



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, October 26, 2022, 6:30pm
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

In-person meeting and livestreamed via [YouTube¹](#)

AGENDA

I. **Call to Order/Welcome** Vice-Chair Miles

Action

II. **Summary Notes of September 28, 2022 Meeting** Vice-Chair Miles
Recommended action: Approve meeting notes

Discussion/Information

IV. **Status of TransAction Plan Update** Mr. Jasper,
Principal, Transportation
Planning and Programming

V. **NVTA Updates** Ms. Backmon, CEO

Adjournment

VI. **Adjourn**

Next Meeting

November 16th, 2022 (virtual)

¹If technical difficulties arise, the meeting will be audio or video recorded. Any recordings will be made available on the [Planning Coordination Advisory Committee](#) webpage.



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PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, September 28, 2022, 6:30 pm
Northern Virginia Transportation Authority

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert, Chair of the Committee, welcomed committee members and called the meeting to order at 6:38 p.m.
- Attendees:
 - **PCAC Members:** Virtual –Mayor Colbert (Chair, Town of Vienna); Council Member Selonia Miles (Vice-Chair, Town of Dumfries); Board Member Karantonis (Arlington County); Supervisor Alcorn (Fairfax County); Supervisor Glass (Loudoun County); Supervisor Franklin (Prince William County); Council Member Duncan (City of Falls Church); Council Member Stehle (City of Fairfax); Council Member Friedrichs (Town of Herndon); Council member Milan (Purcellville).
 - Alternate – Council Member Ralph Smith (City of Manassas, for Vice-Mayor Pamela Sebesky).
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Regional Transportation Modeler); Ian Newman (Regional Transportation Planner).
Consultant Staff: Thomas Harrington (Cambridge Systematics).

II. Summary Notes of June 22, 2022 Meeting

- The June 22, 2022, meeting summary was approved, with abstentions from members who did not attend the June 22 meeting.

III. Status of TransAction Plan Update.

- Mr. Jasper set up the discussion context for the TransAction update, meeting agenda, and introduced two presenters for the meeting – Dr. Nampoothiri, NVTA staff, and Mr. Harrington, consultant. He mentioned what was presented so far to this committee, and a broad outline for next couple of months until anticipated adoption of the plan in December of this year.
- Dr. Nampoothiri presented highlights of public comments received during the public comment period and a public hearing on September 8, at NVTA offices. Following topics were covered in detail:

- Documents published for public comment period (August 1 to September 18); detailed on-line comment form; TransAction Plan 2022 Update – Draft Summary/Project List; other supporting information. Draft summary document and comment form were also made available in English, Spanish, and Korean.
- In total, there were 223 comments received, of which, 205 were unique responses. These were received through a various media – web comment form, testimony at public hearing, traditional mail, emails, and voicemail.
- These comments were analyzed to categorize by types/themes, and responses were presented for these three broad questions:
 - o Does the Plan achieve TransAction goals of mobility/accessibility/resiliency?
 - o Does the Plan reflect TransAction core values of safety/equity/sustainability?
 - o Comments on scenario analyses.
- The presentation concluded with a list of specific projects with feedback.
- Mr. Harrington presented results from analyses of the transportation network with No-Build and Build conditions. He explained that Build condition refers to implementation of the full set of 429 projects in TransAction, while in No-Build, the existing network is analyzed with projects that are currently underway or have full funding commitments. In addition to analyses with the complete project set, model runs were conducted with modal sets (highway only, transit only), project packages (interchange/intersections, transit service/access), and large individual projects (regional Transportation Demand Management (TDM)/technology).
- Model analyses results (highlights):
 - Total person trips remain essentially the same between the 2045 No-Build and 2045 Build analysis.
 - Number of transit trips increases by 12% due to the significant investment in proposed in transit projects.
 - Vehicle miles traveled (VMT) increase by 3.6% between the 2045 No-Build and 2045 Build analysis, as highway capacity improvements and reduced travel delay lead to some increases in the length of auto trips.
- There are inherent uncertainties in the travel demand forecasting process as in any long-range transportation plan, including TransAction. This is because the assumptions on travel behaviors can be drastically altered between now and the current planning horizon year of 2045. To address this uncertainty, and to check how TransAction projects will perform under alternate set of assumptions, three distinct scenarios were analyzed:
 - Post-Pandemic “New Normal” Scenario: Reduction of work-related trips, reduction of shopping trips, increase in delivery trips, increase in non-motorized trips.
 - Technology Scenario: Increased market penetration of connected, autonomous, shared, electric (CASE) vehicles; changes in operating costs for automated vehicles; increases in effective roadway capacity; changes in trip generation; and automated transit shuttles at all rail stations.
 - Incentives/Pricing Scenario: VMT pricing on all roads with discounts for lower-income households, increase in parking costs across the region, free transit (no fares), and shift in travel times from peak hours.

These scenario assumptions were applied to both No-Build/Build conditions. It was found that TransAction projects have the biggest impacts in the Incentives/Pricing

scenario; increasing transit trips by 21%, decreasing emissions by up to 61% and resulting in the smallest increase in VMT of any of the four futures considered.

During and after this two-part presentation, committee members clarified a number of questions, as highlighted below:

In western Loudoun County, TransAction lists projects that potentially will impact residential communities. Will these be addressed in the Plan? Individual project's impacts are analyzed in a structured manner during implementation, TransAction is the product of a long-range planning process and does not address implementation concerns. TransAction does not represent a commitment to fund or implement projects.

In the Build scenario, a 54% reduction in emission is shown, that's a substantial improvement, please explain. That reduction in emission is due to a combination of electric vehicle related infrastructure improvements in Build condition, together with assumptions of higher market penetration of electric vehicles.

In any of the scenarios, were weather events considered? No, this planning process did not analyze any weather-related events on transportation.

In all scenario results, we observe substantial improvements across all performance measures. Why should we consider spending \$75 billion on 429 projects? The key fact to consider is TransAction is not a funding commitment. It is a needs-based analysis that is financially and geographically unconstrained. Also, most scenario assumptions are beyond NVTAs control. While the first two sets of assumptions, New Normal and Transportation Technology, are mostly beyond government intervention, the Incentives/Pricing scenario will require direct collaboration among government entities. With this Plan, NVTAs strives to guide future transportation investments through its Six Year Program updates.

IV. NVTAs Update

- NVTAs Chief Executive Officer, Ms. Backmon, updated committee members on the upcoming Authority meeting agenda, where concessionaire funds from the I-66 Outside-the-Beltway project will be discussed. She also mentioned that at the Governance and Personnel Committee meeting the draft 2023 legislative program will be discussed.

V. Adjourn

- Chair Colbert announced upcoming meeting dates in October and November, and adjourned the meeting at 7:50 pm.

TransAction

Proposed Enhancements

October 26, 2022

presented to

Planning Coordination Advisory Committee



NVTA's
TransAction
*Transportation Action Plan
for Northern Virginia*



Topics

1. TransAction Overview
2. Feedback from NVTA and Committees
3. Proposed Enhancements to the Draft Plan and Project List
4. Next Steps

Reference Slides

- » Summary of Public Comments

TransAction Overview



NVTA's
TransAction
*Transportation Action Plan
for Northern Virginia*



TransAction is...

- » A long-range multimodal transportation plan (horizon year 2045) that includes a list of 429 multimodal candidate projects, whose performance related to congestion reduction and other factors is evaluated using ten weighted performance measures, approved by NVTA in November and December 2021
- » Fiscally unconstrained, meaning that TransAction intentionally includes more projects – focused on transportation needs – than can be reasonably funded by the region
- » Geographically unconstrained, meaning that TransAction intentionally includes projects beyond NoVA that, if funded, would support the plan's vision and goals
- » Compliant with the Code of Virginia



TransAction is not...

- » A land-use plan, although it does incorporate MWCOCG's cooperative planning forecasts
- » A road-building plan
- » A funding document and does not commit NVTA to funding any project (NVTA's Six Year Program selects projects for funding using NVTA's regional – 70% – revenues)
- » A project/modal prioritization or ranking tool, but TransAction does provide information that could subsequently be used for project evaluation



Key Takeaways (1)...

- » TransAction provides jurisdictions and agencies with a diverse range of multimodal project options (but not commitments) for future funding requests (via updates to NVTA's Six Year Program)
- » Subject to project funding, TransAction supports its vision and goals (mobility, accessibility, resiliency), and takes account of NVTA's core values (equity, sustainability, safety)
- » TransAction's project list is multimodal (many projects include more than one mode)
 - Transit (\$44.5B)
 - Roadway, Intersections & Interchanges, HOV/HOT, and Parking (\$28.91B)
 - Non-Motorized (\$1.5B)
 - Technology and TDM (\$0.785B)
- » Includes regional BRT system to provide alternatives to driving alone while anticipating Metrorail improvements on a longer timescale – highly supportive of vision, goals, and core values
- » Identifies how transportation technologies can be leveraged



Key Takeaways (2)...

- » Evaluates two external (i.e., largely beyond NVTA's control) scenarios that are supportive of vision and goals
 - New Normal
 - Technology (aggressive action on EV infrastructure will help reduce emissions)
- » Evaluates a third scenario that is also supportive, but would require coordinated actions by multiple layers of government (including NVTA)
 - Incentives/Pricing
- » Due to the diversity of Northern Virginia, achieving the goals of TransAction may look different from locality to locality
- » TransAction acknowledges the inter-relationship of land use and transportation, using MWCOC's Cooperative Planning Forecasts
- » TransAction is compliant with the Code of Virginia



If endorsed/adopted, TransAction will...

- » Provide a range of multimodal transportation options for NVTA member jurisdictions and other eligible applicants
- » Provide initial funding eligibility (until TransAction is next updated) for any of the 429 multimodal projects that are wholly located in NoVA
 - Projects that are partially located in NoVA may be eligible for partial funding subject to acceptable cost-sharing arrangements/agreements with all neighboring jurisdictions
 - NVTA cannot legally fund projects that are entirely outside NoVA
- » Provide analytical information to support the evaluation of candidate projects for subsequent Six Year Program update cycles

Feedback from NVTA and Committees



NVTA's
TransAction
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TAC (September 21, 2022)

- » Were bike/ped comments favorable?
- » Does any TransAction project contribute to the increase in Electric Vehicle adoption?
- » Can you isolate the benefits of EV adoption from TransAction Projects?
- » Maps should include units.
- » Are the improvements in emissions reduction not as significant as in the build scenarios because of the emissions reduction achieved through technology adoption in the no-build scenario?



PCAC (September 28, 2022)

- » In western Loudoun County, TransAction lists projects that potentially will impact residential communities. Will these be addressed in the Plan?
- » In the Build scenario, a 54% reduction in emission is shown, that's a substantial improvement. Please explain with EV penetration rate assumptions.
- » In any of the scenarios, were weather events considered?
- » In all scenario results, we observe substantial improvements across all performance measures. Why should we consider spending \$75 billion on 429 projects?



PPC (October 3, 2022)

- » Can we measure if NVTA achieved its legislative mandate?
- » How to address the issue of criticism of focusing on roadway?
- » Where do we (the region) want to be in 5 years? (e.g. is the region truly EV-supportive?)
- » Need to get to the overall/larger picture
- » Need to say things like we will do BRT along RT1 to PWC; NVTA is not the only funding entity; Plan will reduce VMT, increase transit trip, etc.
- » Success looks different in different jurisdictions
- » What is the definition of Build and No-Build?
- » Would like to see the difference between now and 2045 (2022+under construction + fully funded) - different from current no-build
- » Provide a list of major projects that are in the No-build (e.g. Silver Line Extn)



NVTA (October 13, 2022)

- » Remove 54% reduction bar from the chart [page 17]
- » Better link goals with results.
- » Ensure we make known the negative comments were heard
- » Are we achieving environmental goals (are we moving the needle in the right direction)?
- » Tell a story of moving people and show that NVTA is not a road-building entity.
- » Region's diversity is reflected in the plan. We can't solve all the problems

Proposed Enhancements to the Draft Plan and Project List



NVTA's
TransAction
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Section 6 (Plan Impacts)

- » Page 17
 - Modify chart regarding F1 Measure and update text accordingly
- » See next slide for related enhancements



Section 7 (Scenario Analysis)

- » Incorporate this section as a subsection in Section 6
 - Focus on plan performance related to uncertainty in long-range transportation planning
- » Improve content communication
 - Clarify scenario assumptions
 - What scenario analysis is and what it is not:
 - different potential futures; not different packages of projects
 - Focus more on the findings and less on the mechanics of scenario analysis
- » Highlight how the 'incentives/pricing' scenario is different to 'new normal' and 'technology' scenarios
- » Revisit land use analysis in current TA and mention land use=>transportation=>land use relationship?



Section 8 (Regional Benefits)

- » Renumber to Section 7
- » Emphasize:
 - Major takeaways – see ‘Overview’ slides above
 - “So what?”
 - Limitations and external factors
- » Address what ‘success’ might look like



General

- » Does the document communicate what TransAction is and what we found?
- » Emphasize what TransAction is and is not
- » Consider “carbon pollution” as an alternate term for “emissions” and “green house gas”
 - <https://www.epa.gov/transportation-air-pollution-and-climate-change/carbon-pollution-transportation>
- » Compare/contrast with MWCOG environmental goals
- » Beautification of the Plan document
- » Address jargon



Project List

» Remove duplicates

- IDs 64 & 230 – Overpass between RT28 @ New Braddock Rd and Stone Rd @RT29
 - Retain ID 64
- IDs 412 & 441 – Trail along VRE Manassas Line. From Landmark to City of Manassas
 - Combine the descriptions to include farthest extents
- IDs 424 & 425 – Euclid Avenue Full Extension & Euclid Avenue Southern Extension.
 - Retain ID 424 with minor modifications to description

Note: No additional model runs are expected



Project List

» Change project sponsor*

- ID 32 – Route 28 Corridor High Capacity Transit – Fairfax County to Top-down
- ID 411 – Nokesville to Calverton Double Track – VRE to VPRA

» Change project location*

- ID 32 – Route 28 Corridor High Capacity Transit. Fairfax Co to Multi-jurisdictional
- ID 403 – Huntington Metro station ADA improvement. From Alexandria to Fairfax County
- ID 424 – Euclid Avenue Full Extension. From Manassas Park to Multi-jurisdictional

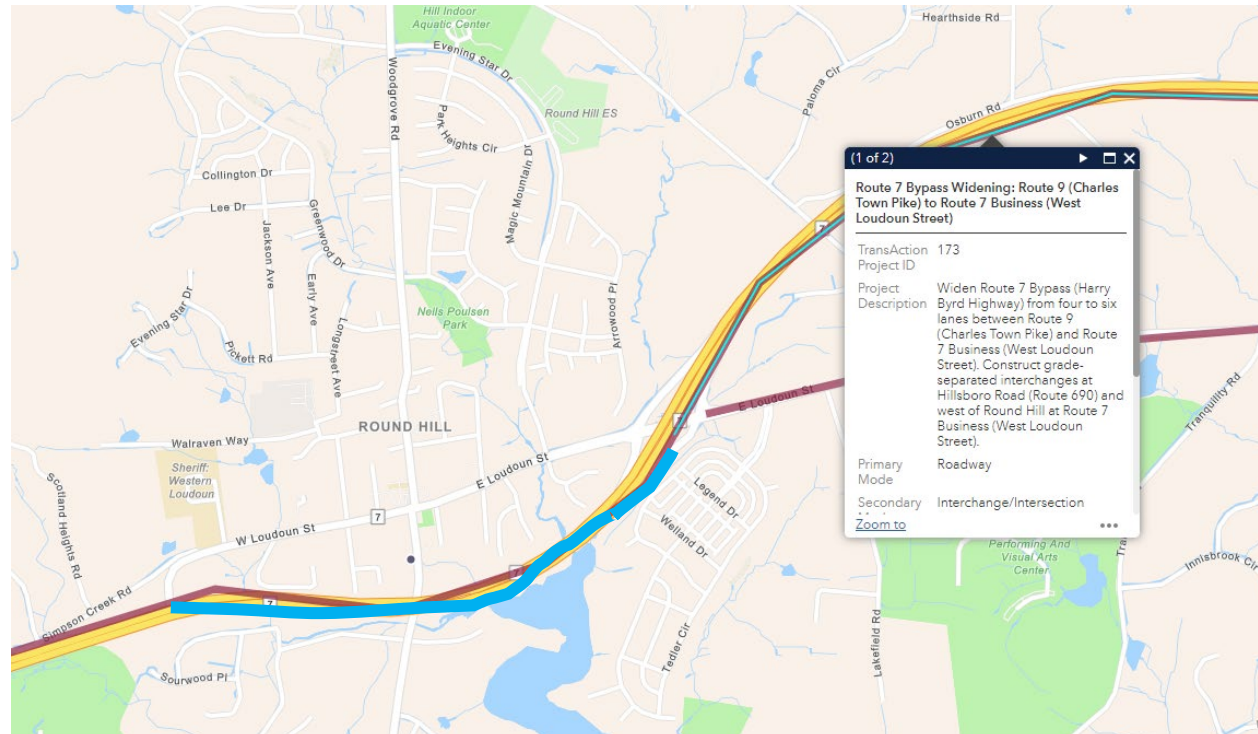
» Remove project under construction or in TIP

- ID 77 – I-495 HOT Lanes: Route 267 to George Washington Memorial Parkway
- ID 337 – I-495 HOT Lanes: American Legion Bridge to I-270

**Note: No additional model runs are expected*

Interactive Map

- » ID 173 – Route 7 Bypass Widening: Route 9 (Charles Town Pike) to Route 7 Business (West Loudoun Street)
 - Extend Western terminus from Route 7/East Loudoun Street interchange to Route 7 and West Loudoun St



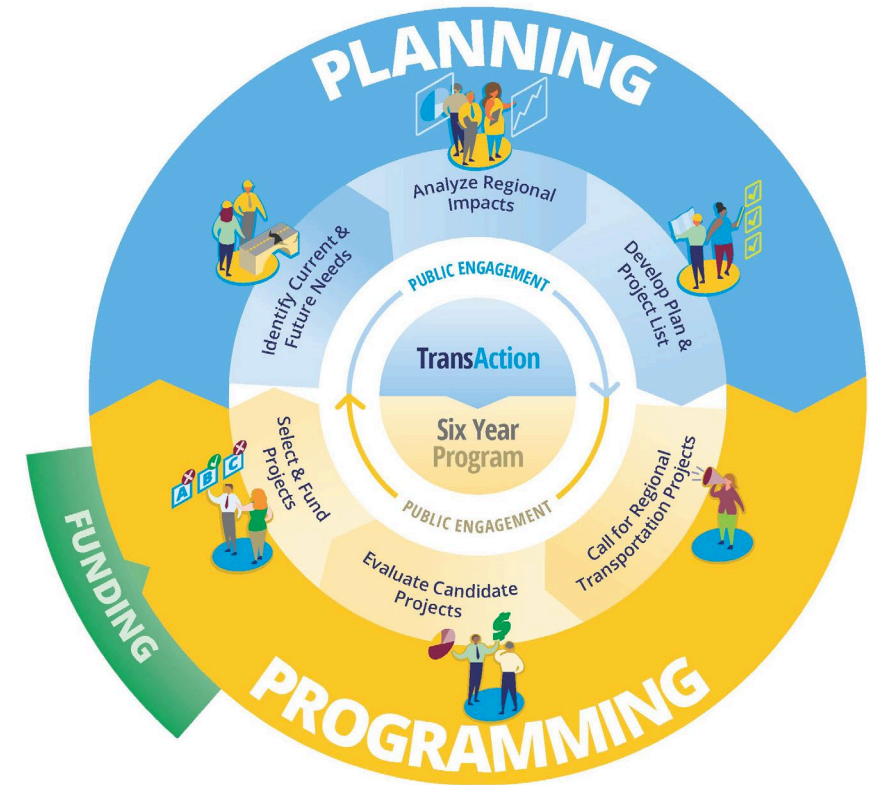
Next Steps



NVTA's
TransAction
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TransAction Activities and Schedule

- » Nov/Dec 2021: NVTa approved TransAction goals, objectives, performance measures, and weights
- » Winter/Spring 2022: Transportation Perception Survey, web post series, TransAction project modeling and analysis
- » Summer 2022: Public comment period – August 1 – September 18th
- » Fall 2022: Finalization of plan and project list based on public comments and NVTa/committee feedback
- » November 2022: Anticipated committee endorsement of final draft of TransAction Plan and Project List
- » December 2022: Anticipated NVTa adoption of TransAction



Thank you!



NVTA's
TransAction
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Reference Slides: Summary of Public Comments



TransAction Public Engagement 2022

- » Public comment period: August 1 – September 18th
 - Detailed on-line comment form
 - TransAction Plan 2022 Update – Draft Summary
 - TransAction Plan 2022 Update – Draft Project List, containing 429 projects
 - Other supporting information
- » Draft Summary document and comment form available in English, Spanish, and Korean

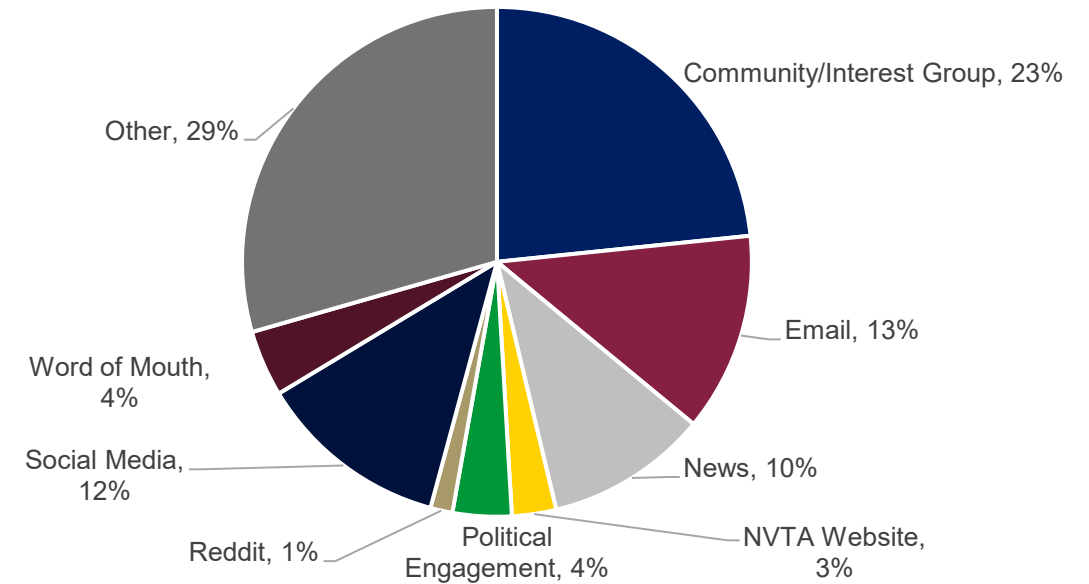


Public Comments Received

» Total Comments Received

- 223 comments received
 - 193 comments through web comment form
 - 21 comments heard at public hearing
 - 6 letter responses
 - 2 emails
 - 1 voicemail
- 222 comments in English, 1 in Korean
- 201 unique commenters

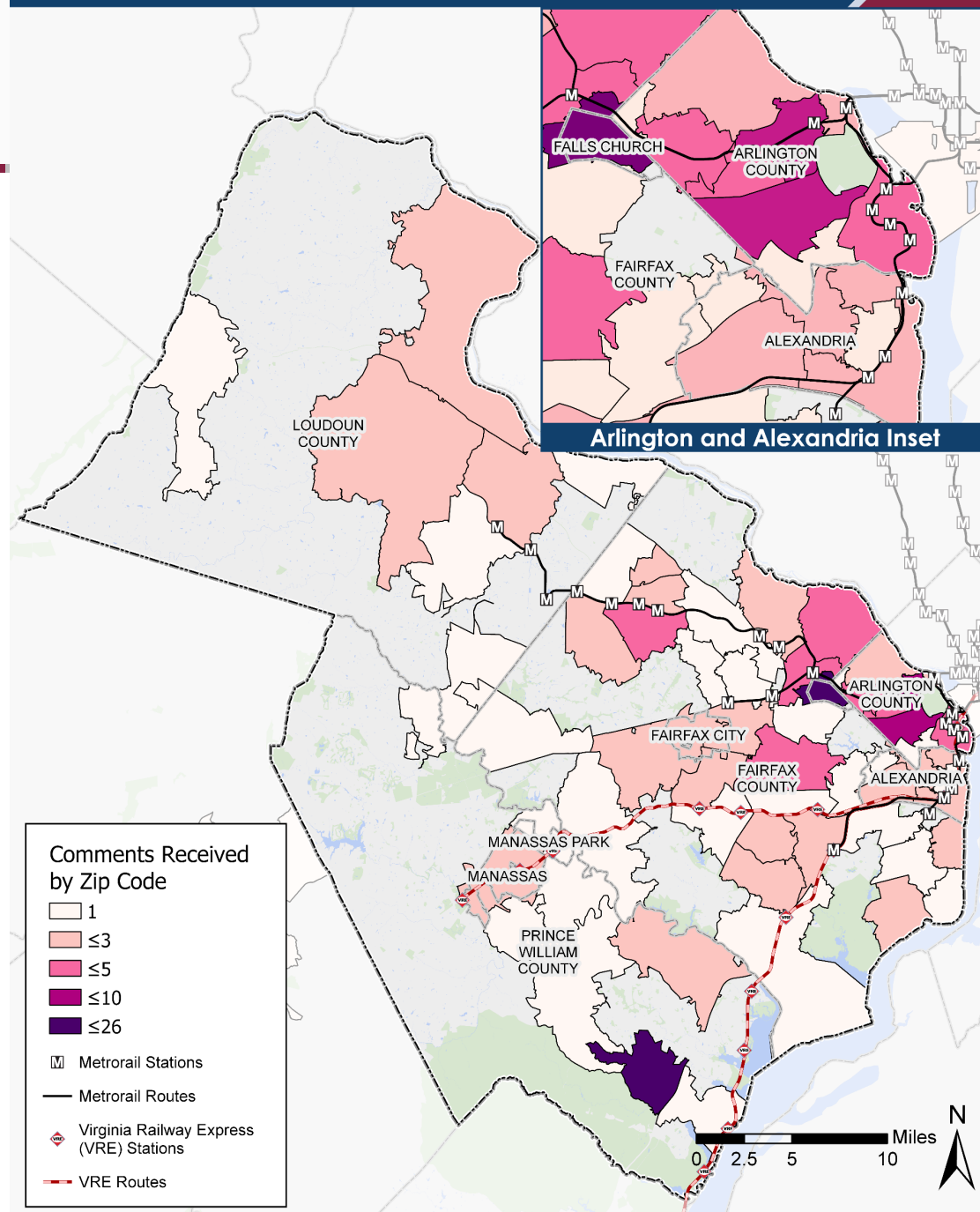
» Where public heard about TransAction Comment Period



Comments Received by ZIP Code

- » Most comments from Inside the Beltway
- » Zip code 22025 (Four Seasons): Van Buren Rd Extn
- » Zip code 22046 (Falls Church): Mixed comments
- » A few from DC, MD, other VA

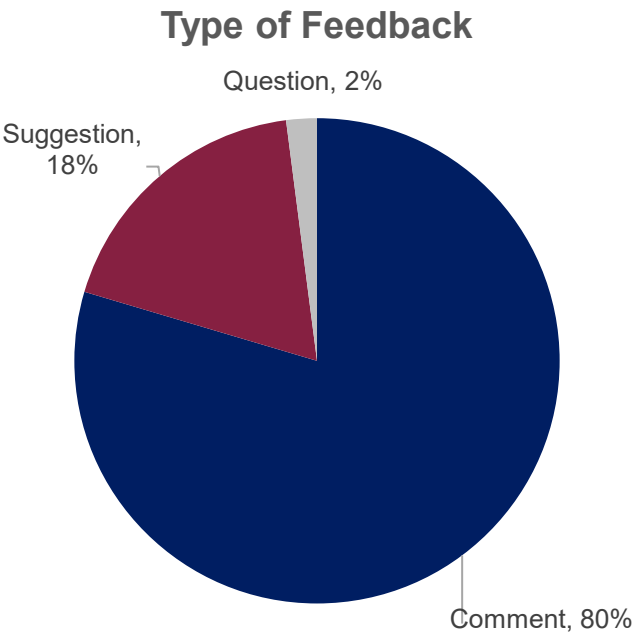
Comments Received





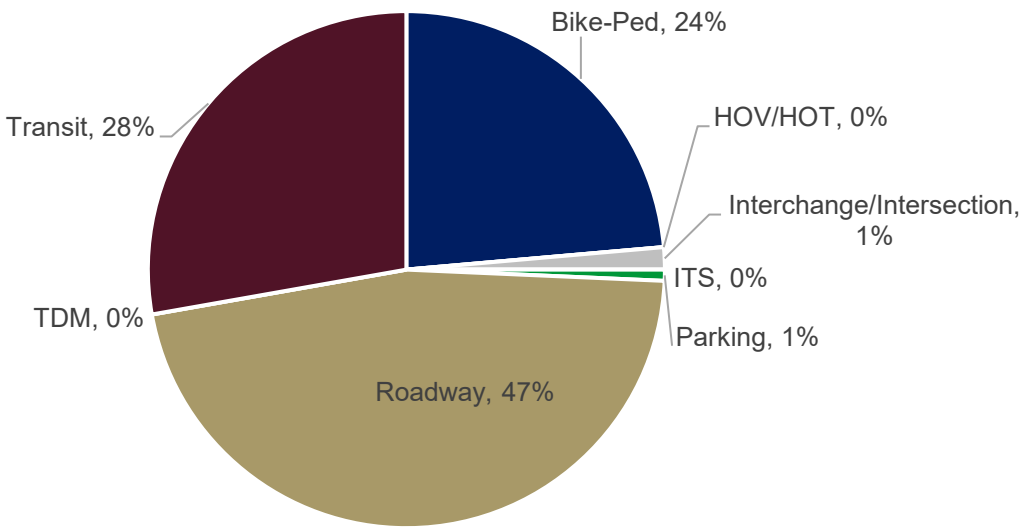
Type and Themes of Comments Received

Common Theme	Example Comment
Against Roadway or Widening	"We must shift the scoring for NVTa projects to reward those that reduce Vehicle Miles Traveled if we are ever going to meet our climate goals."
Environmental Concern	"Northern Virginia needs a plan that will keep its residents safe from disastrous climate change. We should be working towards resilience and emissions-curbing solutions, not business-as-usual and increased driving. From what I have read, the list of projects in 2045 far exceeds what Northern Virginia can afford, fails to address the land use policies and lack of affordable housing at the root of our transportation problems, and largely ignores urgent climate goals."
Increase/Improve Transit	"As a resident, I would like to voice my support for this NVTa TransAction vision, and for the City projects contained within the draft project list. Investments in pedestrian, bicycle, transit projects help to relieve congestion and increase connectivity and accessibility."
Improve Bike-Ped Routes	
Safety	

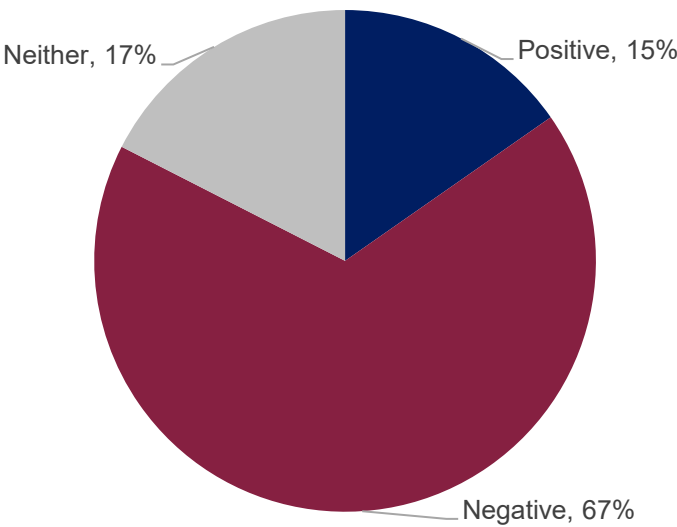


Public Comments Received

Amount Modes Mentioned



Direction of Feedback

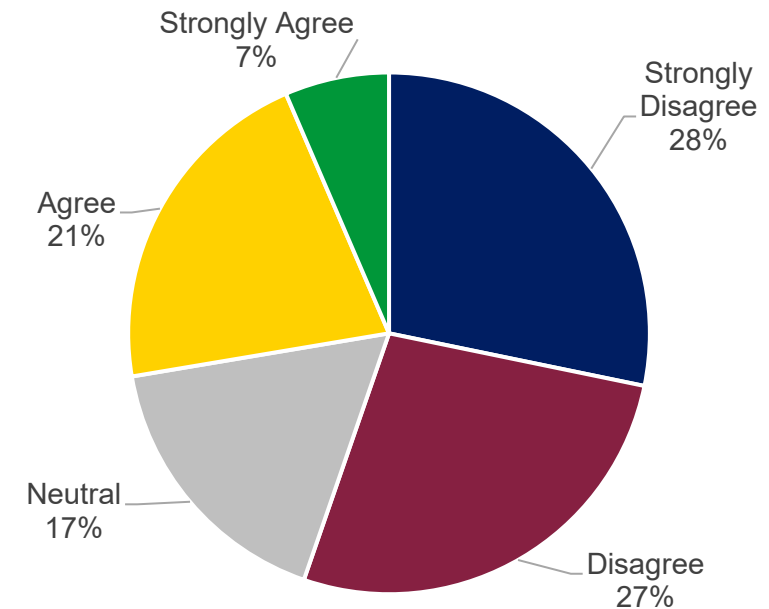


Does the Plan Achieve TransAction Goals - Mobility, Accessibility, and Resiliency?



» Example comments:

- “It is a start, but there is so much more to be done to actually achieve those goals.”
- “A plan that would do little to improve mobility without the massive financial outlay of a car cannot achieve true mobility in the region nor improve accessibility for those who need it most.”
- “The BRT plan definitely increases mobility, accessibility, and resiliency.”
- “A plan that fails to reduce vehicle miles traveled and greenhouse gas emissions cannot be a resilient plan; it dooms us to more and more of the disruptive severe weather we have been seeing over the last few years.”
- “I often use the Burke VRE trail to travel from the GMU area to West Springfield. I'm glad to see you are extending the trail out to Manassas. Please continue to expand these types of trails, keeping cyclists and pedestrians as far away from busy roads as possible.”

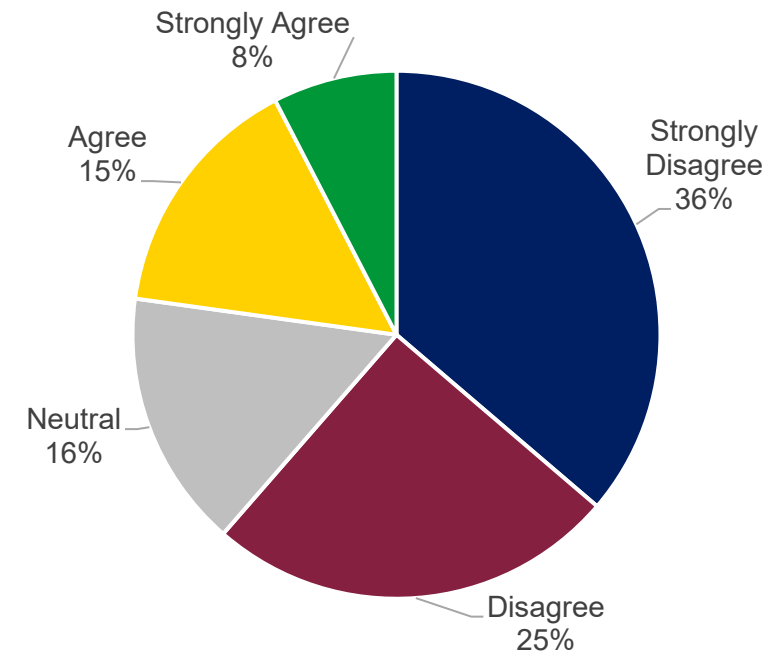


Does the Plan Reflect TransAction Core Values - Safety, Equity and Sustainability?



» Example comments:

- “A plan that anticipates such a large increase in VMT for a majority of the region cannot reasonably be called sustainable”
- “Expanding transit options can build up lower-income and minority communities by providing needed access to public goods, employment, and amenities.”
- “More bus services (including BRT) for underserved communities. People shouldn't have to take three buses to get to work.”
- “NVTA and TransAction continue to advocate for roadway widening. Nearly 1000 people die every year on Virginia roads, and a non-insignificant cause of some of these crashes are roadway design and roads meant to speed up cars.”
- The goals are reasonable to meet the core values of safety, equity, and sustainability.



Comments on Scenario Analysis

“Because there is uncertainty associated with predicting the future, TransAction considered multiple ways that the future of Northern Virginia could unfold. These scenarios were: Post-Pandemic ‘New Normal’, Technology, and Incentives/Pricing.”

Common Themes (79 completed responses)	Number of Responses	Positive	Negative	Neither
Specific strategies or types of projects	26	31%	35%	34%
Scenario definition	21	5%	14%	81%
Thoughts on future travel	20	5%	5%	90%

Example Comments:

- “It sounds as though the region is preparing for multiple scenarios, which is encouraging to see.”
- “Post-Pandemic 'New Normal' -> need to focus on transit and non-car travel across the region, not just connections to DC”
- “Technology - With automated vehicles, there should probably be fewer cars on the road: if people can rent cars out to ride-share services while they aren't using their own cars, then it will decrease the reliance on owning a car”
- “Incentives and pricing are one of the most effective ways to alter behavior, but NVTA needs to support such a policy with the appropriate infrastructure to give people a real choice. Without that infrastructure, it will be nothing more than a tax on the poor.”



Feedback on Specific Projects

Project ID	Project Name	Mentions	Positive	Negative	Neutral
273	Construct Van Buren North Road: Cardinal Drive to Dumfries Road	29	1	24	3
31	Route 7 Transit: Tysons to Mark Center	14	9	4	1
118	East Falls Church Bikeshare Connections	12	12	0	0
67	Route 29 Trail	11	7	2	2
356	City of Falls Church Greenway and Parkway Network	10	9	1	0
133	Falls Church Enhanced Bus Service	9	7	2	0
18	Seven Corners Ring Road Improvements	8	7	1	0
66	Falls Church Multimodal Improvements	8	8	0	0
72	Arlington Regional Trail Network	8	3	5	0
334	Falls Church Metro Station Access	8	7	1	0
406	W&OD Regional Trail Capacity and Connectivity Enhancements	8	2	6	0
21	Bike Lanes on Route 7: Alexandria to Seven Corners	7	6	1	0
62	East Falls Church Metrorail Station Second Entrance	7	7	0	0
71	Route 29 Bus Improvements	7	7	0	0
302	Fredericksburg Line Peak Period Service Expansion	7	6	1	0
303	Manassas Line Peak Period Service Expansion	7	6	1	0
333	Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners	7	7	0	0
335	Falls Church Regional Bicycle Connections	7	7	0	0
357	Bicycle Facility Route 7 - City of Falls Church	7	6	1	0
360	City of Falls Church Safe Routes to School	7	7	0	0