



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE
Wednesday, September 21, 2016, 7:00pm
NVTA Office
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome Chairman Boice

- Chairman Boice called the meeting to order at 7:07pm.
- Attendees:
 - Members: Randy Boice; Kathy Ichter; Pat Turner; Shanjiang Zhu.
 - NVTA Staff: Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Program Coordinator).
 - Other: Noelle Dominguez (Fairfax County); Dan Goldfarb (NVTC); Jason Mumford (AECOM); Douglas Noble (Town of Vienna); Stewart Schwartz (Coalition for Smarter Growth).

II. Meeting Summary of August 17, 2016 Meeting Chairman Boice

- Due to a lack of quorum, the approval of the minutes was postponed until the next meeting.

Discussion/Information

III. NVTA Update Mr. Jasper

- Mr. Jasper informed the Technical Advisory Committee (TAC) members that there will be groundbreaking ceremonies for two projects partly funded by NVTA – the West Ox Bus Garage Expansion (Fairfax County) on September 22nd and the Belmont Ridge Road Construction (Loudoun County) on September 27th.
- Mr. Jasper also informed the Committee that the Planning Coordination Advisory Committee (PCAC) is scheduled to meet on September 28th and the Planning and Programming Committee (PPC) on September 30th. These committees are expected to discuss the development of the FY2018-23 Six Year Program and the same topic of performance measures for the TransAction update that the TAC is expected to discuss at this meeting.
- In response to Mr. Boice’s question on the public outreach activities, Mr. Jasper informed the Committee that a combination of online survey, stakeholder focus groups, and workshops are being planned for the fall.

IV. TransAction Update

Mr. Mumford

- Mr. Mumford presented the draft Tier 3 performance measures that have been developed to evaluate the TransAction plan and invited the Committee to comment on the basis of three questions including suggestions for revisions, development of a subset of measures and weighting for comparative rating of projects, and any potential target setting.
- Question #1: The TransAction plan will be evaluated using what is referred to as Tier 3 performance measures. These measures will serve to: A) evaluate the Plan as a whole (the Tier 3 analysis step will evaluate multiple alternative Plans); and B) evaluate various smaller groups of projects. With reference to the draft Tier 3 performance measures, do you have any suggestions for revising, combining, deleting, or adding performance measures?
 - ✓ In response to Mr. Boice's question on the number of measures included in the TransAction 2040 Plan, Mr. Jasper noted that the TransAction 2040 plan included six goals and 18 evaluation criteria.
 - ✓ Dr. Zhu pointed out that congestion reduction can induce more demand and the combined effect may not reduce transportation-related emissions and therefore objectives 3a (GHG reduction) and 3d (emission reduction) could be considered secondary impacts. He also suggested considering reduction of Vehicle Miles Traveled (VMT) as an alternative.
 - ✓ Ms. Ichter opined that all the objectives under Goal 3 are not only difficult to measure, but also may not be meaningful. She suggested that most of these community and environmental impacts should be dealt with at the project level, not at the plan level. She also added that if these measures are considered, then noise pollution and land/property acquisition must also be considered as these are major impacts from transportation projects. Mr. Mumford noted that the TransAction Subcommittee had debated this Goal and determined that it is important to encompass factors that may be detrimental to the environment and communities.
 - ✓ Dr. Zhu pointed out that measuring safety could be tricky as this may vary depending on the economy and other factors that influence how much travel occurs. Mr. Mumford mentioned that the safety measure is a proxy for the travel reliability, as incidents disrupt travel disproportionately compared to recurring congestion. Mr. Jasper noted that safety is one of the TransAction 2040 measures and projects are scored high/medium/low. Ms. Dominguez added that the high, medium, and low scores relate to projects directly addressing a safety concern, safety improvement as a by-product, and no safety benefit respectively.
 - ✓ In response to Dr. Zhu's question on incorporating the measure for land use support into the model, Mr. Mumford replied that it is not considered as a model output but is a matter of being consistent with adopted jurisdictional plans and strategies. Mr. Jasper added that the top-down analysis might

bring forward some projects that may not fit exactly with a local comprehensive plan and this measure could address such inconsistencies.

- Question #2: A subset of the draft Tier 3 measures will be used to generate comparative ratings for individual projects and/or small groups of synergistic projects. Keeping in mind how NVTVA has used project selection criteria to evaluate projects in previous funding programs, which of the draft Tier 3 measures should be included in that subset, and what weightings should be associated with each measure?
 - ✓ Chairman Boice suggested ensuring inclusion of measures such as congestion reduction, safety, and connectivity to comply with the legislative language.
 - ✓ Chairman Boice suggested exploring the possibility of combining the objectives of access (#3) and connectivity (#5), unless one measures roadways and the other transit. Mr. Mumford mentioned that they are not exclusive, but a combination of all modes. Mr. Nampoothiri pointed out that Mr. Dunphy, in his email response, also suggested a single broader measure for these two measures.
 - ✓ Chairman Boice suggested combining the objectives of reliability (#2) and safety (#8).
 - ✓ Ms. Ichter opined that household transportation cost itself may not capture the total cost. She pointed out that though the transportation cost for residents in and near the metropolitan core might be low, their housing cost could be higher than the residents in the outer areas. She suggested exploring the option of looking at the total household cost. Mr. Boice suggested keeping this measure secondary.

- Question #3: TransAction may include a limited number of ‘targets’, i.e. reduce congestion by X% in 2040 relative to current levels. Which of the draft Tier 3 measures are the best candidates for target-setting, and what are your thoughts on what the corresponding target should be?
 - ✓ Dr. Zhu mentioned a USDOT grant that looked at general affordability matrix, but opined that that may be difficult to measure at the plan level.
 - ✓ Ms. Turner observed that transit is specifically mentioned under Tier 1 and Tier 2, but is not so specific in Tier 3.
 - ✓ Chairman Boice suggested looking at congestion reduction and accessibility more holistically, not mode by mode.
 - ✓ Ms. Ichter opined that for the accessibility objective, you can have different measures for different modes and suggested including bike and pedestrian accessibility to road and transit accessibility. Mr. Mumford pointed out that Arlington County uses the measure Annual Daily Traffic (ADT) per population as a proxy for bike-ped use.
 - ✓ In response to Dr. Zhu’s question on the use of targets being internal or external, Mr. Jasper suggested that it is primarily for plan development, but could be useful to help set expectations for the plan.

- ✓ Ms. Turner suggested considering measures such as congestion severity and delay, in relation to population growth, as a way of developing realistic targets.
- ✓ Dr. Zhu suggested developing targets tied to the economy (i.e. reduce congestion by x% for every y% increase in economy).
- ✓ Ms. Ichter mentioned that many measures could be linked to cost, but operational cost also might need to be considered. Mr. Jasper agreed that operational cost also needs to be considered in the plan. Ms. Ichter added that the road projects need to include operation and maintenance costs, such as repair and tolls.
- ✓ Dr. Zhu requested including TransAction 2040 goals and measures for reference. Mr. Mumford agreed to provide a table of measures, categorized based on the discussion, which can include previous plan and program measures.

Adjournment

V. Adjourn

Chairman Boice

- Chairman Boice requested that NVTAs staff poll the Committee members regarding moving the October meeting to October 12th to avoid conflict with the Governor's Transportation Conference on the regularly scheduled meeting date of October 19th.
- Meeting adjourned at 8:42pm.