Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, February 24, 2021, 6:30 pm
ELECTRONIC MEETING ONLY
Meeting link will be sent to the members prior to the meeting
All others will be able to view proceedings live on NVTA's YouTube Channel

AGENDA

I.   **Call to Order/Welcome**   Chair

Action

II.   **Resolution finding need to conduct meeting electronically**
Recommended action: Adopt resolution

III.   **Summary Notes of November 18, 2020 Meeting**
Recommended action: Approve meeting notes

IV.   **Proposed CY 2021 Meeting Calendar**
Recommended action: Approval

Discussion/Information

I.   **Transportation Technology Strategic Plan**   Mr. Jasper, Principal,
Transportation Planning and Programming

II.   **TransAction Update**   Mr. Jasper, Principal,
Transportation Planning and Programming

III.   **NVTA Update**   Ms. Backmon, Executive Director

Adjournment

IV.   **Adjourn**

Next Meeting (subject to PCAC approval): March 24th, 2021
Location: Electronic Meeting

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

PLANNING COORDINATION ADVISORY COMMITTEE

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

February 24, 2021 MEETING ELECTRONICALLY

February 24, 2021

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) – Planning Coordination 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 Planning Coordination 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 February 24, 2021, to discuss and transact the business of the Authority listed on the February 24, 2021 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 February 24, 2021 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 February 24, 2010 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 24th day of February 24, 2021.

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, November 18, 2020, 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 6:10 p.m.
- Attendees:
  - **PCAC Members:** Vice-Chair and Council Member Selonia Miles (Town of Dumfries); Board Chair Libby Garvey (Arlington County); Supervisor Walter Alcorn (Fairfax County); Supervisor Margaret Angela Franklin (Prince William County); Vice-Mayor Elizabeth Bennett-Parker (City of Alexandria); Council Member Phil Duncan (City of Falls Church); Council Member Michelle Davis-Younger (City of Manassas); Council Member Suzanne Fox (Town of Leesburg).
  - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner), Sree Nampoothiri (Senior Transportation Planner).

Action

II.   Resolution to Conduct November 18, 2020 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 October 28, 2020 Meeting

- The October 28, 2020, meeting summary was approved, with abstentions from members who did not attend the October 28 meeting.

Discussion/Information

IV.   **TransAction Goals; Objectives; Measures**   Mr. Jasper

- Mr. Jasper presented a broad overview of TransAction planning process, and its linkage to NVTA's funding programs. TransAction is updated every five years, which lays the basis for subsequent funding program updates, in every two years. The long-range transportation planning is an integrated process, where regional transportation needs are identified first, then a set of candidate regional multimodal transportation projects are proposed to meet the needs, and finally these projects and/or project packages are evaluated with a set of quantitative measures, and a set of regional solutions are recommended. All these steps are proposed to be conducted with following sequential phases:
  - Phase 1: Identification of Needs/Priorities (March – October 2021).
  - Phase 2: Analysis of Corridor/Segment Packages (November 2021 – April 2022).
  - Phase 3: Reporting, review, and Finalization (May 2022 – November 2022).
- In the last Committee meeting, members unanimously approved the recommendation of a new Vision Statement for the updated plan, with newly introduced concepts of safety, equity, and sustainability. These new topics will be analyzed with two complementary approaches – Performance-based planning (quantitative performance measures), and 'Core Value' approach. Mr. Jasper outlined the core value approach in details.
- Discussion points on equity were presented from NVTA's one of the NVTA's standing committees – Planning and Programming Committee. After the presentation, Arlington County Board Chair Garvey expressed her satisfaction with the proposed vision statement. She also shared her opinion on the equity issue - that free-of-fare transit service can be one option to remove barrier to equitable access. Vice-Chair Miles also agreed to consider this option in future planning and decision-making process.

V.   **NVTA Update**   Ms. Backmon

- NVTA Executive Director Ms. Backmon highlighted the following from NVTA's 2021 Legislative Program – restoration of NVTA's revenues, ability to continue with virtual meeting platform, and support of federal aid to WMATA.

VI.   **Adjourn**
- Vice-Chair Miles adjourned the meeting at 6:47 p.m.

PLANNING COORDINATION ADVISORY COMMITTEE

Proposed CY2021 Meeting Schedule

(Fourth Wednesdays, 6:30 pm, NVTA Offices)

February 24th

March 24th

April 28th

May 26th

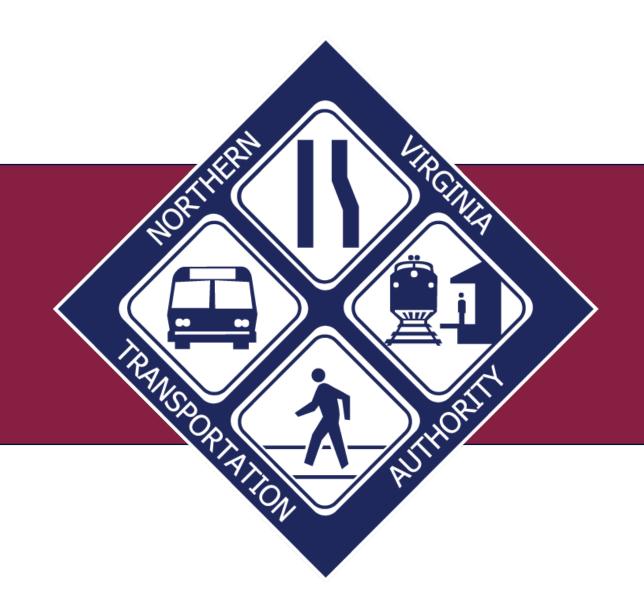June 23rd

July 28th

August: No meeting

September 22nd

October 27th

November 17th

December 15th

Draft Transportation Technology Strategic Plan - Overview

February 24, 2021

The Fourth Industrial Revolution

1. Water and Steam – mechanized production
2. Electricity – mass production
3. Electronics and Information Technology – automated production
4. Digital Revolution – transforming production, management, and governance
   - Exponential increases in computing power
   - Big Data
   - Artificial Intelligence
   - Global Connectivity
   - Speed of Innovation and Disruption

"There has never been a time of greater promise, or one of greater potential peril."

Klaus Schwab, World Economic Forum (January 2016)/Foreign Affairs (December 2015)

Timeline

2004/5 – Apple begins product development on a computer that uses a touch screen instead of a physical keyboard/mouse or stylus

January 2007 – Launch of iPhone 2G

January 2017 – 2.2M apps in App Store

October 2020 – Launch of iPhone 12

July 2002 – NVTA created by General Assembly

September 2006 – TransAction 2030 adopted

November 2012 – TransAction 2040 adopted

July 2013 – NVTA revenue stream begins

October 2017 – TransAction update adopted

What's In This Overview?

- Introduction, including some sample Q&A
- Summary of TTSP Strategies and NVTA Roles
- Technologies mapped to TTSP Strategies
- Guidance on desired feedback and how to respond

Introduction

This presentation provides a high level overview of NVTA's draft Transportation Technology Strategic Plan (TTSP) and some guidelines for Planning Coordination Advisory Committee (PCAC) members to review and provide comments.

The draft TTSP identifies eight strategies that are intended to leverage transportation technologies in support of NVTA's vision and goals for the regional transportation system in Northern Virginia. These strategies focus on mobility, accessibility, and resilience, while embracing core values of safety, equity, and sustainability.

Among other things, each strategy identifies up to nine possible NVTA roles.

Introductory Q&A

Q: How does the TTSP fit within NVTA's current primary responsibilities of planning and programming/funding?

A: In the big picture, NVTA's approach to the TTSP is driven by TransAction, NVTA's long-range transportation plan for Northern Virginia. NVTA is required by the Code of Virginia to develop and maintain TransAction, and is in the early stages of the next update. NVTA's approach to evaluating project funding requests has always embraced multi-modal solutions, including new Metrorail stations, BRT systems, road widening/intersection improvements, pedestrian/bicycle trails, first/last mile solutions, and technology deployments. Since the TTSP is complementary to, and integrated with, TransAction, both reflect the NVTA's multi-modal approach to the regional transportation system. TransAction continues to be the first eligibility filter for funding approvals since the Code of Virginia requires funded projects to be included in TransAction.

Introductory Q&A

Q: Have things permanently changed as a result of the pandemic? If so, what does this mean for the region's transportation system and how do we define success under these new conditions?

A: As we undertake the next TransAction update, we will apply the findings from our own COVID-19 analysis conducted in early summer 2020, together with subsequent research findings by others in the region and nationally. While it is most certainly appropriate to question whether the pandemic has changed travel behaviors, it remains unclear as to what the 'new normal' will actually look like. Our approach is to be open-minded but cautious, to avoid 'over-correcting' until we have greater certainty. By summer 2021, the new normal should be clearer and still within the overall TransAction update schedule.

Introductory Q&A

Q: In this changed environment, what has also changed with regard to the role of technology going forward? For example, how do we enable/support the new transportation patterns when increasing numbers of people are working from home?

A: There are significant examples of different ways in which technology has enabled new transportation patterns. Our region is one of the best in the nation in its ability to increase the level of work from home activity, which speaks highly of the preparedness among employers and employees with respect to IT/communications infrastructure, hardware/software, and HR practices. The adaptability of businesses to move to online shopping/delivery and curbside pickups is driven by technology and innovative business process re-engineering, all in a relatively short timeframe. As we are learning, there are silver linings in the form of reduced congestion and VMT, but negative consequences on transit ridership. As we noted in our COVID-19 presentation to NVTA in July 2020, transit ridership reduction may be challenging to the financial stability of some transit agencies. Finding a path forward that locks in the silver linings while mitigating the negative outcomes will be important considerations for TransAction and the TTSP.

Introductory Q&A

Q: With the political/social emergence of equity and environmental concerns as top priorities, what can technology applied to transportation do to further them?

A: The TTSP will include a discussion of core values – equity, safety, and sustainability – for each strategy. This discussion will highlight how each of the eight strategies will address each of the core values.

Introductory Q&A

Q: Considering the four pandemic recovery scenarios in NVTA's July 2020 COVID-19 analysis, what is the greatest role of technology to enhance recovery in each of them?

A: This is a difficult question to answer. Recognizing that we started work on the TTSP before the pandemic hit, it was never originally intended to address such a situation. That said, technologies that support the resilience of the transportation system while communicating decision-grade travel information to Northern Virginians will likely rise to the top. Any strategy that supports a willingness to travel in shared modes (carpools, vanpools, transit, rail, together with shared mobility devices such as bikeshare and scooters) will have an important role. More broadly, all the technologies rely on high quality data, without which much of the technology will be sub-optimal or ineffective. To that end, the data component of most strategies will be really important as we move beyond the pandemic to the new normal.

Introductory Q&A

Q: Here are some examples of possible priorities for technology in the new normal — more demand responsive, attractive and reliable bus service — what can technology do to make that happen? Electrification of the entire vehicle fleet — commercial, private, trucks and cars — what can technology do to speed that and make it more cost/effective?

A: Multiple strategies will address a new normal bus service, including Strategy #1, #4, #5, and #7. Strategy #8 will address electrification infrastructure. However, note that the strategies alone will not necessarily achieve the desired outcomes. This will require a broad regional coalition of support among jurisdictions, transit agencies, other regional partners and stakeholders. The key point is that NVTA's TTSP is the first-of-a-kind initiative to take such a comprehensive position on how technology can be leveraged to support NVTA's vision for the NoVA transportation system.
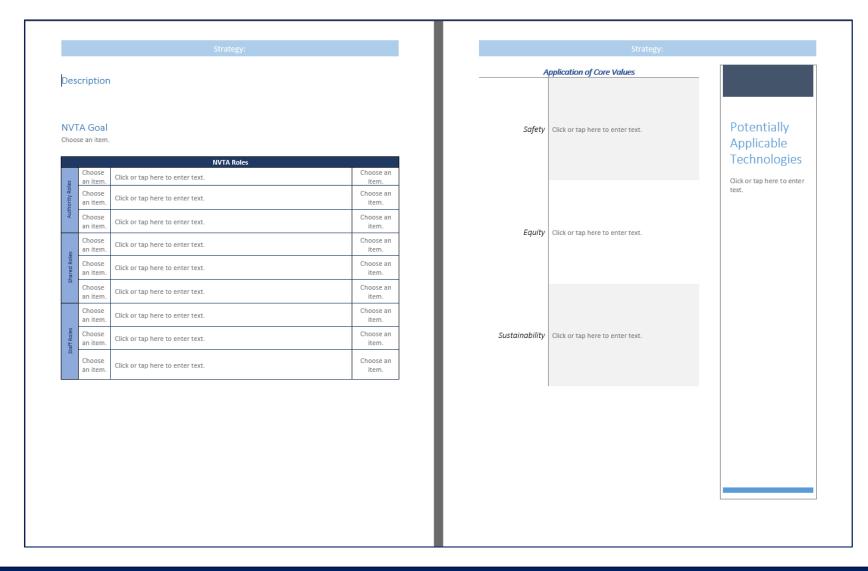
Transportation Technology Strategic Plan (TTSP)
Proposed Structure

- Purpose and Scope
- Overarching Core Values
  - *Safety, Equity and Sustainability*
- Vision and Goals
- NVTA Toles
- Related Initiatives by Other Regional Partners and Coordination
- Transportation Technology Trends
  - *Overview*
    - *Automation, Sharing and Electrification*
  - *Emerging Business Models*
  - *Technologies*
    - *Opportunities and Challenges*

- Strategies for NVTA
- Data Needs
- Caveats and Assumptions
  - *Impacts of Covid-19*
- Monitoring Progress and Update Cycle
- Action Plan
  - *Introduction*
  - *Strategy-Specific Summaries*
  - *Consolidated Actions Table*
  - *Next Steps*
- Glossary

TTSP Strategies Summary Structure

TTSP Strategies and NVTA Roles

Strategy		NVTA Roles								
		Authority Roles			Shared Roles			Staff Roles		
Number	Name	Funding	Policy	Advocate	Champion	Facilitate	Stakeholder	Planning	Outreach/ Education	Observer
1	Reduce congestion	✔		✔	✔	✔		✔	✔	
2	Maximize access to jobs, employees and housing	✔			✔	✔		✔	✔	
3	Maximize cybersecurity and maximize privacy for members of the public	✔					✔			✔
4	Minimize potential for Zero Occupancy Vehicles		✔	✔	✔	✔		✔	✔	
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options		✔	✔			✔	✔	✔	
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	✔			✔	✔		✔	✔	
7	Enhance regional coordination and encourage interoperability in all systems	✔			✔	✔		✔	✔	
8	Create a network of charging infrastructure, for use by private and fleet vehicles	✔	✔	✔	✔	✔		✔	✔	

Technologies Mapped to TTSP Strategies

Key	
Will definitely be helpful	●
Potential to be helpful	◕
Equal potential to be helpful or detrimental	◑
Potential to be detrimental	◔
Likely to be detrimental	○
Not applicable or Insuffecient Information Available	

Strategies		Technologies										
Number	Name	Automated/ Autonomous vehicles	Shared Mobility Devices (SMDs)	Signal technologies	Apps	System optimization	Drones	Changes to delivery and freight systems	Surveillance/ monitoring (including telematics)	Data generation/ collection/ sharing	Improvements to mass transit (including BRT)	Smart technologies/ cities and IoT
1	Reduce congestion	◑	◕	●	◑	◕	◑	◕	◕	●	●	◕
2	Maximize access to jobs, employees and housing		◕	◔	◕	●	◔	◔	◑	●	●	●
3	Maximize cybersecurity and maximize privacy for members of the public	◔	◔	◑	◔	◑			◔	◑		◑
4	Minimize potential for Zero Occupancy Vehicles	◑	◕	●	◑	◕	◑	◕	◕	●	●	◕
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options	◑	◕		◑	●	◑	◕	◕	●	●	●
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	●	●	●		◕	◑	◑			●	●
7	Enhance regional coordination and encourage interoperability in all systems	●	◑	◕	◑	◕	●	◑	◑	●	●	◕
8	Create a network of charging infrastructure, for use by private and fleet vehicles	●	◑			◑						

Feedback Requested from PCAC Members

• Thoughts on what you have heard today?

• 8 strategies/9 NVTA roles – anything we need to change/add?

• Beyond NVTA Committees, who should we seek feedback from?

• Are there any related initiatives we should be aware of?

• What level of detail is required for the public-facing versions of the TTSP/Action Plan?

• Suggestions on low-cost visualizations? Examples?

• We request that you review the draft TTSP and provide any feedback, via email, by **COB on Wednesday, March 10th**.

• We will share draft TTSP Action Plan prior to PCAC meeting on March 24th.

THANK YOU!