



PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, September 28, 2022, 6:30 pm
Northern Virginia Transportation Authority

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert, Chair of the Committee, welcomed committee members and called the meeting to order at 6:38 p.m.
- Attendees:
 - **PCAC Members:** Virtual –Mayor Colbert (Chair, Town of Vienna); Council Member Selonia Miles (Vice-Chair, Town of Dumfries); Board Member Karantonis (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); Council Member Friedrichs (Town of Herndon); Council member Milan (Purcellville).
 - Alternate – Council Member Ralph Smith (City of Manassas, for Vice-Mayor Pamela Sebesky).
 - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Regional Transportation Modeler); Ian Newman (Regional Transportation Planner).
Consultant Staff: Thomas Harrington (Cambridge Systematics).

II. Summary Notes of June 22, 2022 Meeting

- The June 22, 2022, meeting summary was approved, with abstentions from members who did not attend the June 22 meeting.

III. Status of TransAction Plan Update.

- Mr. Jasper set up the discussion context for the TransAction update, meeting agenda, and introduced two presenters for the meeting – Dr. Nampoothiri, NVTA staff, and Mr. Harrington, consultant. He mentioned what was presented so far to this committee, and a broad outline for next couple of months until anticipated adoption of the plan in December of this year.
- Dr. Nampoothiri presented highlights of public comments received during the public comment period and a public hearing on September 8, at NVTA offices. Following topics were covered in detail:

- Documents published for public comment period (August 1 to September 18); detailed on-line comment form; TransAction Plan 2022 Update – Draft Summary/Project List; other supporting information. Draft summary document and comment form were also made available in English, Spanish, and Korean.
- In total, there were 223 comments received, of which, 205 were unique responses. These were received through a various media – web comment form, testimony at public hearing, traditional mail, emails, and voicemail.
- These comments were analyzed to categorize by types/themes, and responses were presented for these three broad questions:
 - o Does the Plan achieve TransAction goals of mobility/accessibility/resiliency?
 - o Does the Plan reflect TransAction core values of safety/equity/sustainability?
 - o Comments on scenario analyses.
- The presentation concluded with a list of specific projects with feedback.
- Mr. Harrington presented results from analyses of the transportation network with No-Build and Build conditions. He explained that Build condition refers to implementation of the full set of 429 projects in TransAction, while in No-Build, the existing network is analyzed with projects that are currently underway or have full funding commitments. In addition to analyses with the complete project set, model runs were conducted with modal sets (highway only, transit only), project packages (interchange/intersections, transit service/access), and large individual projects (regional Transportation Demand Management (TDM)/technology).
- Model analyses results (highlights):
 - Total person trips remain essentially the same between the 2045 No-Build and 2045 Build analysis.
 - Number of transit trips increases by 12% due to the significant investment in proposed in transit projects.
 - Vehicle miles traveled (VMT) increase by 3.6% between the 2045 No-Build and 2045 Build analysis, as highway capacity improvements and reduced travel delay lead to some increases in the length of auto trips.
- There are inherent uncertainties in the travel demand forecasting process as in any long-range transportation plan, including TransAction. This is because the assumptions on travel behaviors can be drastically altered between now and the current planning horizon year of 2045. To address this uncertainty, and to check how TransAction projects will perform under alternate set of assumptions, three distinct scenarios were analyzed:
 - Post-Pandemic “New Normal” Scenario: Reduction of work-related trips, reduction of shopping trips, increase in delivery trips, increase in non-motorized trips.
 - Technology Scenario: Increased market penetration of connected, autonomous, shared, electric (CASE) vehicles; changes in operating costs for automated vehicles; increases in effective roadway capacity; changes in trip generation; and automated transit shuttles at all rail stations.
 - Incentives/Pricing Scenario: VMT pricing on all roads with discounts for lower-income households, increase in parking costs across the region, free transit (no fares), and shift in travel times from peak hours.

These scenario assumptions were applied to both No-Build/Build conditions. It was found that TransAction projects have the biggest impacts in the Incentives/Pricing

scenario; increasing transit trips by 21%, decreasing emissions by up to 61% and resulting in the smallest increase in VMT of any of the four futures considered.

During and after this two-part presentation, committee members clarified a number of questions, as highlighted below:

In western Loudoun County, TransAction lists projects that potentially will impact residential communities. Will these be addressed in the Plan? Individual project's impacts are analyzed in a structured manner during implementation, TransAction is the product of a long-range planning process and does not address implementation concerns. TransAction does not represent a commitment to fund or implement projects.

In the Build scenario, a 54% reduction in emission is shown, that's a substantial improvement, please explain. That reduction in emission is due to a combination of electric vehicle related infrastructure improvements in Build condition, together with assumptions of higher market penetration of electric vehicles.

In any of the scenarios, were weather events considered? No, this planning process did not analyze any weather-related events on transportation.

In all scenario results, we observe substantial improvements across all performance measures. Why should we consider spending \$75 billion on 429 projects? The key fact to consider is TransAction is not a funding commitment. It is a needs-based analysis that is financially and geographically unconstrained. Also, most scenario assumptions are beyond NVTA's control. While the first two sets of assumptions, New Normal and Transportation Technology, are mostly beyond government intervention, the Incentives/Pricing scenario will require direct collaboration among government entities. With this Plan, NVTA strives to guide future transportation investments through its Six Year Program updates.

IV. NVTA Update

- NVTA Chief Executive Officer, Ms. Backmon, updated committee members on the upcoming Authority meeting agenda, where concessionaire funds from the I-66 Outside-the-Beltway project will be discussed. She also mentioned that at the Governance and Personnel Committee meeting the draft 2023 legislative program will be discussed.

V. Adjourn

- Chair Colbert announced upcoming meeting dates in October and November, and adjourned the meeting at 7:50 pm.