



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

**PLANNING COORDINATION ADVISORY COMMITTEE**

**Wednesday, November 18, 2020**

**6:00 pm**

**(Electronic Meeting and livestreamed via YouTube)**

**AGENDA**

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

**Action**

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

- III. Summary Notes of October 28, 2020 Meeting** Chair Colbert  
*Recommended action: Approval of meeting notes*

**Discussion/Information**

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

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

**Adjournment**

- VI. Adjourn**

**Next Meeting (Electronic)**  
**Wednesday, December 16, 2020**  
**6:00 pm**

**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**

**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) – 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 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.



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

**PLANNING COORDINATION ADVISORY COMMITTEE**  
**Wednesday, October 28, 2020, 6:30 pm (Electronic meeting only)**  
**Northern Virginia Transportation Authority**

### **SUMMARY NOTES**

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

Chair Colbert

- Chair Colbert welcomed committee members and called the meeting to order at 6:35 p.m.
- Attendees:
  - **PCAC Members:** Chair and Mayor Colbert (Town of Vienna); Vice-Chair and Council Member Selonia Miles (Town of Dumfries); Board Chair Libby Garvey (Arlington County); Supervisor Walter Alcorn (Fairfax County); Supervisor Koran Saines; 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 Jon Stehle (City of Fairfax); Council Member Michelle Davis-Younger (City of Manassas); Council Member Signe Friedrichs (Town of Herndon); Council Member 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 October 28, 2020 Meeting Electronically**

- Chair Colbert 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 September 23, 2020 Meeting**

- The September 23, 2020, meeting summary was approved, with abstentions from members who did not attend the September 23 meeting.

#### IV. TransAction Vision & Goals

Mr. Jasper

- Continuing from the last PCAC meeting, Mr. Jasper presented more details on TransAction vision and goals. In this meeting, the objective is to reach a consensus on the vision statement, with more discussions on goals and objectives slated for upcoming meetings. Currently the vision statement highlights three new keywords – equity, sustainability, and resiliency, to read – “*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](#)”.*
- There are two complementary ways to incorporate the associated goals/objectives/performance measures in TransAction analytical framework – a. performance-based planning; and b. “Core-value” approach. These 2 approaches were discussed in some details, with associated examples. In the current plan, there are a total of 15 measures to quantify the objectives, which may be too many to present priorities.
- This presentation was followed by a discussion on the equity issue. Committee members refer to a number of local and regional initiatives to address equity issue in transportation, and the need to align TransAction planning process with that. Chair Colbert agreed to this thread of discussion, and stressed that the members approve the proposed vision statement, for NVTa staff to start research best practices to address all three focuses in the vision statement. With this discussion, the current vision statement was approved unanimously to recommend to Authority.

#### Discussion/Information

#### V. NVTa Update

Ms. Backmon

- NVTa Executive Director Ms. Backmon stated staff is closely monitoring the Commonwealth’s General Assembly Special Session, to determine fiscal impacts for transportation funding, especially the status of restoring funds back to NVTa, that were re-allocated due to 2018 WMATA Bill. Another budget impact, especially in the current pandemic situation, is the Revenue Sharing program where Commonwealth Transportation Board has expressed their interest to re-allocate some funds. Council Member Stehle, City of Fairfax, expressed his support to NVTa’s legislative efforts.

#### VI. Adjourn

- Chair Colbert adjourned the meeting at 7:15 p.m.

# ***TransAction Update***

*Vision Statement/Process*  
*November 18<sup>th</sup>, 2020*



Presented by:

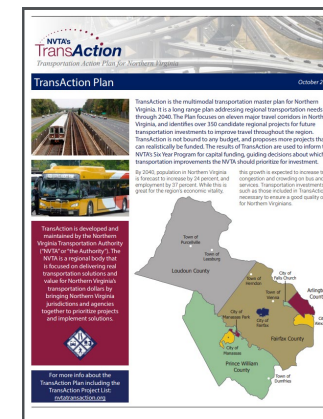
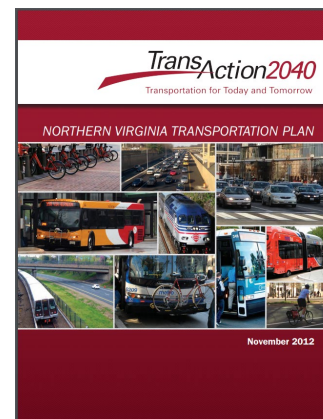
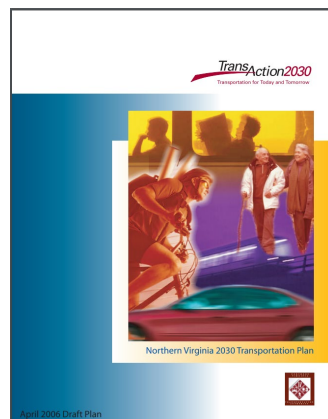
Keith Jasper

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)



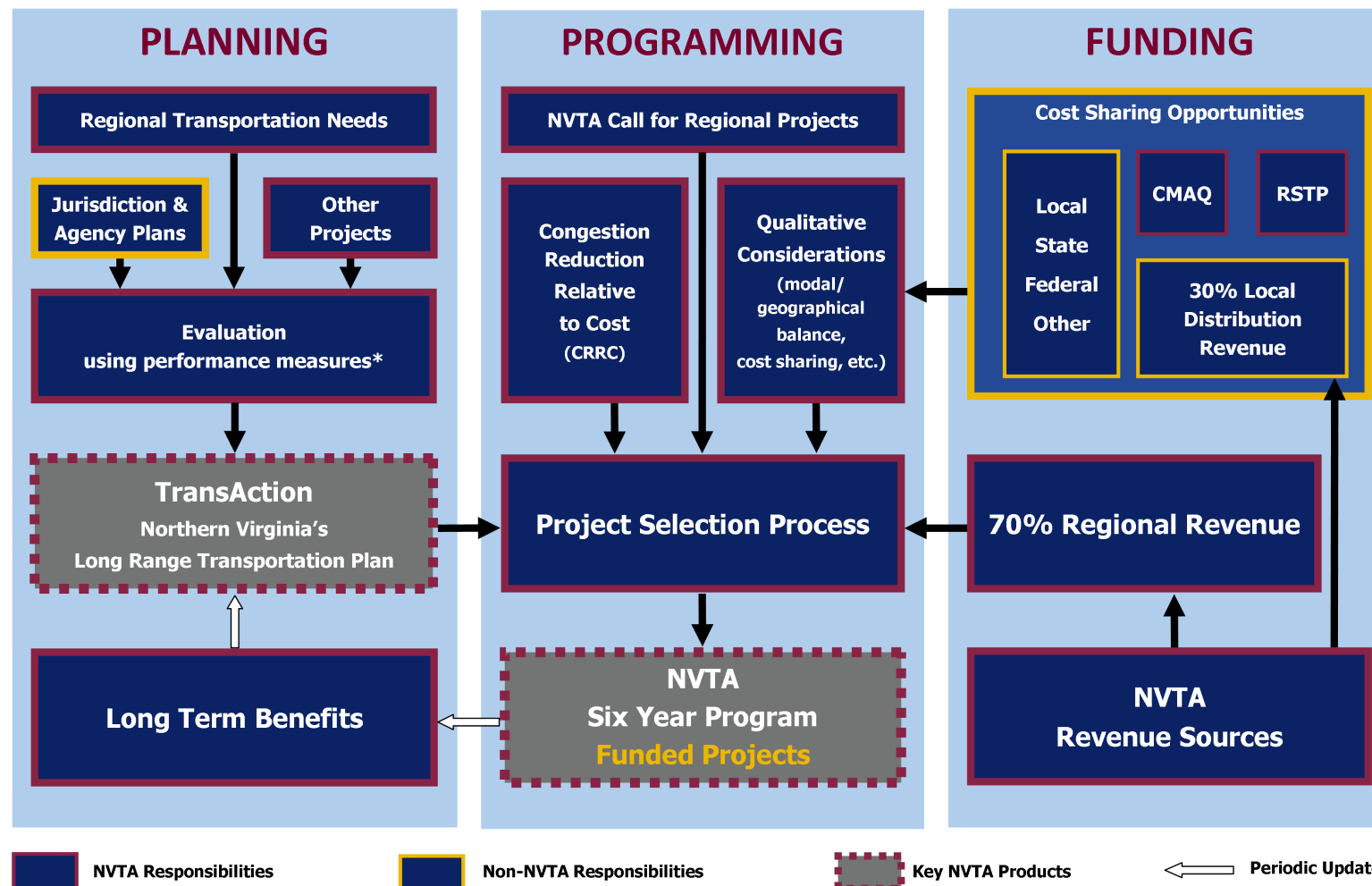
# TransAction/Funding Program Linkage

| 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 |





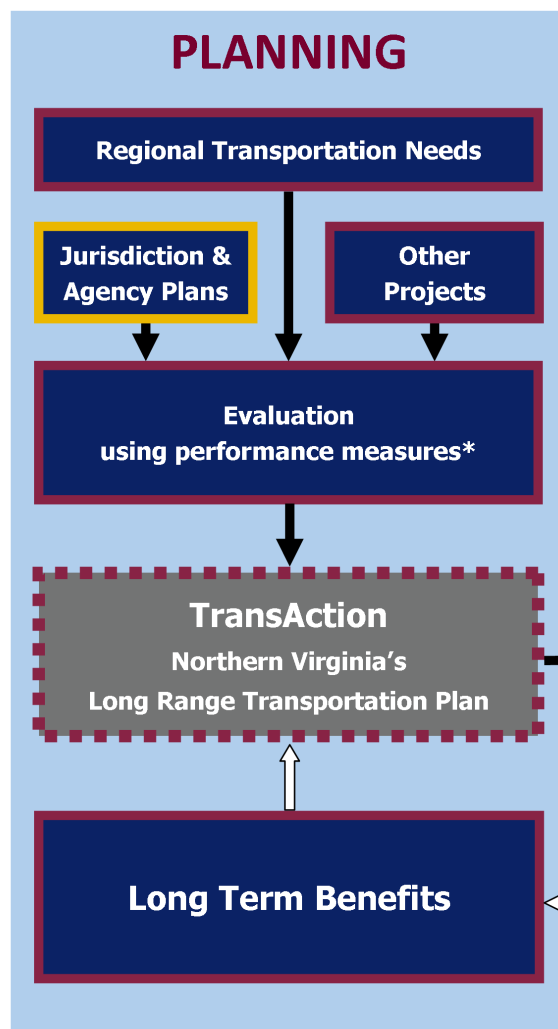
# Overview of NVTA Process



\* Includes Transaction Project Ratings



# Integrated Approach



\* Includes  
Transaction Project  
Ratings

## Regional Transportation Needs

- Travel demand (based on MWCOC 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 NVTA Planning and Programming Committee (11/2)



## Thoughts on equity (continued)

- Addressing sustainability and resilience may change NVTA'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:<br>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:<br>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:<br>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%    |
|  |   | Person hours of travel caused by 10% increase in PM peak hour demand*                        | 5%     |
|  | Sustain and improve operation of the regional system  |  |        |
| Goal 3:<br>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.





# 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