



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE
Friday, October 28, 2016, 10:00am

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

AGENDA

- I. Call to Order/Welcome** Chairman Nohe

Action

- II. Approve Summary Notes of September 30, 2016 PPC Meeting**
*Recommended Action: Approval [with abstentions
from those who were not present]*

Discussion/Information

- III. TransAction: Performance Measures** Mr. Jasper
- IV. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- V. Adjourn**

Next Meeting:
10:30am, November 30, 2016, NVTA



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SUMMARY NOTES

I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:15 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:** Jim Kolb; Helen Cuervo (VDOT).
 - **NVTA Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Carl Hampton (Debt and Investment Manager); Keith Jasper (Principal); Sree Nampoothiri (Transportation Planner), Harun Rashid (Transportation Planner).
 - **Staff:** Rick Canizales (Prince William County); Noelle Dominguez, Mark Thomas, Karyn Moreland (Fairfax County); Bob Brown (Loudoun County); Sarah Crawford (Arlington County); Pierre Holloman (City of Alexandria); Wendy Block Sanford (City of Fairfax); Maria Sinner, Norman Whitaker (VDOT); Kate Mattice, Dan Goldfarb (NVTC); Sonali Soneji (VRE); Rich Roisman (MWCOG/TPB).
 - **Other:** Rob Whitfield (Fairfax County Taxpayers Alliance).

Action

II. Meeting Summary Notes of July 1, 2016, PPC Meeting

- The July 1, 2016 Planning and Programming Committee meeting summary was unanimously approved.

Discussion/Information

III. Development of the FY2018-23 Six Year Program

- Mr. Jasper gave a presentation on the development of the Authority's FY2018-23 Six Year Program. While the adoption of the Program will not occur until some months after the adoption of TransAction which is scheduled to be adopted in the fall of 2017, NVTA staff is seeking a broad range of inputs on the Six Year Program framework. It is envisioned that this framework will be approved by the Authority at its February 2017 meeting.
- Chairman Bulova asked about a Call for Projects for the Six Year Program. Ms. Backmon responded that the TransAction plan will evaluate projects at the corridor level, and it is appropriate for future funding decisions to reflect this. In practice, a core group of projects will likely be developed collaboratively using both TransAction, evaluation results and NVTA qualitative criteria.
- Chairman Nohe stated that the allocation of long term benefit needs to be considered in the longer term, and attention should be given as to how to address this over the next 18 months. Ms. Backmon reminded the Committee that the Authority has taken action (December 2014) regarding the principles associated with estimation of long term benefit. An important consideration is that the principles allow for some flexibility in the development of a detailed approach. However, the calculation of long term benefits is based on completed projects rather than all projects adopted and programmed by the Authority. Chairman Nohe was concerned that, for the purposes of estimating long term benefit, ignoring taxes spent on projects that had not yet been constructed may be misinterpreted. This was not taken into consideration when the principles were developed and subsequently adopted.
- Regarding the frequency of updating TransAction, Mr. Roisman noted that while the Transportation Planning Board updates its regional planning forecasts annually, it also performs a major update every 5-10 years.
- In response to the NVTA staff recommendation that studies not be funded with regional revenues, Ms. Mattice suggested that studies should be considered that cross jurisdictional boundaries. Studies cannot be evaluated in the same way as an infrastructure investment. Chairman Nohe indicated that some studies, such as the Route 28 Study, are appropriate to be considered for funding by NVTA. However, he agreed that studies that may result in nothing being built should be funded by jurisdictions and agencies, not NVTA.
- In response to a question by Chairman Bulova, Chairman Nohe stated that for projects that perform well in TransAction but which jurisdictions may not wish to implement, NVTA's voting rules prevent implementation if the member for the jurisdiction in which the project is located votes against the project. Chairman Nohe gave the example of the Bi-County Parkway which the Prince William Board of County Supervisors voted to remove from their Comprehensive Plan.

IV. TransAction: Performance Measures

- Mr. Jasper provided an overview of how performance measures will be used during the TransAction update. A handout was provided listing candidate measures related to each of the three goals that had been previously adopted by the Authority. Mr. Jasper also asked each Committee member to consider responses to each of the three

questions related to the handout on performance measures. The intention is for this subject to be the primary topic of discussion at the October PPC meeting.

- Mr. Canizales cautioned that highway widening should not be viewed as a negative consideration in the context of storm water runoff. Mr. Jasper responded that the Technical Advisory Committee considered this type of measure to be more appropriate at the project development stage as detailed comparative information is generally unavailable during long range planning. Consequently, this measure may be a candidate for deletion during evaluation of the TransAction plan.

V. TransAction Scope Change

- Ms. Backmon reported that staff is working with the AECOM consultant team on a scope change necessitated to accommodate the principals of HB 599 (2012) into the analytical work associated with TransAction. Ms. Backmon noted that this would require Authority action in the near future. Both the PPC and Finance Committee would be briefed prior to making a recommendation.

VI. NVTA Update

- Ms. Backmon provided a brief update. Groundbreakings for two projects had recently occurred; the West Ox Bus Facility in Fairfax County, and Belmont Ridge Road in Loudoun County.
- For the NVTA 2016 Annual Report, member jurisdictions were requested to provide details of the projects that had been allocated 30% Local Distribution Funds. While this information is not needed for NVTA's formal reporting requirements, it is nonetheless very helpful to summarize the extent to which these funds are allocated by member jurisdictions.
- The NVTA Auditor's Report is expected to be submitted shortly.
- Governance and Personnel Committee will meet at 6pm on October 13, prior to the Authority meeting. Finance Committee will meet at 2pm on October 27.

Adjournment

VII. Adjourn

- The meeting adjourned at 11:40 am.

Candidate TransAction Measures

Questions for Discussion

1. The TransAction plan will be evaluated using performance measures. These measures will serve to:
 - a. evaluate the Plan as a whole (the analysis step will evaluate multiple alternative Plans); and
 - b. evaluate various smaller groups of projects.

With reference to the candidate TransAction measures, do you have any suggestions for revising, combining, deleting, or adding performance measures?

2. A subset of the candidate TransAction measures will be used to generate comparative ratings for individual projects and/or small groups of synergistic projects. Keeping in mind how NVTA has used project selection criteria to evaluate projects in previous funding programs, which of the candidate TransAction measures should be included in that subset, and what weightings should be associated with each measure?
3. TransAction may include a limited number of 'targets', i.e. reduce congestion by X% in 2040 relative to current levels. Which of the candidate TransAction measures are the best candidates for target-setting, and what are your thoughts on what the corresponding target should be?

Summary of Candidate TransAction (TA) Measures

TA Goals	Proposed TA Objectives	Candidate TA Measures/Weightings ¹	TransAction 2040 Measures/Weightings	FY2017 Program Measures/Weightings
Goal 1: Enhance quality of life and economic strength of NoVA through transportation	1.1 Reduce congestion and crowding experienced by travelers in the region	1.1.1 Total Person Hours of Delay (HB599)	2.8 Reduces roadway congestion 6.67	Project reduces roadway congestion (HB599 overall rating) 45
		1.1.2 Transit Crowding (HB599)		
		1.1.3 Person Hours of Congested Travel in Automobiles (HB599)	2.1 Addresses existing significant level of service (LOS) deficiencies for all modes of transportation 3.33	
		1.1.4 Person Hours of Congested Travel in Transit Vehicles (HB599)		
	1.2 Improve Travel Time Reliability	1.2.1 Congestion Severity: Maximum Travel Time Ratio	2.2 Addresses existing structural and maintenance deficiencies for all modes of transportation 3.33	
		1.2.2 Congestion Duration (HB599)	1.1 Improves capacity and reliability of freight 6.67	
	1.3 Increase access to jobs, employees, markets, and destinations	1.3.1 Percent of jobs/population within 1/2 mile of transit		
		1.3.2 Access to Jobs within 45 mins by auto (HB599)		
	1.4 Improve connections among and within areas of concentrated growth	1.4.1 TBD	4.1 Improves connections between multiple Activity Centers 6.67	Project improves connections between multiple Activity Centers 5
			Project connects jurisdictions and modes 5	
	1.5 Support and strengthen local land use objectives	1.5.1 Consistency with local planning efforts (qualitative assessment)	4.2 Supported by a Comprehensive Plan 6.67	
	1.6 Reduce household transportation costs	1.6.1 Average cost per commute trip		
2.3 Able to be readily implemented 6.67			Project will be advanced as a result of FY2017 Program funding; 15	
Goal 2: Enable optimal use of the transportation network and leverage the existing network	2.1 Improve the safety of transportation network	2.1.1 Serious injuries and fatalities by mode	2.5 Improves the safety of the transportation system 6.67	Project improves the safety of the transportation system 5
	2.2 Increase integration between modes and systems	2.2.1 Last mile connections (qualitative assessment)	1.2 Supports multiple use development patterns in a walkable environment 6.67	Supports multiple use development patterns in a walkable environment 10
	2.3 Provide more route and mode options to expand travel choices and improve resiliency of the system	2.3.1 Share of travel by non-SOV modes	1.4 Creates multimodal choices for travelers as indicated by increases in transit capacity 3.33	
			1.3 Creates multimodal choices for travelers as indicated by increases in non-SOV mode share 3.33	
	2.4 Manage travel demand during peak periods	2.4.1 Number of SOV trips during peak periods	2.6 Increases person-miles traveled by non-SOV modes. 3.33	
			2.7 Increases person-miles traveled by SOV mode 3.33	
			2.9 Reduces person-hours traveled 6.67	
	2.5 Sustain and improve operation of the regional system	2.5.1 PHT in congested/crowded conditions	5.1 Improves the management and operation of existing facilities through technology applications 6.67	Project improves the management and operation of existing facilities through technology applications 5
			2.5.2 Person hours of travel caused by 10% increase in PM peak hour demand (HB599)	
2.6 Optimize investments by increasing benefits relative to costs for short-, medium-, and long-term timeframes	2.6.1 Cost Benefit Analysis	N/A Benefit/Cost Rating	Congestion Reduction Relative to Cost (CRRC) ratio N/A	
		6.1 Leverages private or other outside funding 6.67	Project leverages private or other outside funding 5	
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1 Reduce greenhouse gas emissions caused by transportation	3.1.1 GHG emissions based on VMT by speed	2.4 Reduces vehicle-miles traveled (VMT) 6.67	Project reduces vehicle-miles (VMT) 5
	3.2 Reduce stormwater runoff	3.2.1 Amount of impervious area		
	3.3 Protect environmental and cultural assets and resources	3.3.1 Number of ROW expansions that impact resources	3.1 Right-of-way minimizes impacts on sensitive areas 6.67	
	3.4 Reduce transportation-related air pollution	3.4.1 Criteria pollutant emissions based on VMT by speed	See TransAction 2040 measure 2.4	See TransAction 2040 measure 2.4

¹ Note: 'HB599' indicates measure used by VDOT during the HB599 Evaluation and Rating process for the FY2015-16 and FY2017 Programs.