PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, December 1, 2021, 6:30 pm
Northern Virginia Transportation Authority

MEETING SUMMARY

I. **Call to Order/Welcome**

- Chair and Mayor Colbert welcomed Committee members and called the meeting to order at 6:40 p.m.

- Attendees:

    o **PCAC Members:** In-person – Chair and Mayor Colbert (Town of Vienna); Board Member Garvey (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); Vice-Mayor Sebesky (City of Manassas); Vice-Mayor Banks (City of Manassas Park); Council Member Friedrichs (Town of Herndon); Council Member Milan (Town of Purcellville).

    Remote – Vice-Mayor Bennett-Parker (City of Alexandria); Vice-Mayor Martinez (Town of Leesburg).

    o **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner).

    o **Consultant:** Dalia Leven (Cambridge Systematics).

II. **Summary Notes of October 27, 2021 Meeting**

- The October 27, 2021, meeting summary was approved, with abstentions from members who did not attend the October 27 meeting.

III. **Approval of Performance Measure Weightings for the TransAction Update**

- In the October 27, 2021 committee meeting, as a part of NVTA's long range transportation plan update process, members unanimously approved and recommended a set of Goals, Objectives, and Performance Measures for the Authority's adoption. Next task in the process is to assign weightings to each performance measure. Mr. Jasper presented the following to set up a context of this crucial step in the planning process:
    o As a refresher, the presentation started with a broad timeline of the update process, with adoption of TransAction scheduled for November 2022.
    o Broad definitions and linkage between goals and core values – goals are what we want to achieve, and core values guide how we achieve these goals. Performance

measures are to quantify progress towards achieving these goals, which will be used both in planning and programming decision-making process.

- o Performance measures are grouped by objectives, which in turn are grouped under three broad goals of Mobility, Accessibility, and Resiliency. There are ten performance measures in total. Assigning weights separately for each will reflect policy directions for future NVTA investments in the transportation system.
- o The weighting scheme is based on a scale of 100. Each member will assign a weight score for each measure, totaling to 100, which will then be averaged for the committee. On this set of averaged scores, members may reallocate some weights to reflect policy directions as reached by all members. The final set of weights will be rounded up or down to normalize, and synthesize with recommendations from two other NVTA committees.

- This presentation was followed by questions/comments from members. In response, NVTA and consultant staff explained the following:
  - o A brief explanation of methodology to derive performance measures B2 (transit-person miles in dedicated ROW) and G1 (transportation system redundancy). Measure B2 is to quantify travels on transit facilities like Metrorail, VRE, BRT services; and measure G1 will identify the capacity of the transportation system to absorb surges in travel demands during an emergency situation.
  - o This whole process is guided by NVTA's legislative mandates to reduce congestion for travelers. The final weighting scheme must align with this mandate of congestion reduction.
  - o Recommended weights from each of the three statutory/standing committees will be averaged and rounded up/down. While there are no technically right or wrong answers, these weight scores reflect policy directions of each committee.

- Members then individually filled up the score tables, which were tallied live on-screen by NVTA staff for all members. On the final set of averaged numbers, members discussed some reallocations, to mostly emphasize between the two accessibility measures (C1/C2 – access to jobs by various modes by general and EEA populati00on). Council member Stehle, City of Fairfax, proposed to prioritize job access from TPB-identified Equity Emphasis Areas, which were supported by all members.

Following this detail discussion and scoring exercise, members approved unanimously the set of weightings for performance measures to recommend for Authority's approval. Please see below table for recommended set of weights for performance measures.

Weights for the Ten Performance Measures Recommended by the Planning Coordination Advisory Committee:

	Performance Measure	Recommended Weight
A1	Total Person-Hours of Delay in autos*	10.7
A2	Total Person-Hours of Delay on Transit*	11.8
B1	Duration of Severe Congestion*	10.2
B2	Transit person-miles in dedicated/priority ROW*	7.5
C1	Access to jobs by car, transit, and bike*	5.8
C2	Access to jobs by car, transit, and bike for EEA populations	15.9
D1	Quality of access to transit and the walk/bike network	13.6
E1	Potential for safety and security improvements	8.0
F1	Vehicle Emissions	10.2
G1	Transportation System Redundancy*	6.3

* HB599 measures

Discussion/Information

IV.   TransAction: Scenario Definitions

- Ms. Leven began with explaining that any long-range forecasting process includes a range of uncertainty. To effectively capture these uncertainties, TransAction planning process proposes to conduct following four scenario analyses – Post-Pandemic New Normal, Technology, Incentives/Pricing, and Climate Change.
- Project consultant, Ms. Leven described each scenario with their definitions and assumptions, stating these are plausible futures, but not necessarily preferred or predicted. Committee members shared their suggestions for each set of assumptions for these scenarios. Following are highlights on each scenario:
  - Post-Pandemic New Normal Scenario: What if trends observed during the pandemic continue into the long-term future? Assumptions needed – percent of telework (by job type and employer), percent of tele-school, change to frequency of shopping trips etc.
  - Technology Scenario: Focus on implementation of Connected/ Automated/ Shared/ Electric vehicles (CASEs). Assumptions needed - Market penetration of CASEs by 2045 –personal vehicles and commercial vehicles, costs of using CASEs (per mile), limits to CASE service area etc.
  - Incentives/Pricing Scenario: Implementing transportation pricing and incentive mechanisms to manage travel demand. Assumptions needed - Free transit, shared-ride incentives, incentives to shift travel time etc.
  - Climate Change: Initial thought was to focus on which infrastructures were most vulnerable to climate change, but it was discussed about potentially combining

the three initial scenarios to see if the combined efforts can achieve Northern Virginia's climate goals. On Friday December 3rd, MWCOG's Climate Change Report would be available for review so findings from that report could drive the base line for future direction.

V.   NVTA Update

- Ms. Backmon expressed her gratitude for members' diligence to derive the recommended set of weights for performance measures, and reminded everyone of the significance of this step in the overall TransAction update process. She also provided an update on NVTA's legislative program, with two primary objectives – to make sure current transportation funding structure at the state level remains stable, and to continue seek restoration of NVTA's revenue diverted as a result of the 2018 WMATA funding bill.

VI.   Adjourn

- Chair Colbert adjourned the meeting at 8:35 pm.