



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Monday, July 12, 2021, 5:00pm

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 May 3, 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 (subject to Committee approval): August 30



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Monday, May 3, 2021, 5:00 pm

Northern Virginia Transportation Authority

ELECTRONIC MEETING

with livestreaming on YouTube

SUMMARY NOTES

I. Call to Order/Welcome

- Chairman Wilson called the meeting to order at 5:05 pm.
- Attendees:
 - **PPC Members:** Mayor Wilson (City of Alexandria); Council Member Snyder (City of Falls Church); Mayor Meyer (City of Fairfax); Mayor Rishell (City of Manassas Park); Chair Wheeler (Prince William County).
 - **Other NVTA Members:** None.
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal); Sree Nampoothiri (Senior Transportation Planner); Mackenzie Love (Regional Transportation Planner).
 - **Jurisdiction/Agency Staff:** Several staff members followed the proceedings on livestreaming on YouTube Live.

Action

II. Resolution finding need to conduct meeting electronically

- Chairman Wilson noted that as a result of the COVID-19 pandemic and Governor Northam's declaration of a State of Emergency, the Authority's Planning and Programming Committee Meeting was being held electronically. He noted that the passage of the amendments to HB 29 (the FOIA Bill) allowed regional bodies such as the Authority, and their committees to conduct business meetings electronically. He added that the meeting by electronic means is authorized because the items on the Committee Meeting Agenda are statutorily required or necessary to continue operations of the Authority. The resolution was approved unanimously.

III. Summary Notes of March 25, 2021 Meeting

- The March 25, 2021 Planning and Programming Committee meeting summary was approved unanimously.

Action

IV. **TransAction Technology Strategic Plan – Action Plan**

- Mr. Jasper presented on NVTA’s draft Transportation Technology Strategic Plan (TTSP) Action Plan, providing the background of the Strategic Plan, its evolution from December 2020, and its relationship to the long range transportation plan, TransAction, including its vision and core values of equity, sustainability, and safety.
- Ms. Love presented examples demonstrating the approach to evaluating technologies, and potential actions that could follow. Examples included electric, autonomous transit shuttles and personal, electric autonomous vehicles. The features of these examples, assumptions, and ratings (intervention, caution, and embrace) were presented. Various actions were derived to address the core values and multiple strategies.
- Mr. Jasper presented possible outcomes of the Action Plan:
 - Integrate technology-related strategies into the TransAction scenario analysis and public engagement.
 - Outreach and education by building upon the ‘Driven by Innovation’ eblast
 - Identifying potential additions to NVTA’s legislative program
 - Collaborate on development of white paper on policies
 - Refinements to Six Year Program (SYP) project selection process
- Mr. Jasper noted that routine update to the TTSP will occur continuously but significant changes will be brought to the Committees and the Authority. Routine report will be presented to the Authority through Executive Director’s report.
- Mr. Jasper added that the Transportation Technology Committee (TTC), Technical Advisory Committee (TAC), and Planning Coordination Advisory Committee (PCAC) have all recommended the approval of the Action Plan to the Authority.
- In response to Mr. Snyder’s question on collaboration with jurisdiction/agency staff, Mr. Jasper noted that jurisdiction/agency staff are engaged with TTSP on a continuous basis including dialogue on various activities jurisdictions/agencies are planning/implementing.
- In response to Mr. Snyder’s comment on incorporating TTSP into TransAction and the SYP expeditiously, Mr. Jasper noted that waiting for the next cycle of TransAction update to embrace any potential selection criteria for funding projects promoting action plan is primarily due to the funding eligibility criteria being inclusion of project in TransAction. Ms. Backmon agreed that some sort of qualitative considerations noting any project that supports Action Plan could be considered.
- *Motion to approve the Action Plan was approved unanimously.*

Discussion/Information

V. **TransAction Update**

- Mr. Jasper informed the Committee that the consultants and NVTA staff are finalizing the Work Plan.

VI. NVT A Update

- Ms. Backmon noted that the Authority, at its May 13th meeting, will take up the approval of the TTSP Action Plan in addition to the routine agenda items.

Adjournment

VII. Adjourn

- There next meeting date will be decided later. The meeting adjourned at 5:42 pm.

TransAction Work Session

Goals, Objectives & Measures

July 12, 2021

presented to

PPC



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



Agenda

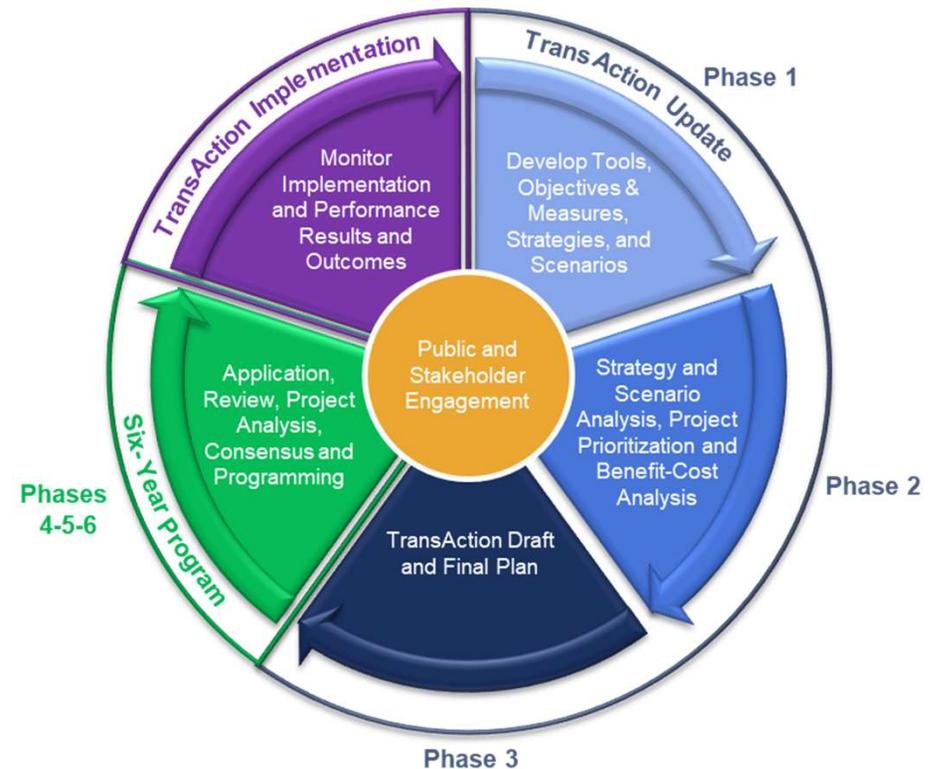
1. Goals, Objectives, Performance Measures & Core Values
2. Scenario Analysis
3. Next Steps



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
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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.



Previous 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
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 ROW
Reduce transportation related emissions	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 EEA populations)
Improve multimodal connectivity to improve access while reducing dependence on driving alone	Access to Regional Activity Centers, walkable/bikeable improvement in RAC, improvements to 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
- » Road Usage Pricing/ Incentives
- » Climate Change
- » Post Pandemic New Normal - Telework and e-commerce growth

Next Steps



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