



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**TECHNICAL ADVISORY COMMITTEE**

**Wednesday, October 21, 2020**

**7:00 pm**

**(Meeting conducted via WebEx and livestreamed via YouTube)**

- I. Call to Order/Welcome** **AGENDA** Chairman Boice

**Action**

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

- III. Summary Notes of September 16, 2020 Meeting** Chairman Boice  
*Recommended action: Approval of meeting notes*

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

**Discussion/Information**

- V. NVTA Update** Ms. Backmon, Executive Director

**Adjournment**

- VI. Adjourn**

**Next Meeting (Electronic)**  
Wednesday, November 18, 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**

**OCTOBER 21, 2020 MEETING ELECTRONICALLY**

October 21, 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 October 21, 2020, to discuss and transact the business of the Authority listed on the October 21, 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 October 21, 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 October 21, 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 21<sup>st</sup> day of October, 2020.



**TECHNICAL ADVISORY COMMITTEE**  
**WEDNESDAY, September 16, 2020, 7:00 pm**  
**Electronic meeting with livestreaming on [YouTube](#)**

**MEETING SUMMARY**

**I. Call to Order/Welcome**

- Chairman Boice called the meeting to order at 7:03 pm.
- Attendees:
  - **Members:** Randy Boice, Karen Campblin, Armand Ciccarelli, Amy Morris, Frank Spielberg, Pat Turner, Dr. Shanjiang Zhu
  - **NVTA Staff:** Monica Backmon (Executive Director), Keith Jasper (Principal), Sree Nampoothiri (Senior Transportation Planner), Ria Kulkarni (Regional Transportation Planner)
  - **NVTA staff and others viewing the 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 July 17, 2020 Meeting**

- The meeting summary was approved unanimously.

**IV. Information Items**

**a. TransAction Update- COVID-19 Transportation Impacts and Opportunities**

- Mr. Jasper, Principal, relayed that NVTA partnered with AECOM to conduct analysis of change in travel behavior due to COVID-19. He discussed the near- term impacts of the pandemic on transportation, based on a pre-defined set of scenarios with varying degree of recovery, namely: quick recovery, active transportation, second wave of pandemic and cautious recovery. The transportation impacts of different assumptions regarding telework, jobs, school, transit safety perception, and active



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transportation were shared and discussed with the committee. The committee, in general, concurred with the approach and assessments shown and supported the continuation of the evaluation.

- Mr. Spielberg asked why the transit share didn't change when transit trips drastically declined to which Mr. Jasper noted the relative decline in trip making was rather modally balanced.
- Dr. Zhu commented that any assumptions made for travel for COVID-19 would be "premature". He relayed that agencies and institutions like VDOT and Transportation Research Board are studying and conducting workshops that focus on this problem. Dr. Zhu recommended looking into transit agencies especially in DC to see if the transit share decreased due to the pandemic or more so due to reduced transit frequency and routes. He asserted on watching for new evidence to better understand the nature of the problem. Mr. Jasper agreed and noted that the scenario building aligned with that approach of studying this problem.
- Ms. Turner asked if other Metropolitan Planning Organizations and agencies are pursuing similar efforts and was interested to know how their results compared to the NVTVA study. Mr. Jasper responded that with the next TransAction update on the horizon, the goal was to identify pointers for added uncertainty of the pandemic in light of the scenario planning study. He also mentioned that NVTVA staff is monitoring other agencies and regions that are looking into studying this and may see further analyses published in the near future.
- Ms. Morris appreciated the thinking that went into development of assumptions and scenarios and acknowledged that it is not an easy task. She followed up with a question on whether telework was expected to increase by fifteen to twenty percent in the "new normal" and Mr. Jasper confirmed. Ms. Morris also asked if this will may be a bit lower compared to the newly compiled empirical evidence. Mr. Jasper referenced the Greater Washington Partnership survey findings and said that the level of telework was certainly expected to be greater than the assumptions made in the study.

### **b. TransAction Update- Vision & Goals**

- Mr. Jasper, Principal, shared with the committee that a working group of jurisdiction and agency staff was established to discuss the current vision and goals and consider options to update them. The newly proposed vision and goals were presented to the committee and the committee offered its feedback during the meeting on the proposed language. Mr. Jasper noted that the proposed vision and goals will be finalized and taken to the Authority for approval in December.



**c. NVTA Update- NoVA Gateway**

- Ms. Backmon, Executive Director, introduced the “NoVA Gateway,” a newly developed web dashboard that provides information on all NVTA-funded projects and is now available to access via NVTA website. Mr. Nampoothiri, Senior Transportation Planner, provided an overview of the functions and features of the portal while welcoming any feedback for next phase of development. The TAC members supported the development of this program.
- On a related note about projects, the Chairman expressed his appreciation for NVTA’s efforts in communicating with the Prince William County Board of Supervisors, points of consideration regarding NVTA funding and the Route 28 Bypass project.

**V. Adjournment**

- The meeting was adjourned at 8:31 pm.

# ***TransAction Update***

*Vision and Goals (Discussion Draft)*  
*October 21<sup>st</sup>, 2020*



Presented by:

Keith Jasper

Principal, Planning & Programming, Northern Virginia Transportation Authority



## 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%
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%	
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.



# 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.



# Proposed Vision and Goals

## 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**"*

PROPOSED GOALS	POTENTIAL OBJECTIVES AND MEASURES (Illustrative Only)
#1 Enhance quality of life by improving the mobility of Northern Virginians on the region's multimodal transportation system. [Mobility]	Congestion/Crowding/Reliability <ul style="list-style-type: none"> <li>• 3 measures</li> </ul> Environment/Emissions <ul style="list-style-type: none"> <li>• 1 measure</li> </ul>
#2 Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations. [Accessibility]	Access to jobs/employees/markets/destinations <ul style="list-style-type: none"> <li>• 2 measures</li> </ul>
#3 Enhance operational performance of the multimodal transportation system under extreme or unusual travel conditions [Resiliency]	Travel Choices <ul style="list-style-type: none"> <li>• 1 measure</li> </ul> Surge Capacity/Homeland Security <ul style="list-style-type: none"> <li>• 1 measure</li> </ul>



## Discussion

- How should the Vision and Goals be incorporated into the TransAction analysis?
  - Performance-based approach?
    - Quantitative, model-based analysis for mobility and accessibility measures
    - Compare measures for underserved population vs general population
  - ‘Core Value’ approach
    - Holistic/overarching review for each ‘core value’, e.g. safety, equity, sustainability, and integrated multimodal system
    - Broader, qualitative
- Each approach will incorporate public engagement and stakeholder inputs



## Discussion

- What are the most urgent equity issues pertinent to the region that should be considered in TransAction?