



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Friday, January 30, 2017, 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); Chairman Fisette (Arlington County); Mayor Rishell (City of Manassas Park).
 - **Authority Members:** Council Member Snyder (City of Falls Church); Helen Cuervo (VDOT).
 - **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).
 - **Jurisdictional and Agency Staff:** Sarah Crawford (Arlington County); Tom Biesiadny, Karyn Moreland, Kristin Calkins (Fairfax County); Bob Brown (Loudoun County); James Davenport, Elizabeth Scullin (Prince William County); Pierre Holloman (City of Alexandria); Kerri Oddenino (City of Falls Church); Wendy Sanford (City of Fairfax); Dan Goldfarb (NVTC); Sonali Soneji (VRE); Ciara Williams (DRPT); Arianna Koudounas (MWCOC/TPB).
 - **Other:** Dee Allsop (Heart & Mind Strategies); Jason Mumford (AECOM); Rob Whitfield (Fairfax County Taxpayers' Alliance).

Action

II. Meeting Summary Notes of October 28 and December 5, 2016, PPC Meetings

- The October 28 and December 5, 2016 Planning and Programming Committee meeting summaries were unanimously approved.

III. TransAction: Weighting of Performance Measures

- Mr. Jasper presented the weighting of performance measures recommended by the TransAction Subcommittee, the Technical Advisory Committee (TAC), and the Planning Coordination Advisory Committee (PCAC). He also presented the NVTA staff recommendation based on rounding off the average weight for each performance

measure to the nearest 5s or 10s. He added that this method allowed for simplicity in explaining measures and weights to the public while respecting the priorities pointed out by the committees.

- Council Member Snyder opined that the measures for safety and environmental impacts are under-emphasized by the staff-recommended weightings. He added that he would prefer higher weightings for both measures.
- Mr. Jasper responded that safety is usually addressed through short-term projects while TransAction is looking at long range improvements. Ms. Backmon added that PCAC also suggested that safety needs to be addressed at the project level.
- Chairman Nohe suggested that projects that directly address a safety issue, not necessarily congestion, might be the ones to be given high points.
- Chair Fisetto opined that safety solutions could be of local scale and may be addressed at the design stage.
- Mr. Jasper added that many measures, and therefore weightings, overlap. He added that weights of 5 or 10 shows relative priority and simpler to explain without skewing the results.
- Mr. Biesiadny affirmed that a few percentage point changes in a measure's weighting will not make much difference in the plan level analysis.
- Chairman Bulova pointed out that many measures overlap (e.g. measures 3.1.1, 2.3.1, 1.4.2, 1.2.2, and 1.1.3 for environment) and provide a larger cumulative priority for measures such as environment and safety.
- Chair Fisetto and Chairman Nohe agreed and directed staff to provide an indication of such overlaps in a simple way.
- Mayor Rishell stated that the 5% weight for 2.4.1 person hours of travel caused by 10% increase in PM peak hour demand is too low. She added that 3.1.1. Vehicle Miles Traveled (VMT) by speed can result in improvement for the environment but the opposite for safety when the speeds go above certain thresholds.
- Mr. Jasper pointed out that measure 2.4.1 should be included since it is the only measure that addresses the homeland security component of HB599. He added that usually the model balances demand and supply but unplanned events are more difficult to simulate. Therefore, providing high weighting for this measure would not be ideal.
- Council Member Snyder suggested that lower VMT is better than simply rewarding projects that reduce VMT in speed bands that are most polluting.
- Chair Fisetto questioned the need to retain the 45% total weight for the HB599 measures. Mr. Nohe pointed out that the FY2017 Program selection process used the 45% weight for seven HB599 measures while the Commonwealth used two congestion measures in HB2/Smart Scale. Continuing the same total weight for congestion maintains consistency, and makes it simpler to explain.
- Chair Fisetto pointed out that there are other (non-HB599) congestion-related measures in the adopted list of measures and therefore this will increase the total congestion-related weight to more than 45%.
- The Committee unanimously approved weightings of TransAction performance measures as below with the direction to the staff to include an indication of overlaps of measures and weightings in a simple way:
 - 1.1.1 Total Person Hours of Delay (HB599) – 10%
 - 1.1.2 Transit Crowding (HB599) – 5%
 - 1.1.3 Person Hours of Congested Travel in Automobiles (HB599) – 5%
 - 1.1.4 Person Hours of Congested Travel in Transit Vehicles (HB599) – 5%

- 1.2.1 Congestion Severity: Maximum Travel Time Ratio – 5%
- 1.2.2 Congestion Duration (HB599) – 10%
- 1.3.1 Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit – 5%
- 1.3.2 Access to Jobs within 45 mins by auto or within 60 mins by transit (HB599) – 5%
- 1.4.1 Average travel time per motorized trip between Regional Activity Centers – 5%
- 1.4.2 Walkable/bikeable environment within a Regional Activity Center – 5%
- 2.1.1. Safety of the transportation system – 5%
- 2.2.1 First and last mile connections – 10%
- 2.3.1 Share of travel by non-SOV modes – 10%
- 2.4.1. Person hours of travel caused by 10% increase in PM peak hour demand (HB599) – 5%
- 3.1.1. Vehicle miles traveled (VMT) by speed – 10%

Discussion/Information

IV. Results of TransAction Tracking Survey

- Mr. Jasper introduced Mr. Allsop who conducted the 2016 TransAction Tracking Survey.
- Mr. Allsop mentioned that the online survey of 600 people was a follow up of the similar survey conducted in the Fall of 2015 (Benchmark Survey). He added that the major findings include:
 - An increase in residents’ interest in and awareness of transportation issues;
 - Reducing traffic congestion and improving transportation options are important;
 - Social media is increasingly being used as a source of information on transportation;
 - Awareness of NVTA is on par with that of 2015, while awareness of TransAction has nearly doubled in the past year (from 8% to 15% in 2016);
 - Northern Virginians who drive to work will tolerate some congestion for their commute, but current congestion is already close to acceptable levels;
 - Regarding transportation infrastructure, 68% of residents perceive the region is doing a good job, a 25-point uptick from 2015;
 - Among recent transportation projects, building the Silver Line remains most important to residents;
 - Ratings of both the region’s and NVTA’s performance with regard to planning and implementing transportation solutions remain unchanged;
 - When asked to prioritize investment, residents allocate the largest share to roads, followed by rail/transit and finally by measures to incentivize less driving at peak times;
 - Self-driving cars are viewed as “scary” or “dangerous” with a smaller group of residents also categorizing them as “good”;
 - Residents expect usage of shared mobility such as Uber/Lyft to increase in the next year; and,

- On average, three quarters of Northern Virginia residents conduct online shopping once a month or more.
- In reply to Mayor Rishell’s question on the level of NVTA involvement in social media, Ms. Backmon mentioned that the NVTA is doing well but intends to increase its efforts.
- In response to Chair Fisette’s suggestion to conduct such Tracking Surveys every four to five years, Ms. Backmon replied that the plan is to conduct such extensive surveys as part of TransAction updates but a lower level survey could be conducted annually.
- Council Member Snyder pointed out that the percentage of investment priorities point to 38% people supporting investment on roads while the remaining 62% support investment on others such as transit, bike, and pedestrian improvements.

V. Development of Six Year Program Framework

- This item was postponed to the next meeting

VI. NVTA Update

- Ms. Backmon informed the members that the next Authority meeting is on February 9, 2017 and action items include approval of weightings for TransAction performance measures.

Adjournment

VII. Adjourn

- The meeting adjourned at 12:00 pm.