



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

**PLANNING AND PROGRAMMING COMMITTEE**  
**Monday, November 29, 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:** Dalia Leven (Cambridge Systematics).

**Action**

**II. Summary Notes of November 1, 2021, Meeting**

- The November 1, 2021, Planning and Programming Committee meeting summary was approved unanimously.

**III. Approval of Performance Measure Weightings for TransAction Update**

- Mr. Jasper noted the development and approval process of weights for performance measures. After considering Committee recommendations, Authority will be requested to approve weights at their December 9<sup>th</sup> meeting.
- Mr. Jasper explained how the goals and core values relate. While goals are what we want to achieve, core values are how we achieve the goals.
- Mr. Jasper noted that these measures are primarily used for evaluating the performance of TransAction plan. Therefore, the weights of measures and their relative differences will influence the final TransAction Project Ratings. This weighted performance measure is the only rating used in TransAction. For Six Year Program (SYP) funding, this is one among a set of measures among the quantitative measures. The four selection criteria for SYP are – i) eligibility, ii) quantitative measures including Congestion Reduction Relative to Cost (CRRC) rating,

TransAction rating, and Long-Term Benefit, iii) qualitative measures, and iv) public comments.

- In response to Ms. Hynes' question on definition of severe congestion, Ms. Leven responded that it is the congestion that is two to two and half times the normal congestion. Ms. Hynes added that Smart Scale has a severe congestion measure and requested to try to be consistent as much as possible.
- Ms. Leven answered affirmatively to Chair Wheeler's question on use of definition of equity emphasis areas (EEA) by the Metropolitan Washington Council of Government/Transportation Planning Board (MWCOG/TPB) for analyses. Ms. Hynes requested to look at EEA definitions specific to Northern Virginia since the poverty level and other factors could be different from the entire Metro Washington region. She added that the MWCOG/TPB has prepared such region-specific EEAs.
- Mayor Rishell enquired about the methodology to measure transportation redundancy. Ms. Leven explained that this measure is in response to the homeland security requirement in Virginia Code related to HB599 (2012) and is measured at the additional delays when a 10% surge of traffic happens during the peak travel times.
- In response to Chair Wheeler's question on whether additional transit will be able to provide redundancy, Ms. Leven noted that it is possible if the transit is providing extra capacity, potentially with additional routes. Ms. Hynes added that improvements such as signal improvements, reversible lanes, etc. would also be helpful.
- Mr. Jasper explained the process for weighting performance measures and noted that the staff is looking for policy direction from the Committees and the Authority. Ms. Backmon added that the staff and the attorneys can advise whether the final weighting is consistent with Virginia Code that requires NVRTA to give priority to projects that reduce congestion relative to cost.
- After noting the individual members' inputs, an average weight for each performance measure was calculated.
- In response to Chair Wheeler's question on access to jobs, Ms. Leven noted that it is the average number of jobs accessible by households of the specific group of population (general or EEA) by auto in 45 minutes, transit in 60 minutes, and bike in 30 minutes. She added that the access can be improved by reducing congestion, have jobs and houses close by, adding more transit or bike facilities.
- Council Member Snyder noted that individual committee members may differ on one or other measure but overall, the weights reflect the multimodal approach the Authority strives for while staying within the Virginia Code requirements.
- Mayor Rishell opined that though continuing to build highways is not a sustainable solution in the longer term, there are occasions when a strategic approach to road building is important for economic development, especially for outer municipalities. She added that she has concerns if the weights skew against such an approach to road building.
- Ms. Leven noted that the future development as anticipated by jurisdictions and captured in the cooperative forecasts of population, employment, and households developed in collaboration with MWCOG, is utilized in the Plan development and analyses.

- Council Member Snyder made a motion, and Chair Wheeler seconded, to recommend the weights for the ten performance measures to the Authority. The motion was passed by the Committee with Mayor Rishell abstaining.
- The performance measures weightings recommended by the PPC are:

Goal		Performance Measure	Recommended Weight
Mobility	A1	Total Person-Hours of Delay in autos	12.0
	A2	Total Person-Hours of Delay on Transit (incl. HOV)	11.0
	B1	Duration of Severe Congestion	9.0
	B2	Transit person-miles in dedicated/priority ROW	9.0
Accessibility	C1	Access to jobs by car, transit, and bike	9.0
	C2	Access to jobs by car, transit, and bike for EEA populations	10.0
	D1	Quality of access to transit and the walk/bike network	14.0
Resiliency	E1	Potential for safety and security improvements	9.0
	F1	Vehicle Emissions	12.0
	G1	Transportation System Redundancy	5.0

## Discussion/Information

### IV. **TransAction: Update on Scenario Definitions**

- Mr. Jasper noted that the team is looking forward to the Committee’s feedback on the definitions of the four scenarios the team is contemplating. He added that these scenarios are potential alternate futures to understand the uncertainties and sensitivity of the Plan, and are not intended to represent preferred visions of the future.
- Four scenarios are proposed for inclusion in the TransAction update process. Ms. Leven described each briefly, and asked for Committee feedback on a few specific points for each:
  - Pandemic-created ‘New Normal’
    - In response to a question from Ms. Leven, Ms. Hynes noted that the decline in transit ridership should be considered short-term and all transit trips, not just commuting, need to be considered.
    - In response to a question from Mayor Rishell, Ms. Leven noted that an example of potential land use change is the reduction of need for office space due to increased telecommuting.
  - Transportation Technology
    - In response to Council Member Snyder’s question on microtransit, Ms. Leven noted that it will fit in this scenario, especially in conjunction with automated and electric vehicles. Ms. Hynes and Mayor Rishell supported this.

- Transportation Incentives/Pricing
  - In response to Mayor Rishell’s question on equity perspective for pricing, Ms. Leven agreed that in-depth studies need to be conducted before deciding on the implementation details of pricing mechanisms.
  - Mayor Wilson and Ms. Hynes pointed to the importance of incentives and using a combination of different aspects of multiple scenarios.
- Climate Change
  - Ms. Leven offered two potential approaches to this scenario. The first is to evaluate what would happen if specific pieces of infrastructure were lost, due to things like flooding. The second is to combine aspects of the other three scenarios, to determine their joint impact on emissions.
  - Council Member Snyder pointed to the need for understanding the climate change goals, including looking at the goals set by MWCOG for greenhouse gas (GHG) emission, and developing the scenario accordingly. Mr. Jasper responded by saying that the team is waiting to see the results of the Climate Change Mitigation study by the TPB before deciding how to define the climate change scenario in order to avoid duplicating TPB’s work.
  - The Committee was interested in a scenario that would combine outcomes of these other three, but recommended waiting to see said outcomes before finalizing this approach.

**V. NVTA Update**

- Ms. Backmon noted that the next Authority meeting is scheduled for December 9<sup>th</sup>. The Authority will take action on the weighting of the performance measures for TransAction. The Authority will also receive an update on the legislative program.

**Adjournment**

**VI. Adjourn**

- The next meeting will be decided as needed. The meeting adjourned at 6:45 p.m.