendations on some measures.
- Council Member Rishell asked to explain the rationale for minimizing the number of measures. Mr. Jasper responded by saying that the weights will be spread thin and projects may not show differences if there are too many measures.
- Board Member Fisette opined that the goal of the plan should not be free flow of traffic during peak hours. Mr. Jasper pointed out that the focus group members were ready to accept congestion of about double the free flow speeds. Chairman Nohe added that the expectation is not to design facilities to remove all congestion.
- Mr. Jasper presented the measures where there is agreement and provided staff recommendations where there were differences.

Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation

- Based on other committee recommendations and the staff recommendations, the Committee agreed to:
  - retain *Total person hours of delay, Transit crowding, Person hours of congested travel in automobiles, and Person hours of congested travel in transit vehicles.*
  - retain *Congestion severity (maximum travel time ratio) and Congestion duration*
  - retain *Access to Jobs within 45 mins by auto and 60 mins by transit.*
- Mr. Jasper presented that while the PCAC recommended to delete the measure *Percent of jobs/population within 1/2 mile of transit*, the TAC recommended to retain it and the Subcommittee recommended to retain and reword it as *Percent of jobs/population within 1/2 mile of high frequency or high performance transit*. The NVTa staff recommendation is to pursue the Subcommittee recommendation.
- Board Member Fisette and Ms. Hynes pointed out that high frequency and high performance are different and ‘performance’ need to be better defined. Mr. Mumford elaborated that frequency looks more at the local travel, performance looks at the overall travel speed. He added that a combination of the two provides an idea about the transit seats per hour available.
- Board Member Fisette and Chair Randall pointed out that the use of the word “or” makes frequency and performance exclusive and need to reword as “and/or”. The Committee agreed.

- Mr. Jasper presented that the TAC and Subcommittee recommended retaining the measure for travel among/between regional activity centers. The NVTA staff recommendation is to retain the measure with modified wording ‘*average travel time per (motorized) trip between regional activity centers.*’ The Committee agreed.
- Mr. Jasper presented that the TAC and Subcommittee recommended adding a new measure for travel within a regional activity center. The NVTA staff recommendation is to add a qualitative measure ‘*walkable/bikeable environment within a regional activity center.*’ The Committee agreed.
- Chair Randall agreed to the recommendations but expressed concern that the pedestrian/bike travel within large regional activity centers may not be possible from end to end.
- Mr. Jasper presented that while the TAC and Subcommittee recommended to delete the measure *Consistency with local planning efforts*, the PCAC revised the wording to remove ‘consistency’ and replace it with ‘aligned’. The NVTA staff recommendation is to delete the measure since consistency is a general expectation but not a requirement and it can be addressed during the development of the Six-Year Program.
- Mr. Biesiadny mentioned that projects that are consistent with the local planning efforts/comprehensive plans should get credits. Ms. Backmon noted that since TransAction is an unconstrained plan, the model-based analysis may bring out solutions that may not be in any local plans. The consistency could be considered at the programming stage. In response to Mr. Fiset’s question on any legal requirement for TransAction to be consistent with local plans, Ms. Backmon replied that there is no legal requirement. Chairman Bulova agreed that this can be considered at the programming stage.
- Mr. Jasper presented while PCAC recommended to retain the measure *Average cost per trip*, TAC and Subcommittee recommended to delete. NVTA staff recommendation is to delete the measure since consideration of commuting cost alone could be misleading. The committee agreed.

Goal 2: Enable optimal use of transportation network and leverage the existing network

- Based on other committee recommendations and the staff recommendations, the Committee agreed to:
  - update the measure *Serious injuries and fatalities by mode* to utilize VDOT crash data based on Equivalent Property Damage Only (EPDO) values
  - retain *Share of travel by non-SOV modes* and *Person hours of travel caused by 10% increase in PM peak hour demand.*
  - delete *Person hours of travel (PHT) in congested/crowded conditions.*
  - delete *Cost benefit analysis* but apply a modified version of congestion reduction relative to cost ratio at a later stage.
- Ms. Hynes asked if incidents involving auto and bike/pedestrian users are considered in the EPDO calculations and Board Member Fiset asked if bodily damage is

considered. Mr. Jasper mentioned that there are different scales for type of incidents and damages including bodily damages

- Mr. Jasper answered in affirmation to Ms. Hynes' question if the measure *Person hours of travel caused by 10% increase in PM peak hour demand* includes off-peak direction travel also.
- Council Member Rishell suggested to look at the traffic conditions during metro shutdown for determining the appropriate percentage surge in road traffic to be included in the above measure. Mr. Jasper reminded that the 10% surge is across the board and is used as an indicator rather than absolute value.
- Mr. Jasper presented that while TAC recommended deleting the measure *Last mile connection*, PCAC and Subcommittee revised the wording as *First and last mile connection*. The NVTA staff recommendation is to accept PCAC/Subcommittee recommendation. The Committee agreed.
- Mr. Jasper presented that while TAC recommended retaining the measure *Number of SOV trips during peak periods*, PCAC and Subcommittee recommended deleting it. The NVTA staff recommendation is to delete the measure. The Committee agreed.
- Mr. Jasper presented that while PCAC recommended adding a new measure *Leverages non-NVTA regional revenues*, the NVTA staff recommendation is to consider this during the programming stage as more data will be available only at that stage. The Committee agreed.

### Goal 3: Reduce negative impacts of transportation on communities and the environment

- Based on other committee recommendations and the staff recommendations, the Committee agreed to:
  - combine *GHG emissions based on VMT by speed* and *Criteria pollutant emissions based on VMT by speed* and rename it *Vehicle miles traveled by speed*.
- Mr. Jasper presented that while TAC recommended deleting the measures *Amount of impervious areas* and *Number of ROW expansions that impact resources*, PCAC and Subcommittee recommended combining the two and renaming to *Impacts on sensitive areas*. NVTA staff recommendation is to delete the measures since sufficient and consistent data may not be available at the plan level. The Committee agreed.
- Chair Randall asked if the goal 3 is a result of goals 1 and 2. Mr. Jasper replied that the enabling legislation call out the impact on environment as a factor in decision making.
- Board Member Fisette asked how Smart Scale process looks at these measures. Mr. Brown mentioned that Smart Scale asks the project sponsor to check box if there is any impact. He added that the Smart Scale is a project level analysis and at the TransAction plan level, many of these details may not be available.
- Chairman Nohe reminded that the design of widened highways could include more grassy areas and thus could have a positive impact.

- Chair Randall suggested to reword Goal 3 to provide strength-based positive statement such as “Improve the positive impacts on the environment/community.”
- The Committee unanimously agreed to recommend the Authority approve the fifteen TransAction performance measures recommended by NVTA staff with the measure *Percent of jobs/population within 1/2 mile of high frequency or high performance transit* reworded as *Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit*.

**V. Meeting Summary Notes of October 28, 2016, PPC Meeting**

- Approval of the October 28, 2016 Planning and Programming Committee meeting summary was deferred to the next meeting.

**Adjournment**

**VI. Adjourn**

- The meeting adjourned at 12:20 pm.