

# ***TransAction Update***

*Consultant Open House  
December 4, 2019*



Presented by:

Keith Jasper, Principal, Northern Virginia Transportation Authority

Mike Longhi, CFO, Northern Virginia Transportation Authority



# Agenda



1. Welcome, and NVTA Staff Introductions
2. Purpose of Listening Session
3. Context
4. Key Elements
5. Schedule
6. Other Contract Information
7. Information of Interest to NVTA
8. Q&A



# NVTA Staff Introductions



- Monica Backmon, Executive Director
- Keith Jasper, Principal, Transportation Planning and Programming
- Mike Longhi, CFO
- Erica Hawksworth, Communications & Public Affairs Manager

## Transportation Planning Team

- Sree Nampoothiri
- Harun Rashid
- Ria Kulkarni
- Mackenzie Jarvis



## Purpose of Listening Session

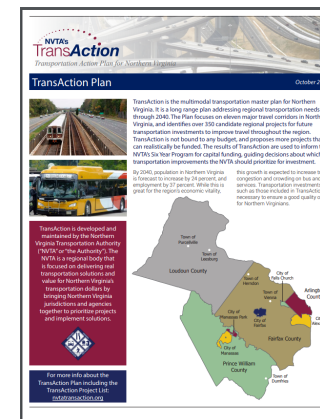
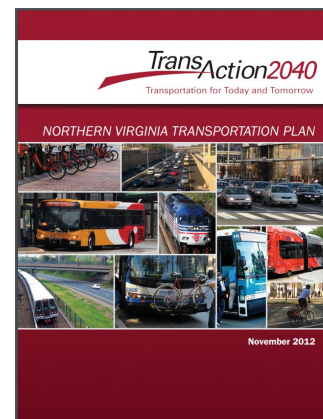
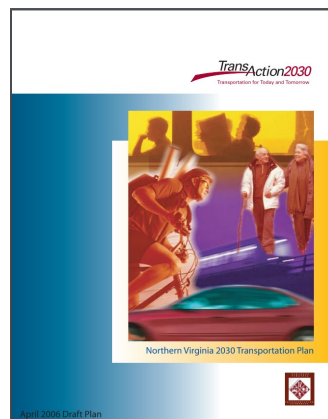


- 'Unofficial' kick-off to the TransAction update process
- Share preliminary information with consultant community
- Listen to your comments and suggestions; answer your questions
- Non-mandatory, non-binding



# Context: Two Primary Responsibilities

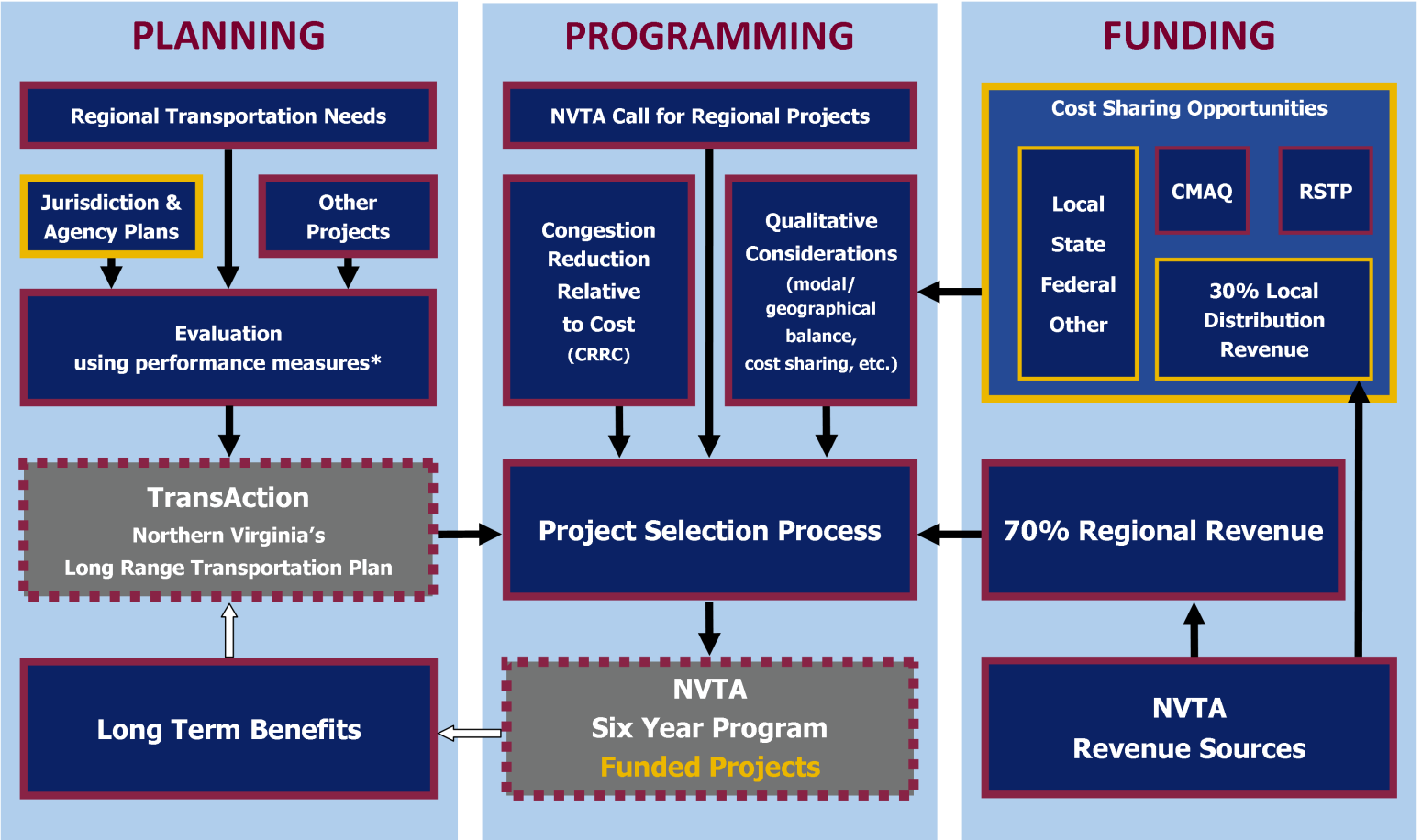
1. Develop and update the long-range, multimodal Transportation Plan for Northern Virginia → TransAction (adopted October 2017)



2. Prioritize and fund regional transportation projects → Six Year Program (FY2018-FY2023 SYP adopted June 2018)



# Context: Overview of NVTa Process



\* Includes Transaction Project Ratings





# Context: TransAction Vision and Goals

## TransAction Vision Statement

"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."

Goal	Objective	Performance Measure	Weight
Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation	Reduce congestion and crowding experienced by travelers in the region	Total person hours of delay*	10%
		Transit crowding*	5%
		Person hours of congested travel in automobiles*	5%
		Person hours of congested travel in transit vehicles*	5%
	Improve travel time reliability	Congestion severity: maximum travel time ratio	5%
		Congestion duration*	10%
	Increase access to jobs, employees, markets, and destinations	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit	5%
		Access to jobs within 45 minutes by auto or within 60 minutes by transit*	5%
	Improve connections among and within areas of concentrated growth	Average travel time per motorized trip between Regional Activity Centers	5%
		Walkable/bikeable environment within a Regional Activity Center	5%
Goal 2: Enable optimal use of the transportation network and leverage the existing network	Improve the safety of transportation network	Safety of the transportation system	5%
	Increase integration between modes and systems	First and last mile connections	10%
	Provide more route and mode options to expand travel choices and improve resiliency of the system	Share of travel by non-SOV modes	10%
	Sustain and improve operation of the regional system	Person hours of travel caused by 10% increase in PM peak hour demand*	5%
Goal 3: Reduce negative impacts of transportation on communities and the environment	Reduce transportation related emissions	Vehicle miles traveled (VMT) by speed	10%

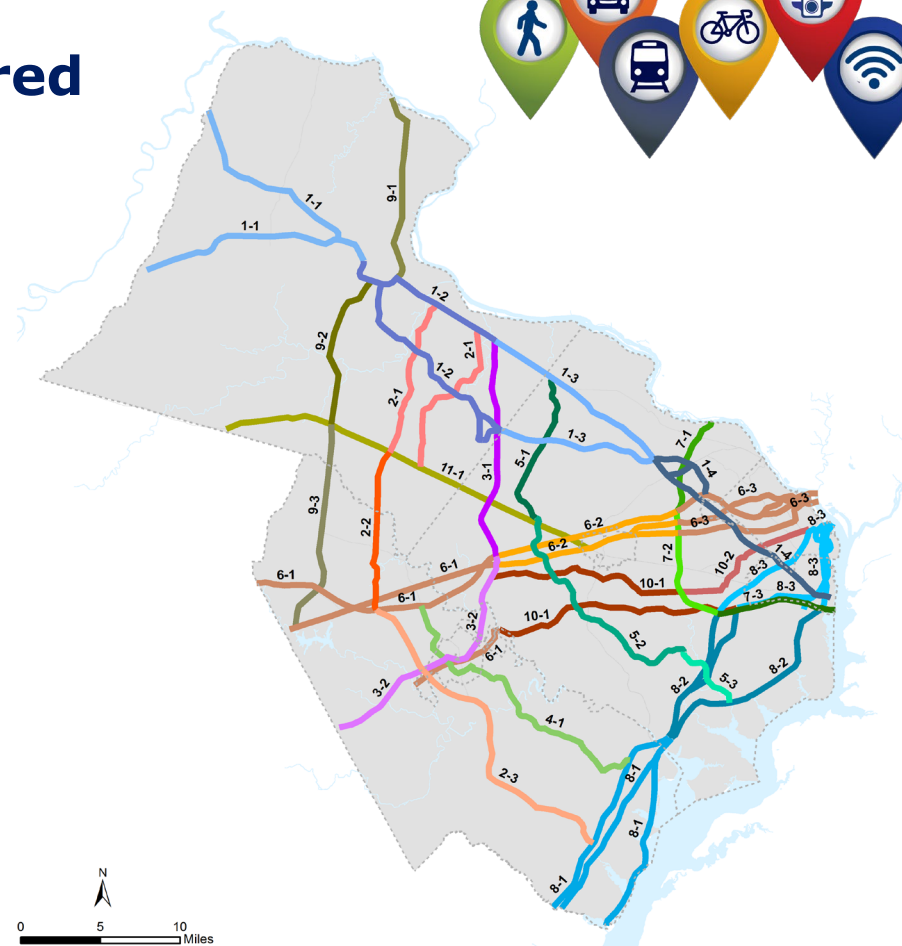
\* Measure included in HB 599 rating process.





## Key Elements: Technical Services Required

- TransAction (update every five years)
- Six Year Program (update every two years)
- Other (as needed)



# - # Corridor - Segment

### NVTA Regional Travel Corridors

Corridor 1: Route 7/Dulles Toll Road/Route 9/Silver Line	Corridor 7: I-495
Corridor 2: Loudoun County Parkway/Bi-County Parkway/Route 234	Corridor 8: I-95/I-395/US 1/VRE Fredericksburg/Blue-Yellow Line
Corridor 3: Route 28	Corridor 9: US 15
Corridor 4: Prince William Parkway	Corridor 10: Columbia Pike/Braddock Road/VRE Manassas
Corridor 5: Fairfax County Parkway	Corridor 11: US 50
Corridor 6: I-66/US 29/US 50/Orange-Silver Line/VRE Manassas	





# Key Elements: TransAction



- Current and horizon years: baseline transportation needs/issues\*, travel patterns and conditions
  - Modal 'layers'
  - Trip purpose/time of day/day of week
  - Sub-region
  - Corridor and corridor segment
- Horizon year: evaluate/optimize performance of project 'packages' in corridor and corridor segments, using weighted performance measures\*
- Horizon year: scenario (sensitivity) analysis
  - Land use
  - Transportation technology/cost of travel
  - Others, e.g. pricing, system resilience?
- Key deliverables
  - TransAction plan and project list
  - Recommendations and potential priorities
  - Analytical outputs to support subsequent NVTA funding programs
  - Technical documentation and public-facing information (multiple channels)
  - Public engagement support and findings

Items marked with (\*) indicate major public engagement inputs



## Key Elements: Six Year Program



- TransAction project ratings
- Congestion reduction relative to cost ratios for individual projects, groups of projects
- Long Term Benefit analysis on previously funded projects



## Key Elements: Other



- Support development of in-house modeling capacity
- Related technical services, including public engagement and communications support
- Others, TBD



# Key Elements: Required Skill Areas



## **Analytical**

- Multimodal transportation planning and modeling
- Scenario (sensitivity) analysis
- GIS/data analytics
- Project cost estimation
- Benefit-cost analysis/transportation economics

## **Public Engagement**

- Market research/opinion polls
- Citizen/stakeholder outreach
- Public meetings, including pop-ups, festivals/fairs, special events, and hearings
- Website and social media production/management, including graphics and video
- Reporting/presentations



# Schedule



- **December 4, 2019** Open House (Consultants)
- **January 9, 2020** Authority hosts Open House and Listening Session
- **Late Spring 2020** Post RFP
- **Early Fall 2020** Authority selects consultant
- **Spring 2021** Public engagement (transportation needs)
- **Fall 2021** Public engagement (priorities)
- **Early Spring 2022** End of primary analytical activity; draft reports available for staff review
- **Late Spring 2022** Authority hosts Open House and Public Hearing; public comment period
- **Fall 2022** Finalize reports
- **December 2022** Authority adopts TransAction



## Other Contract Information

- The procurement will be open and competitive RFP for professional services
- NVTA will select the team that provides best value
- Period of Performance: Five Years – Two Years for TransAction Update, Three Years of potential follow on technical services based on task orders.
- Contract Type: Professional Services Cost Reimbursement Basis for RFP defined Tasks. Cost basis will be used for follow on technical service task orders.
  - Public Engagement Tasks: There will be Tasks in the RFP Scope of Work directly related to TransAction. The NVTA will reserve the right to use the TransAction Public Outreach subcontractor for separate Tasks under a contract amendment basis. These Tasks will be focused on ensuring consistency between TransAction communications with the NVTA 'corporate' Communication Plan. Costs for these tasks will be outside of the TransAction contract, but will use the same cost basis as the contract cost proposal.



## Information of Interest to NVTA



- What is the state of the art for transportation modeling, reflecting the emergence of TNCs, SMDs, CAVs, car/vanpools, river ferries, curbside management, transit signal priority, other emerging transportation technologies, protected bus/bike lanes, dynamically-priced Express Lanes, and congestion pricing?
- How should we evaluate first/last mile connections, and their impact on system performance?
- What are best practices for engaging citizens in long-range transportation planning, and what is the optimal level of engagement?
- How can we ensure we collect representative inputs on transportation needs/issues and priorities, across multiple geographies, demographics, etc.?
- What are best practices for incorporating induced demand into the analytical process?
- What factors should NVTA take into account as it builds an in-house transportation modeling capacity?





## Q&A





# Thank you!



[TheNoVaAuthority.org](http://TheNoVaAuthority.org) and  
[NVTATransAction.org](http://NVTATransAction.org)



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