



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE
Monday, January 30, 2017, 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 October 28 and December 5, 2016 PPC Meetings**
Recommended Action: Approval [with abstentions from those who were not present]
- III. TransAction: Weighting of Performance Measures** Mr. Jasper
Recommended Action: Approval of Weightings of TransAction Performance Measures

Discussion/Information

- IV. TransAction: Results of TransAction Tracking Survey** Mr. Jasper
- V. Development of Six Year Program Framework** Mr. Jasper
- VI. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- VII. Adjourn**

Next Meeting:
10:00am, Monday February 27, 2017, NVTA
or
10:00am, Wednesday March 1, 2017, NVTA



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Friday, October 28, 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 10:13 am.
- Attendees:
 - **PPC Members:** Chairman Nohe; Chairman Bulova (Fairfax County); Board Member Fisette (Arlington County); Council Member Rishell (City of Manassas Park).
 - **Authority Members and other Elected Officials:** Helen Cuervo (VDOT).
 - **NVTA Staff:** Monica Backmon (Executive Director); Carl Hampton (Debt and Investment Manager); Keith Jasper (Principal); Sree Nampoothiri (Transportation Planner), Harun Rashid (Transportation Planner).
 - **Staff:** Rick Canizales, Elizabeth Scullin (Prince William County); Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Sarah Crawford (Arlington County); Pierre Holloman (City of Alexandria); Norman Whitaker (VDOT); Dan Goldfarb (NVTC); Sonali Soneji (VRE); Rich Roisman (MWCOG/TPB).
 - **Other:** Nancy Smith (Northern Virginia Transportation Alliance).

Action

II. Meeting Summary Notes of September 30, 2016, PPC Meeting

- The September 30, 2016 Planning and Programming Committee meeting summary was unanimously approved.

Discussion/Information

III. 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. The

TransAction measures will be the subject of a PPC recommendation to the Authority at the Committee's November meeting.

- Chairman Nohe reminded the Committee that the intent of the measures is to support a data-driven process for future decision-making. In response to a question by Chairman Nohe, Ms. Backmon noted that inputs from other committees highlighted a concern to find the optimal balance between highway or transit measures; a desire to combine measures in Goal 3 (impacts of transportation on the environment); and to repeat the use of the congestion reduction relative to cost (CRRC) methodology separately from the rating process, as was done for the FY2017 Program.

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

- Council Member Rishell asked about the rationale for measure 1.5.1, and what happens if projects are subsequently added to, or deleted from, a jurisdiction's Comprehensive Plan. Board Member Fisette suggested there should be some language that the Authority will be respectful of local plans. Chairman Nohe noted that when the Route 28 study identified a preferred alternative, he expected the Prince William County Comprehensive Plan would be updated.
- 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.

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

- For measure 2.1.1, Ms. Cuervo noted that VDOT is broadening crash analysis from fatalities and severe injuries to include property damage and other factors that can be more readily influenced by targeted remedial measures. Board Member Fisette asked whether the measure should focus on the number of incidents or the cost (in dollars) associated with incidents. Council Member Rishell asked whether incidents involving transit, bicyclists, and pedestrians would be included.
- Council Member Rishell asked why, in measure 2.5.2, the increase was set at only ten percent. Board Member Fisette agreed this seemed low, commenting that normal advice is to shelter-in-place. Mr. Whitaker responded this is meant to be indicative of a surge in traffic, in response to a homeland security emergency.
- Board Member Fisette indicated that measure 2.6.1 (cost-benefit analysis) should not be handled separately from the rating system. Chairman Nohe responded that it was done separately for TransAction 2040. Mr. Canizales said this analysis is very dependent on the accuracy of the cost estimates from different jurisdictions. Ms. Dominguez noted that consideration should be given to what costs be included in the cost-benefit analysis.

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

- For measure 3.2.1, Mr. Canizales suggested that the design of widened highways could include more grassy areas, e.g. Route 1 in Woodbridge, which would handle increased storm water runoff. Board Member Fisette suggested the measure should

be focused on net runoff, and suggested that the cost of remediation be included in any cost-benefit analysis. Mr. Brown noted that Environmental Impact Studies were required to identify how such impacts would be mitigated at the project development stage, and suggested that TransAction should be more focused on a planning level measure. Chairman Nohe considered the measure as stated does not belong in TransAction.

- More generally, Board Member Fisetta asked whether the measures would be used to rate all projects, or to select which projects are included in the plan. If the latter, what threshold would be used for inclusion? Chairman Nohe responded that the measures are ‘rules’ that will be applied to guide the Authority on how to allocate future investments.

IV. NVTA Update

- Ms. Backmon provided a brief update on future Authority and Committee meetings.

Adjournment

V. Adjourn

- The meeting adjourned at 11:29 am.



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 NVTAs 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 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. Fisette’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 Fisette 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 SmartScale process looks at these measures. Mr. Brown mentioned that SmartScale asks the project sponsor to check box if there is any impact. He added that the SmartScale 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.

DRAFT

TransAction Goals, Objectives, Measures, and Recommended Weightings

Vision^[1]										
In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable.										
Goals	Objectives		Measures ^{[2][3]}		FY2017 HB599 weightings	TA Sub-Cmtee	TAC	PCAC	Mean	NVTA staff
Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation	1.1	Reduce congestion and crowding experienced by travelers in the region	1.1.1	Total Person Hours of Delay (HB599)	9.1	10	10	9	9.7	10
			1.1.2	Transit Crowding (HB599)	5.2	5	6	5	5.3	5
			1.1.3	Person Hours of Congested Travel in Automobiles (HB599)	6.9	5	8	7	6.7	5
			1.1.4	Person Hours of Congested Travel in Transit Vehicles (HB599)	5.3	5	7	5	5.7	5
	1.2	Improve Travel Time Reliability	1.2.1	Congestion Severity: Maximum Travel Time Ratio		2	2	9	4.3	5
			1.2.2	Congestion Duration (HB599)	12.6	8	15	9	10.7	10
	1.3	Increase access to jobs, employees, markets, and destinations	1.3.1	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit		5	7	3	5.0	5
			1.3.2	Access to Jobs within 45 mins by auto or within 60 mins by transit (HB599)	4.3	10	5	3	6.0	5
	1.4	Improve connections among and within areas of concentrated growth	1.4.1	Average travel time per motorized trip between Regional Activity Centers		5	5	2	4.0	5
			1.4.2	Walkable/bikeable environment within a Regional Activity Center		5	5	3	4.3	5
						60	70	55	61.7	60
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	Safety of the transportation system		5	5	10	6.7	5
	2.2	Increase integration between modes and systems	2.2.1	First and last mile connections		13	8	6	9.0	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		15	5	7	9.0	10
	2.4	Sustain and improve operation of the regional system	2.4.1	Person hours of travel caused by 10% increase in PM peak hour demand (HB599)	1.6	2	2	2	2.0	5
						35	20	25	26.7	30
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1	Reduce transportation-related emissions	3.1.1	Vehicle miles traveled (VMT) by speed		5	10	20	11.7	10
								5	10	20

HB599 Measures	45	45	53	40	46	45
Other Measures	55	55	47	60	54	55
Total	100	100	100	100	100	100

[1] Vision and Goals were adopted in December 2015

[2] Measures were adopted in December 2016

[3] 'HB599' indicates measure used by VDOT during the HB599 Evaluation and Rating process for the FY2015-16 and FY2017 Programs
Measures 1.4.2, 2.1.1, and 2.2.1 (highlighted in darker green) are qualitative measures. All others are quantitative measures.