



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

**PLANNING AND PROGRAMMING COMMITTEE**  
**Monday, November 1, 2021, 5:00 p.m.**  
**Northern Virginia Transportation Authority**

**SUMMARY NOTES**

**I. Call to Order/Welcome**

- Chairman Wilson called the meeting to order at 5:05 p.m.
- Attendees:
  - **PPC Members:** Mayor Wilson (City of Alexandria); Council Member Snyder (City of Falls Church); Mayor Rishell (City of Manassas Park); Chair Wheeler (Prince William County).
  - **Other NVTA Members:** None.
  - **NVTA Staff:** Monica Backmon (CEO); Keith Jasper (Principal); Sree Nampoothiri (Senior Transportation Planner).
  - **Jurisdiction/Agency Staff:** Proceedings were livestreamed on YouTube Live.
  - **Others:** Thomas Harrington (Cambridge Systematics).

**Action**

**II. Summary Notes of October 4, 2021, Meeting**

- The October 4, 2021, Planning and Programming Committee meeting summary was approved unanimously.

**III. Approval of Goals, Objectives, and Performance Measures for TransAction Update**

- Mr. Jasper emphasized that the Committee is requested to act on the goals, objectives, and performance measures tonight while the approval of weights associated with approved measures will be acted upon at the next meeting.
- Mr. Harrington presented the suggested goals, objectives and performance measures, highlighting any changes made per feedback from NVTA committees. He noted that goals (enhance mobility, increase accessibility, improve resiliency) are what we want to achieve while core values (equity, sustainability, safety) are how we want to achieve the goals.
- Most changes suggested focuses on the measures, not the objectives themselves. Several suggested changes were considered, but not all were incorporated, and in these cases justification for that decision was provided. The most significant incorporated changes include:

- Adding a method of analyzing non-motorized projects, or aspects of projects, to the Mobility goal.
- Relocating the emissions reduction objective from the Mobility goal to the Resiliency goal.
- Adding bicycle accessibility to objective C, Improve Access to Jobs.
- Including a measure of network redundancy under the Resiliency goal.
- Mr. Harrington also reported on how the goals, objectives, and performance measures, as suggested, align with NVTAs core values of equity, sustainability, and safety. He noted that each core value is represented in each of the goals.
- Council Member Snyder noted that there is a difference of opinion on i) how to reconcile the fact that reducing congestion will reduce emission but will induce vehicle miles traveled (VMT), ii) how to assure achievement of reduction in greenhouse gas (GHG) emission targets, and iii) how do we support transit-oriented development (TOD). He added that it is important to have a program that achieves all the above but also reflects the realities of the region with differences of outlooks on these topics.
- Chair Wheeler clarified and Mayor Rishell supported that development is happening and we need to support it with transportation infrastructure; it is not intended for inducing more development.
- Mr. Jasper noted that induced demand in this case is assumed to be new trips made possible by new infrastructure, not a shift in existing trip patterns. The analytical approach presented will address short- and medium-term induced demand within the model environment while the longer-term impacts are expected to be captured through planning forecasts developed by Metropolitan Washington Council of Governments/Transportation Planning Board (MWCOT/TPB) in collaboration with the jurisdictions. Mr. Harrington added that the short- and medium-term impacts are captured using feedback loops in the model.
- Mr. Jasper noted that the weights of the performance measures would decide how much importance vehicle emissions, including GHG, will get in the analysis. The statutory and standing committees will recommend weights, and the Authority will make the final decision on weights in the next set of meetings. Mr. Jasper added that in addition to the reduction of VMT itself, the reduction in congestion for auto with internal combustion engines at high and low speeds would also reduce emissions. The recommended approach will capture both. In response to Mayor Rishell's question on how emissions are calculated now, Mr. Harrington noted that the future conditions with and without projects will be evaluated using the emission rates by vehicle type, facility, type, and speeds published by the Environmental Protection Agency (EPA). Chair Wheeler noted that several studies by various agencies, including MWCOT/TPB, noted that a vast majority of GHG emissions comes from non-transportation sources.
- Mr. Jasper noted that the NVTAs staff has been working for several months with the jurisdiction/agency staff to develop an updated project list to be included in TransAction. The projects we are looking at includes several transit projects and transit access projects. As part of TransAction update, the staff established and met with a Bus Rapid Transit (BRT) Planning working group that included members not

only from NVTA jurisdictions but also from the District of Columbia, Montgomery County, and Prince George’s County. The working group discussed a number of projects including BRT, commuter bus, local connectors, bike and pedestrian access projects, micro transit, etc. NVTA has funded five BRT projects worth more than \$350 million across the region so far. In addition, several Metro and VRE projects were also funded. He concluded that the NVTA has always supported transit-oriented development and will depend on the jurisdictions coming up with such projects in TransAction and subsequently requesting funding through NVTA’s Six Year Program update.

- In response to Mayor Wilson’s clarification question on the Commonwealth’s HB599 requirements on measures, Mr. Jasper noted that the Code of Virginia mentioned certain parameters but not the weights. Ms. Backmon added that HB2313 requires the Authority to give priority to congestion reduction relative to cost (CRRC) for funding, and the Authority gave higher percentage to the congestion reduction factor. Mayor Rishell added that NVTA’s investments have made a phenomenal impact on economic development though that is not the direct goal of NVTA.
- Mayor Wilson commented that the weights will decide which measure will get high priority, and the need here is to ensure we have all the measures we think will satisfy various aspects are captured.
- In response to Chair Wheeler’s question on the relationship between location of heavy congestion and induced demand, Mr. Jasper noted that these will be looked at by considering the models with and without projects and weigh the impacts using the measures and weights.
- Council Member Snyder noted that the resiliency is not necessarily redundancy and looking at redundancy only might be too limiting. Mr. Jasper responded by noting that the redundancy measure is effectively required due to language referring homeland security emergencies in HB599. Though there is some difference between redundancy and resiliency, the measure is intended to cover both as much as possible within the law. Some of the additional analysis on resiliency is planned to be covered under the scenario analyses.
- Mayor Rishell made a motion, and Chair Wheeler seconded, to recommend the Authority adopt the goals, objectives, and performance measures. The motion was passed by the Committee with Council Member Snyder abstaining.

### **Discussion/Information**

#### **IV. TransAction Online Survey: Interim Findings**

- Mr. Harrington updated the Committee on the online survey carried out between August 6<sup>th</sup> and September 19<sup>th</sup> that received more than 2300 responses.
- Respondents were asked about their transportation priorities and how they would recommend allocating resources. Both sets of responses were influenced by where the individual lived.
  - Overall, “more transit, walking and biking options” was ranked as the top priority. This was also the top priority for the inner jurisdictions, but those in

the outer jurisdiction identified “reduce traffic congestion” as their top priority.

- Overall, rail projects received the most suggestions for resource allocation. This was also the top priority for the inner jurisdictions. Fairfax County and Fairfax City respondents allocated resources evenly between roadway and rail, and respondents from outer jurisdictions allocated the most resources to roadway construction and improvement.

#### **V. TransAction: Preliminary Discussion on Weightings for Performance Measures**

- Mr. Jasper explained the process of deciding weighting for the performance measures. The recommended weights from each of the three committees (PPC, TAC, PCAC) will be averaged and rounded to the nearest 5% for simplicity. The individual Committee recommendations and the averages will be presented to the Authority at their December meeting. The Authority may accept or modify these recommendations.
- Mr. Jasper provided a comparison of the weights from the online survey respondents for the recommended objectives and corresponding priority in the survey. He added that this can be considered as a starting point by the members. He added a few caveats that some of the priorities in the survey mapped to the same recommended objective and people may have had different perceptions of the issues as they apply to their personal circumstances, and short-term vs long-term needs and impacts.

#### **VI. NVT A Update**

- Ms. Backmon noted that the next Authority meeting is scheduled for November 18<sup>th</sup>, which is a week after the regular schedule due to the Veterans’ Day holiday. The Authority will take action on goals, objectives, and performance measures for TransAction. The Authority will receive a presentation on FY2021 audit, which is a clean, unmodified audit.

### **Adjournment**

#### **VII. Adjourn**

- The next meeting will be on November 29<sup>th</sup>, 2021. The meeting adjourned at 6:25 p.m.