



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, July 28, 2021, 6:30 pm

NVTA Office

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

The meeting will be livestreamed on [NVTA's YouTube Channel](#)

AGENDA

- I. Call to Order/Welcome** Chair

Action

- II. Summary Notes of April 28, 2021 Meeting**
Recommended action: Approve meeting notes

Discussion/Information

- III. TransAction: Goals and Objectives** Mr. Jasper, Principal
Transportation Planning and Programming
- IV. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- V. Adjourn**

Next Meeting: September 22, 2021.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE Wednesday, April 28, 2021, 6:30 pm **(Electronic meeting only)** Northern Virginia Transportation Authority

SUMMARY NOTES

I. Call to Order/Welcome

Vice-chair Miles

- In the absence of Chair Colbert, Vice-Chair Miles welcomed Committee members and called the meeting to order at 6:35 p.m.
- Attendees:
 - **PCAC Members:** Vice-Chair and Council Member Selonia Miles (Town of Dumfries); Supervisor Walter Alcorn (Fairfax County); Supervisor Margaret Angela Franklin (Prince William County); Council Member Phil Duncan (City of Falls Church); Vice-Mayor Preston Banks (City of Manassas Park); Vice-Mayor Marty Martinez (Town of Leesburg); Council Member Stanley Milan (Town of Purcellville).
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner), Mackenzie Love (Regional Transportation Planner).

Action

II. Resolution to Conduct April 28, 2021, Meeting Electronically

- Vice-Chair Miles read a summary excerpt of the resolution on the need for this PCAC meeting to be held electronically, and its permissibility under the recent passage of the amendments to the HB 29 – the FOIA Bill.
The resolution was unanimously adopted.

III. Summary Notes of March 24, 2021 Meeting

- The March 24, 2021, meeting summary was approved, with abstentions from members who did not attend the March 24 meeting.

IV. Transportation Technology Strategic Plan (TTSP) & Action Plan Mr. Jasper/Ms. Love

- In the March 2021 meeting, Mr. Jasper laid out the outline of the Action Plan for the TTSP. The objective is to present a tangible set of steps to realize the strategies set in the plan, and solicit members' inputs.
- In this April 28, 2021 meeting, staff presented a set of 8 strategies, associated NVTA staff roles, and an Action Plan for members' approval and recommendation to Authority. These items were finalized based on suggestions and comments received from this Committee, and other NVTA statutory/standing committees, over the last few months.
- To provide a context and background of TTSP, associated Action Plan and its 8 strategies, and their roles in NVTA's planning and programming process, Mr. Jasper presented to members on following topics:
 - TransAction vision statement, and its 3 core values of equity, safety, and sustainability.
 - Side-by-side comparison of rapid developments in technology, and NVTA's planning process.
 - A broad definition of TTSP, and its proposed benefits.

With this background information, a set of 8 strategies were presented, with NVTA staff proposed roles for each. Within this set, Mr. Jasper highlighted where previous member comments on livability and pricing issues are addressed.

- At this point during presentation, Vice-chair Miles sought for members' question/comments. In response to Supervisor Alcorn's query on the term "throughput" vs. "mobility" in strategy #1, Mr. Jasper explained that the goal is to achieve overall system optimization.
- Ms. Love then further elaborated on these strategies with two tangible transportation technology applications – an electric/autonomous shuttle service in Mosaic District (Fairfax County); and personal electric/autonomous automobiles. With these two examples, she displayed how the strategy/action plan framework can be utilized to evaluate upcoming transportation technology against the TransAction vision, core values; and the proposed 8 strategies and staff role. Supervisor Alcorn suggested staff explores more on equitable usage of these new modes, and temporal effects on technology maturation.
- After this demonstration, Mr. Jasper stated that the main objective of the meeting is to seek member approval and recommendation to Authority of the TTSP Action Plan, and associated set of eight strategies. He stressed that staff is not seeking approval for the actual plan document, because of the very fluid nature of technological advancements, and the need to be agile and flexible for planning for the same. He also laid out possible outcomes upon approval, and future staff roles in update of the plan/strategies. In responding to a concern raised by Supervisor Alcorn, Ms. Backmon assured that the plan update process will be fully vetted with Authority members, NVTA's Transportation Technology Committee, and this Committee. Supervisor Alcorn also suggested that in the future, NVTA assumes leading role in proposing regional technology pilot projects.

Committee members appreciated staff work on the overall organization and clarity of the Action Plan framework. Upon a call from Vice-chair Miles, Members unanimously approved to recommend the Authority adopt the eight strategies (in the Transportation Technology Strategic Plan) and Action Plan.

Discussion/Information

V. TransAction Update

Mr. Jasper

Mr. Jasper updated committee members on following tasks in TransAction update process – finalize overall workplan; travel model development strategy and implementation; project list update (top-down/bottom-up); public engagement plan.

VI. NVT A Update

Ms. Backmon

Ms. Backmon expressed her gratitude to Committee members for their participation and comments, and highly appreciated staff work on the draft plans. She stated that these strategies will position Northern Virginia, and the Commonwealth, to be proactive and not reactive in adapting to technological innovations in transportation sector.

VII. Adjourn

Vice-chair Miles then adjourned the meeting at 7:25 pm.

TransAction

Goals, Objectives & Measures

July 28, 2021

presented to

PCAC



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



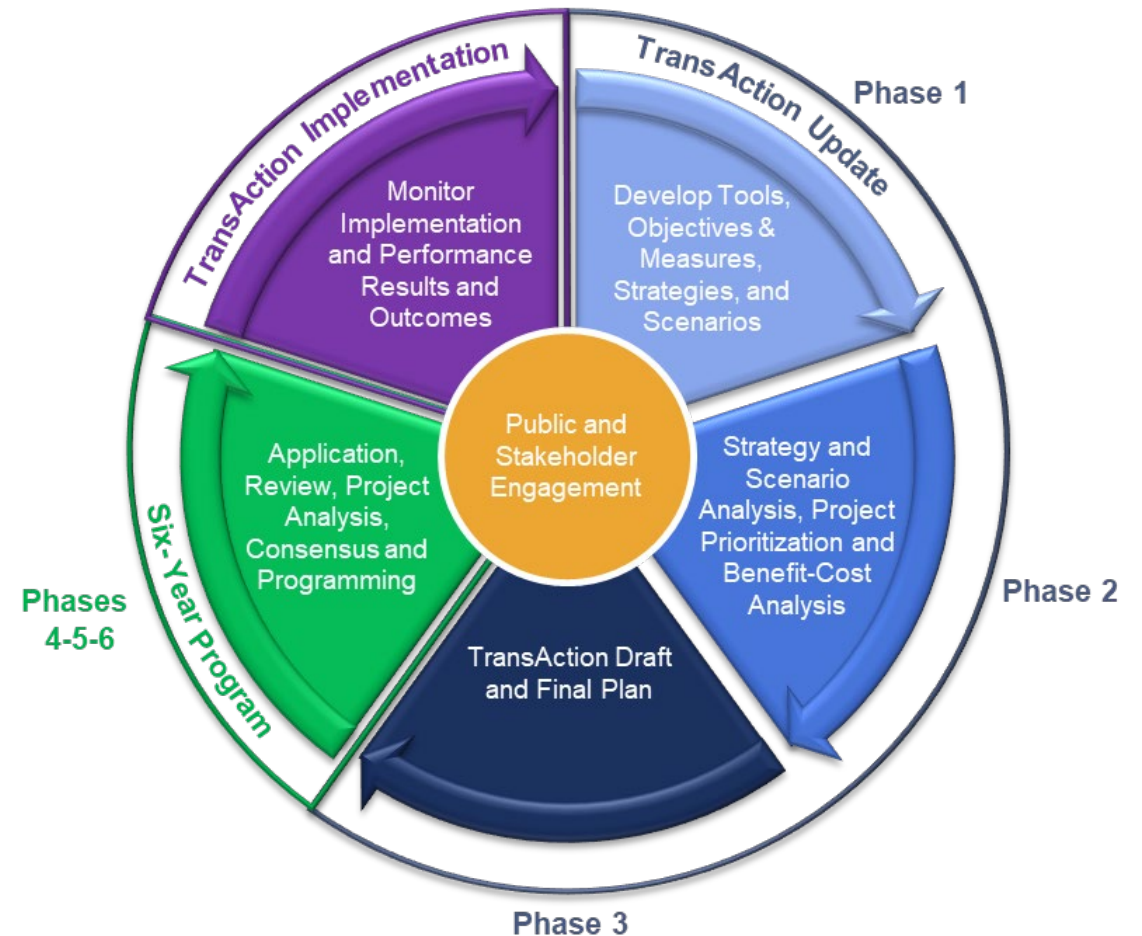
Agenda

1. Goals, Objectives, Performance Measures & Core Values
2. Scenario Analysis
3. Next Steps

General Approach

» Phase 1 through October 2021 includes:

- Objectives, Performance Measures & Weights
- Project Lists (Bottom-Up & Top-Down)
- Needs Assessment
- Definition of Scenarios for Analysis
- Building model and networks for analysis



Objectives



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



Definitions/Guidelines

- » **Vision:** Articulates a preferred idealized states and incorporates the Core Values
- » **Goals:** State priorities and outcomes the region desires to move forward.
- » **Objectives:** Measurable and targeted actions that result in incremental but tangible advancement towards the goals. Can and should change over time as the region progresses.
- » **Performance Measures:** Evaluate potential performance of the transportation network. Derived from the objectives.
- » **Weights:** Reflect the relative importance associated with each performance measure.

Core Values:

Overarching principles for TransAction that are part of the Vision statement and should be incorporated into the process and resulting plan.



Current 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.



Development & Approval Process

Tentative Schedule for Approval of Objectives, Weights & Measures

- » June: Identification of relevant questions to include in public engagement efforts
- » July: Initial discussions with NVTA committees (PPC, TAC, PCAC)
- » Summer: Public Engagement
- » Fall: Discuss preliminary results of public engagement with NVTA committees
- » October: NVTA committees recommend measures to NVTA for action in November
- » November: NVTA committees recommend weights to NVTA for action in December



New Vision Statement

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”

Two Purposes:

Develop goals

Outlines Core Values:

- Safety
- Equity
- Sustainability

Vision statement approved by NVTA in December 2020.

Core Values

» Equity

- Ensure fairness in mobility and accessibility to meet the needs of the region/sub-regions/communities
- Facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation option to serve the needs of all, and in particular underserved populations (e.g., low-income, minority, elderly, children, people with Limited English Proficiency (LEP), people with disabilities)

» Sustainability

- Focus on meeting the needs of the present without compromising the ability of future generations to meet their needs
- Consider three pillars of sustainability : economic, environmental, and social

» Safety

- Minimize transportation system fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all



Source: BetterBikeShare.org

Core Values

How to use them?



- » The TransAction **process** and **product** should holistically address each Core Value
- » Each of the Core Values may be used in different ways:

Core Value	Identifying Needs & Projects	Performance Measure	Scenario Analysis	Regional Policy Development
Safety	X	X		X
Equity	X	X		X
Sustainability	X	X	X	X

Draft Table for discussion – will likely change as the project progresses

Goals



» Proposed TransAction Goals

1. **Mobility:** Enhance quality of life by improving the mobility of Northern Virginians on the region's multimodal transportation system
2. **Accessibility:** Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations
3. **Resiliency:** Enhance operational performance of the multimodal transportation system during unusual conditions and its ability to recover from disruptions

Potential Objectives & Measures

Mobility



Mobility: Enhance quality of life by improving the mobility of Northern Virginians on the region's multimodal transportation system

Potential Objectives	Sample Measures
Reduce congestion and delay*	Total person-hours of delay (in cars and on transit), transit crowding
Improve travel time reliability*	Congestion duration, transit person-miles on dedicated Right Of Way (ROW)
Reduce transportation related emissions	Vehicle Miles Traveled (VMT) by non-Zero Emissions Vehicles (ZEV)

*Objectives align with HB599 requirements

Potential Objectives & Measures

Accessibility



Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations

Potential Objectives	Sample Measures
Improve access to jobs*	Access to jobs within 45 minutes by auto or 60 minutes by transit – region wide and by Equity Emphasis Area (EEA) populations
Improve multimodal connectivity to improve access while reducing dependence on driving alone	Access to Regional Activity Centers (RAC), walkable/bikeable improvement in RAC, improvements to First Mile Last Mile (FMLM) connections
*Objectives align with HB599 requirements	

Potential Objectives & Measures

Resiliency



Resiliency: Enhance operational performance of the multimodal transportation system during unusual conditions and its ability to recover from disruptions

Potential Objectives	Sample Measures
Maintain operations of the regional transportation system during extreme conditions*	Person-hours of delay caused by 10% increase in peak hour demand
Expand travel choices to reduce dependence on driving alone	Number of jobs accessible within 60 minutes on transit as compared to 45 minutes via auto; Qualitative – providing high-quality information about options
Improve the safety of the transportation system	Alignment of project with advanced safety practices

*Objectives align with HB599 requirements

Scenario Analysis



Identifying Scenarios

Purpose of Scenario Analysis:

- » Avoid investment obsolescence: Identify which projects will still be good investments if X happens
- » Not predicting a 'most likely' future or picking a preferred future
- » Assumptions-based analysis

Elements to test in Scenarios:

- » Technology – Connected/ Automated/ Shared/ Electric
- » Transportation Pricing/ Incentives
- » Climate Change
- » Post Pandemic New Normal - Telework and e-commerce growth

Next Steps

