



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE

Wednesday, November 18, 2020

7:00 pm

(Electronic Meeting and livestreamed via YouTube)

AGENDA

- I. Call to Order/Welcome Chairman Boice

Action

- II. Resolution finding need to conduct meeting electronically Chairman Boice
Recommended action: Adoption of resolution

- III. Summary Notes of October 21, 2020 Meeting Chairman Boice
Recommended action: Approval of meeting notes

- IV. TransAction Vision Mr. Jasper, Principal Planner
Recommended action: Approval of recommendation of TransAction vision to the Authority

Discussion/Information

- V. TransAction Goals; Objectives; Measures Mr. Jasper, Principal Planner

- VI. NVTA Update Ms. Backmon, Executive Director

Adjournment

- VII. Adjourn

Next Meeting (Electronic)

Wednesday, December 16, 2020

7:00 pm

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

TECHNICAL ADVISORY COMMITTEE

**RESOLUTION FINDING NEED TO CONDUCT MEETING BY ELECTRONIC
COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF
EMERGENCY DURING COVID – 19 PANDEMIC**

NOVEMBER 18, 2020 MEETING ELECTRONICALLY

November 18, 2020

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

WHEREAS, the Northern Virginia Transportation Authority (Authority) – Technical Advisory Committee (Committee) finds that it has a responsibility to demonstrate to the public, through the Authority’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

WHEREAS, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority Technical Advisory Committee hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Committee to assemble in a single location on November 18, 2020, to discuss and transact the business of the Authority listed on the November 18, 2020 Committee Meeting Agenda; and

BE IT FURTHER RESOLVED, that the Committee hereby finds that meeting by electronic means is authorized because the items on the November 18, 2020 Committee Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

BE IT FURTHER RESOLVED, that the items on the November 18, 2020 Committee Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 18th day of November, 2020.



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The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE
WEDNESDAY, October 21, 2020, 7:00 pm
Electronic meeting and livestreamed on [YouTube](#)

MEETING SUMMARY

I. Call to Order/Welcome

- Chairman Boice called the meeting to order at 7:04 pm.
- Attendees:
 - **Members:** Randy Boice, Karen Campblin, Armand Ciccarelli, Amy Morris, Frank Spielberg, Pat Turner
 - **NVTA Staff:** Monica Backmon (Executive Director), Keith Jasper (Principal), Sree Nampoothiri (Senior Transportation Planner), Ria Kulkarni (Regional Transportation Planner)
 - **Others:** On YouTube livestream.

II. Resolution finding the need to conduct meetings electronically

- Chairman Boice noted that as a result of the COVID-19 and Governor Northam's declaration of a State of Emergency, the Authority's Technical Advisory 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 of September 16, 2020 Meeting

- The meeting summary was approved unanimously.

IV. Action Items

a. TransAction Update - Vision & Goals

- Mr. Jasper invited feedback from the committee on the proposed vision and the potential goals that align with the proposed vision. Inputs on objectives and performance measures would be solicited from the Committees, citizens, and stakeholders later in the process before being finalized.



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- Mr. Jasper presented the four proposed new elements to be incorporated in the vision statement and potential goals:
 - **Equity**, to integrate fairness in mobility and accessibility, at the regional, sub regional or community levels based on aspects of equity that the committees would recommend to address based on the issues prevalent in the region. The element of equity also facilitates social and economic opportunities that serve all with specific focus on underserved populations.
 - **Sustainability**, addressing benefits to the three pillars “People, Planet, and Profit.”
 - **Safety** –which currently is included as a performance measure. However, safety improvement is expected to be an inherent factor in all plans and projects and therefore, might be considered as a core value.
 - **Resiliency**, which is a concept on how quickly can the system recover when it experiences an incident, event such as crashes, weather, planned events, etc.
- Mr. Jasper presented two approaches to address the overall TransAction development and evaluation methodology for a sustainable transportation system that is safe, equitable and resilient.
 - **Core value approach** – which is more like an overarching approach taken for safety, equity, and sustainability. This approach considers that safety, equity, and sustainability are the drivers of resulting improvements and investments in the regions and there can be qualitative factors to evaluate and rank projects for their impact. Mr. Jasper noted that “safety” has posed challenges in how it can be measured under the purview of a regional planning and investment body as opposed to an implementation or operational institution.
 - Mr. Jasper also noted that TransAction could identify equity priorities and evaluate if the plan could address the priorities.
 - **Performance measure approach** – where a model-based approach with metrics used to rank projects based on safety and equity improvements.
- **Discussion**
 - Chair Boice noted that safety is enshrined in the code of Virginia. He also stated that if projects were not safe there would be no development – meaning safety is the reason why many infrastructure projects surface.
 - Mr. Spielberg asked if the goals were different and would replace the previous goals of TransAction. He also wanted to know whether a core value or a performance-based approach was taken for all of the goals/ objectives. He further added and asked if NVTA would consider looking at Title VI evaluations and environmental justice evaluations as those agencies that receive federal funding.



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- Mr. Jasper agreed that the new goals would replace the previous ones. However, he did state that the vision statement when approved can pave the way to further customize and finalize goals.
 - Ms. Morris wanted to know if safety in the vision statement is mapped onto the newly proposed goals to which Mr. Jasper responded that safety essentially comes under the sustainability element, social because safety relates to people and communities.
 - Ms. Campblin appreciated how the terminology in goals showed how transformative transportation can be. She mentioned how mobility maps to quality of life and accessibility for the economy. She sought to understand whether the approach to embrace the newly proposed elements of the vision (safety, equity) would be performance based or core value based or a “hybrid” where some of them would take one or the other.
 - Mr. Jasper responded that in the past, there was only a performance-based approach with 15 measures. However, he alluded that the number of performance measures would reduce considering elements such as safety could take an overarching core value approach. He also indicated that it was challenging to address this as a performance measure in the past.
- Mr. Ciccarelli asked the basis on which the performance measures were proposed to be reduced from 15 to 8 to which Mr. Jasper said there were discussions with member jurisdictions on an approach to be taken on goals, objectives, and measures but still premature to finalize them at this point. He indicated that the measures that result from HB 599 legislation are retained and other measures based on the proposed vision and goals were either consolidated or filtered to streamline priorities.
- Mr. Jasper commented that equity as a performance-based approach is still in a conceptual stage where equity priorities are to be identified through feedback from various committee reviews and evaluating how the region is addressing equity.
- Ms. Campblin asserted that Commonwealth is starting to define Environmental Justice communities and suggested to look at the direction in which the Commonwealth is moving forward.
 - Ms. Backmon followed up saying that Commonwealth is in the process of updating their long-range plan VTRANS and may include environmental justice legislations. She also added that NVTA will consider looking into it.
- The committee was in support and agreed to the vision statement in principle and deferred the approval of recommendation of the Vision and Goals for Authority approval until after the next TAC meeting during which the TAC would review other committees’ feedback and finalize on the vision and goals for approval.



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b. NVTA Update

- Ms. Backmon informed the Committee that a status update to the Commonwealth's long-range plan update, VTRANS, which has a nexus with Smart Scale funding, will be presented at the next Authority meeting. An update on the I-495 Next project will also be presented to the Authority. Ms. Backmon also relayed that the General Assembly has ended and that the Governor is waiting until after the election to sign the budget. There is no diversion of Authority revenues and NVTA is seeking full restoration of funds that were diverted to Metro two years ago.

V. Adjournment

- The meeting adjourned at 8:35 pm. The next TAC meeting is on November 18th, 2020 at 7 pm.

TransAction Update

Vision Statement/Process
November 18th, 2020



Presented by:

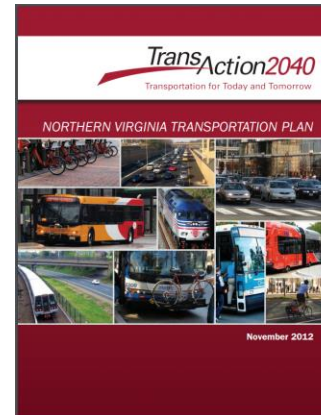
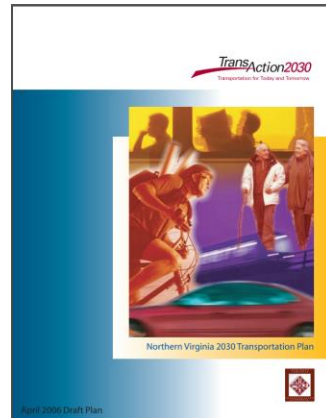
Keith Jasper

Principal, Planning & Programming, Northern Virginia Transportation Authority



Two Primary Responsibilities

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



2. Prioritize and fund regional transportation projects → Six Year Program (FY2020-FY2025 SYP (updated every two years, last adopted July 2020)

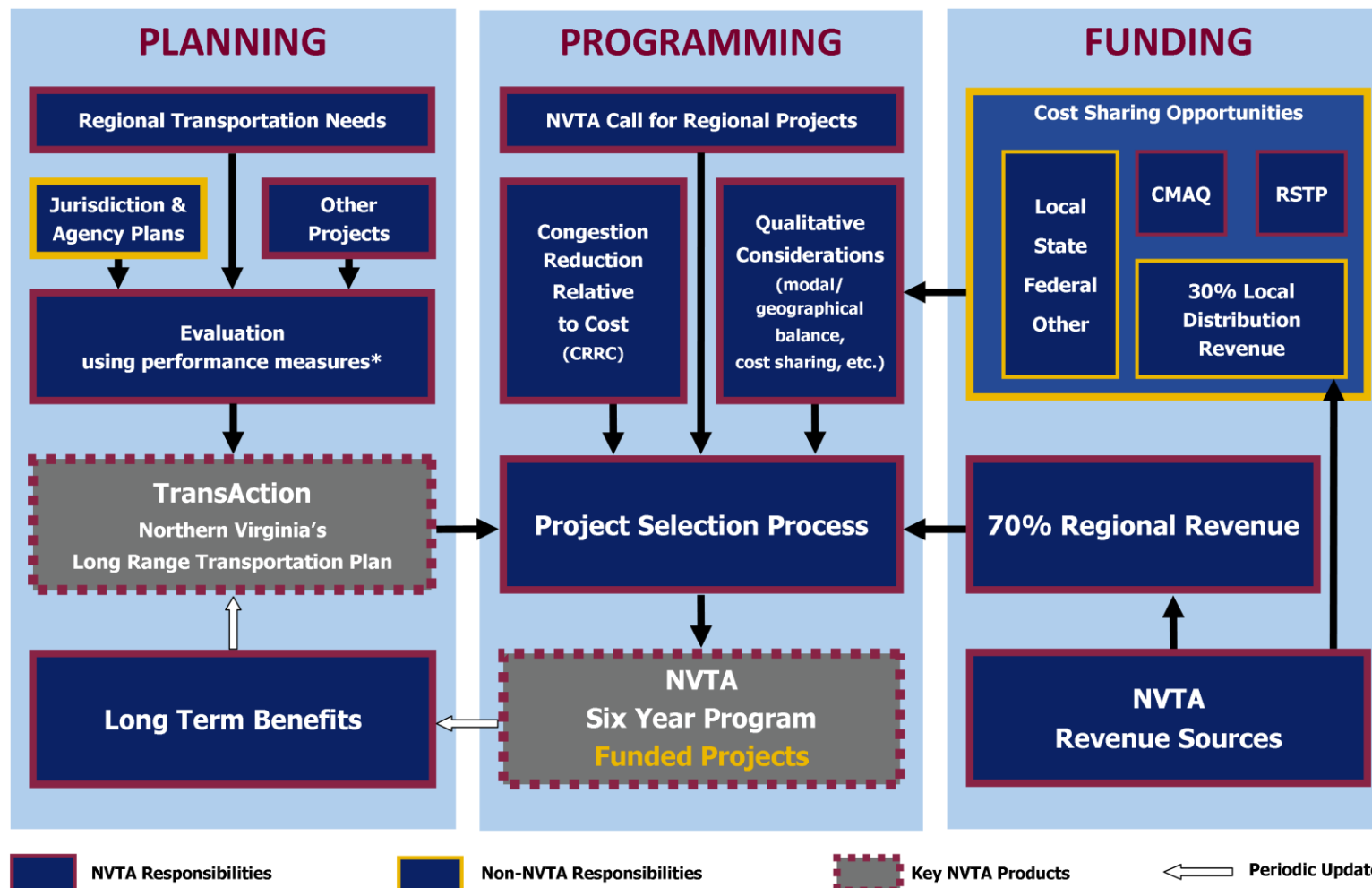


TransAction/Funding Program Linkage

TransAction (adoption)	Funding Program (adoption)	Funding Amount (\$)	CfRTP
TransAction 2040 (November 2012)	FY2014 (July 2013)	185,884,185	-
	FY2015-2016 (April 2015)	336,944,000	-
	FY2017 (July 2016)	166,043,951	-
TransAction (October 2017)	FY2018-2023 SYP (June 2018)	1,285,273,281	-
	FY2020-2025 SYP (July 2020)	539,110,783	-
	FY2022-2027 SYP (exp. Summer 2022)	TBD	exp. Summer 2021
TransAction (exp. November 2022)	FY2024-2029 SYP (exp. Summer 2024)	TBD	exp. Summer 2023
	FY2026-2031 SYP (exp. Summer 2026)	TBD	exp. Summer 2025
	FY2028-2033 SYP (exp. Summer 2028)	TBD	exp. Summer 2027



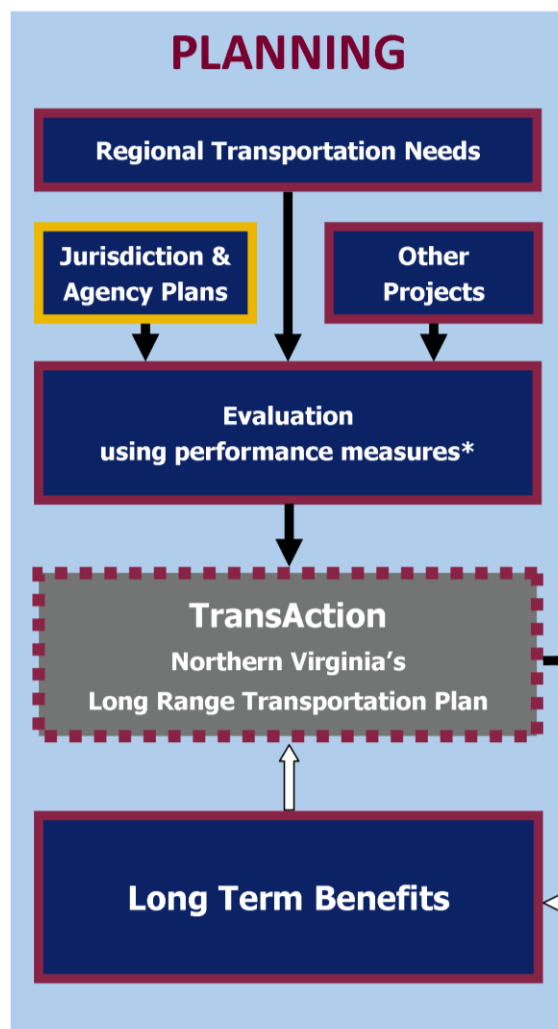
Overview of NVTA Process



* Includes Transaction Project Ratings



Integrated Approach



* Includes Transaction Project Ratings

Regional Transportation Needs

- Travel demand (based on MWCOG Cooperative Forecasts)
- Travel conditions (model-based)
- Public/stakeholder engagement
- Core values
- Confirm goals, objectives, measures and weights

Candidate Regional Multimodal Transportation Projects

- Comp Plans/Transit System Plans/Other Plans ('Bottom-up')
- Other ('Top-down')
- Screen projects and compile project packages

Evaluation

- Compare Build (project package) and No-build (base) networks, using approved weighted performance measures
- Scenario (sensitivity) analysis
- Benefit/cost analysis
- Project/project package rankings/TransAction project ratings
- Core values



Phased Approach



- Model Strategy/Development
- Regional Transportation Needs
- Goals, Objectives, Measures
- Candidate Regional Projects
- Define Scenarios
- Public Engagement
- Communications/Website

- Analysis
- Scenario (Sensitivity) Analysis
- Benefit/Cost Analysis
- Ranking of Projects
- Public Engagement

- Preparation of the Update
- Public Engagement
- Re-Evaluation Analysis
- Adoption



TransAction Vision Statement



Current:

"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."

Proposed:

"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**"

Note: the proposed TransAction vision statement will be recommended for approval at the NVTA's meeting on December 10, 2020



Incorporating the Vision and Goals into the TransAction analysis

- Two complementary approaches:
 - Performance-based planning
 - Compare Build (project package) networks with corresponding No-build (base) network
 - Quantitative, model-based using approved weighted performance measures
 - 'Core Value' approach
 - Holistic/overarching review, identifying needs associated with each 'core value'
 - Guiding principles/foundational factors that underpin the process, as well as bringing focus to the analysis
 - Qualitative, with data-driven components (e.g. TPB – Equity Emphasis Areas; VDOT – Equivalent Property Damage Only index)
 - Candidate core values are safety, equity, and sustainability
- Both approaches will be integrated, and incorporate public engagement and stakeholder inputs



Core Values Research



- Jurisdictions and Agencies (NoVA and beyond)
- Commonwealth of Virginia
- MWCOG/TPB
- Federal



Feedback from the NVTA Planning and Programming Committee (11/2)



Thoughts on equity

- Accessibility for vulnerable populations, including use of transportation technologies;
- The evaluation process should be equitable as well as the outcomes;
- Need to consider whether equity issues are consistent across the region, e.g. built-out development in 'inner' areas versus more open space in 'outer' areas;
- Is equity consistent with congestion relief?
- 'Pockets of poverty' inherently need multi-modal or mass transit services that may not be financially viable;



Feedback from the NVRTA Planning and Programming Committee (11/2)

Thoughts on equity (continued)

- Addressing sustainability and resilience may change NVRTA's approach;
- Need new transit options for short-haul local trips;
- How do we enhance bus service during a pandemic?
- Dedicated transit/carpool lanes will support bus service;
- Bus stops are often just poles with no pavement – sets a context for climate risk analysis;
- “The dogmas of the quiet past, are inadequate to the stormy present. The occasion is piled high with difficulty, and we must rise with the occasion. **As our case is new, so we must think anew, and act anew.** We must disenthral ourselves, and then we shall save our country.” —Abraham Lincoln, December 1, 1862



Equality versus Equity



In the first image, it is assumed that everyone will benefit from the same supports. They are being treated equally.



In the second image, individuals are given different supports to make it possible for them to have equal access to the game. They are being treated equitably.



In the third image, all three can see the game without any supports or accommodations because the cause of the inequity was addressed. The systemic barrier has been removed.

Source: *ADVANCING EQUITY AND INCLUSION A Guide for Municipalities*
City for All Women Initiative (CAWI)



Reference Material





Definitions/Guidelines

1. **Vision:** The vision statement articulates a preferred idealized state.
2. **Goals:** Goals focus on priorities and outcomes the region desires to move toward.
3. **Objectives:** Objectives are measurable and targeted actions that result in incremental but tangible advancement toward the stated goals.
4. **Performance Measures:** Performance measures are used to evaluate potential performance of the transportation network. They derive from the stated objectives. Objectives can and should change over time as the region progresses and diverse aspects of goals become more pronounced in response to contemporary issues or understanding.
5. **Weights:** Weights reflect the relative importance associated with each performance measure.

Note: Objectives, Performance Measure, and Weights will not be finalized until second half of 2021



Current 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%
Goal 2: Enable optimal use of the transportation network and leverage the existing network	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%
	Improve the safety of transportation network	Safety of the transportation system	5%
	Increase integration between modes and systems	First and last mile connections	10%
Goal 3: Reduce negative impacts of transportation on communities and the environment	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%
	Reduce transportation related emissions	Vehicle miles traveled (VMT) by speed	10%

* Measure included in HB 599 rating process.



Proposed New Elements

1. Equity

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

2. Sustainability

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

3. Resiliency

- Ability of the regional transportation system to move people around in the face of one or more major obstacles to normal function, e.g. major incidents or planned events, severe weather events, equipment or infrastructure failures, and impacts of changing climate.



Potential Goals, Objectives, Measures

PROPOSED VISION

*"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**"*

POTENTIAL GOALS

#1 Enhance quality of life by improving the mobility of Northern Virginians on the region's multimodal transportation system. [Mobility]

#2 Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations. [Accessibility]

#3 Enhance operational performance of the multimodal transportation system under extreme or unusual travel conditions [Resiliency]

POTENTIAL OBJECTIVES AND MEASURES (Illustrative Only)

Congestion/Crowding/Reliability

- 3 measures

Environment/Emissions

- 1 measure

Access to jobs/employees/markets/destinations

- 2 measures

Travel Choices

- 1 measure

Surge Capacity/Homeland Security

- 1 measure