



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Tuesday, September 29, 2020, 5:00pm

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 June 19, 2020 Meeting**
Recommended action: Approve meeting notes

Discussion/Information

- IV. **TransAction Update** Mr. Jasper, Principal, Planning and Programming
- V. **NVTA Update** Ms. Backmon, Executive Director

Adjournment

- VI. **Adjourn**

Next Meeting: TBD
Location: TBD

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
PLANNING AND PROGRAMMING COMMITTEE
RESOLUTION FINDING NEED TO CONDUCT
SEPTEMBER 29, 2020 MEETING ELECTRONICALLY

September 29, 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 and Programming 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 and Programming 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 September 29, 2020, to discuss and transact the business of the Authority listed on the September 29, 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 September 29, 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 September 29, 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 29th day of September, 2020.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Friday, June 19, 2020, 5:00 pm

Northern Virginia Transportation Authority

ELECTRONIC MEETING

with livestreaming on YouTube

SUMMARY NOTES

I. Call to Order/Welcome

- Chairman Wilson called the meeting to order at 5:05 pm.
- Attendees:
 - **PPC Members:** Mayor Wilson (City of Alexandria); Mayor Rishell (City of Manassas Park); Council Member Snyder (City of Falls Church); Chair Wheeler (Prince William County); Mayor Meyer (City of Fairfax).
 - **Other NVTa Members:** Senator Boysko (Virginia Senate); Board Member Cristol (Arlington County); Mayor Parrish (City of Manassas); Ms. Hynes (Governor's Appointee/CTB Member); Mr. Kolb (Governor's Appointee); Ms. Mitchell (Director, DRPT).
 - **NVTa Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Keith Jasper (Principal); Sree Nampoothiri (Senior Transportation Planner).
 - **Council of Counsels:** Ellen Posner (Fairfax County), Robert Dickerson (Prince William County), Steven MacIsaac (Arlington County).
 - **Jurisdiction/Agency Staff:** None on the WebEx. Several staff members followed the proceedings on livestreaming on YouTube Live.

Action

II. Resolution finding need to conduct meeting electronically

- Chairman Wilson noted that as a result of the COVID-19 and Governor Northam's declaration of a State of Emergency, the Authority's Planning and Programming 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 Notes of June 1, 2020 Meeting

- The June 1, 2020 Planning and Programming Committee meeting summary was approved unanimously with abstentions from members not present at the June 1st meeting.

Discussion/Information

IV. FY2020-2025 Six Year Program Update

- Mr. Jasper gave a brief overview of the status of the Six Year Program (SYP) update process:
 - FY2020-2025 SYP is the fifth and most competitive program at NVTA with a total request of \$1,444,826,078 with an available revenue of \$522,151,962;
 - The 41 project requests span multiple modes;
 - The key components of the project selection process include
 - Eligibility review
 - Quantitative analysis including Congestion Reduction Relative to Cost (CRRC), TransAction rating, and Long Term Benefit (LTB) though LTB is not being emphasized this cycle;
 - Qualitative Analysis including past performance, external funding, funding gap, project readiness, modal and geographic balance; and,
 - Public comments
 - In general, the staff list the projects by CRRC rank and remove any projects in the top half that have negative scores on other ratings/factors and add projects in the lower half that have positive factors on other rankings and factors. This is followed by adding projects, if needed, to ensure modal and geographic balance and/or public support;
 - The projects that received most comments during the public engagement period included:
 - NOV-002 Arlington W&OD Trail Enhancements (NOVA Parks) – large support and some opposition;
 - PWC-025 Van Buren Road North Extension (Prince William County) – equal amount of support and opposition;
 - CFC-006 West Falls Church Access to Transit and Multimodal Connectivity (City of Falls Church) – large support; and,
 - CFC-005 Downtown Falls Church Multimodal Improvements (City of Falls Church) – some support;
 - NVTA staff recommendations include:
 - 19 of 41 applications are recommended for funding;
 - Nine are continuation projects; ten are first time for NVTA;
 - 15 of 19 projects are recommended for full funding;
 - Multimodal perspective:
 - Continued and/or increased emphasis on Route 1/VRE Fredericksburg corridor, Fairfax County Parkway Corridor, BRT solutions, synergies, grid networks, and active transportation.
 - The list of projects and funding amounts recommended by the staff were presented;
 - NVTA staff will post these recommendations on the NVTA website by June 24th, following code requirements that NVTA publish recommendations at least 15 days prior to the Authority meeting in which the program is expected to be adopted; and,
 - Authority is expected to adopt the FY2020-2025 Six Year Program at its July 9th meeting.

- Mr. Jasper noted that the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC) endorsed the staff recommendations.
- Mr. Jasper informed that the Finance Committee recommended Authority withdraw/cancel two Virginia Railway Express (VRE) projects with the balance amounts from these projects, a total of \$16,958,821, to be included in the SYP recommendations. The projects are Lorton Station Second Platform and Rippon Station Expansion and Second Platform.
- In response to Mayor Rishell's question on regional distribution of public comments, Mr. Jasper pointed out that most of the projects received comments from immediate surroundings though some support extended to the travel-shed of the facility.
- Mayor Meyer requested funding for the CFX-015 Jermantown Road/Route 29 Intersection Improvements project that is ranked first on the CRRC ranking.
- Council Member Snyder requested funding for the CFC-005 Downtown Falls Church Multimodal Improvements project, providing connections to Metro and traffic and bike-ped connections on Park Avenue, for its relatively good CRRC ranking as well as the public support. Additionally, he expressed support for the RPT-002 Franconia-Springfield Passenger Rail Bypass project.
- Ms. Mitchell pointed out that the VRE funds were made available since the Commonwealth is incorporating most of those project scope as part of statewide initiatives.
- Board Member Cristol supported the RPT-002 Franconia-Springfield Passenger Rail Bypass Project as this project is a priority for the VRE Operations Board too.
- Mayor Rishell supported all the three projects mentioned above for additional funding.
- The Committee approved a motion to approve the staff recommendations subjected to three amendments to allocate the funds freed up from potential withdrawal/cancellation of VRE projects. The amendments are:
 - Fully fund CFX-015 Jermantown Road/Route 29 Intersection Improvements project (\$700,000);
 - Fully fund CFC-005 Downtown Falls Church Multimodal Improvements project (\$8,300,000); and,
 - Add the remaining funds to the staff recommended \$15,000,000 for RPT-002 Franconia-Springfield Passenger Rail Bypass project.

V. NVTa Update

- Ms. Backmon noted that the Authority is expected to approve the Six Year Program at its July meeting. She thanked the Authority for its continued effort to sustain its revenues even during the economic and revenue challenges Authority is facing due to COVID-19 situation.

Adjournment

VI. Adjourn

- The meeting adjourned at 6:14 pm.



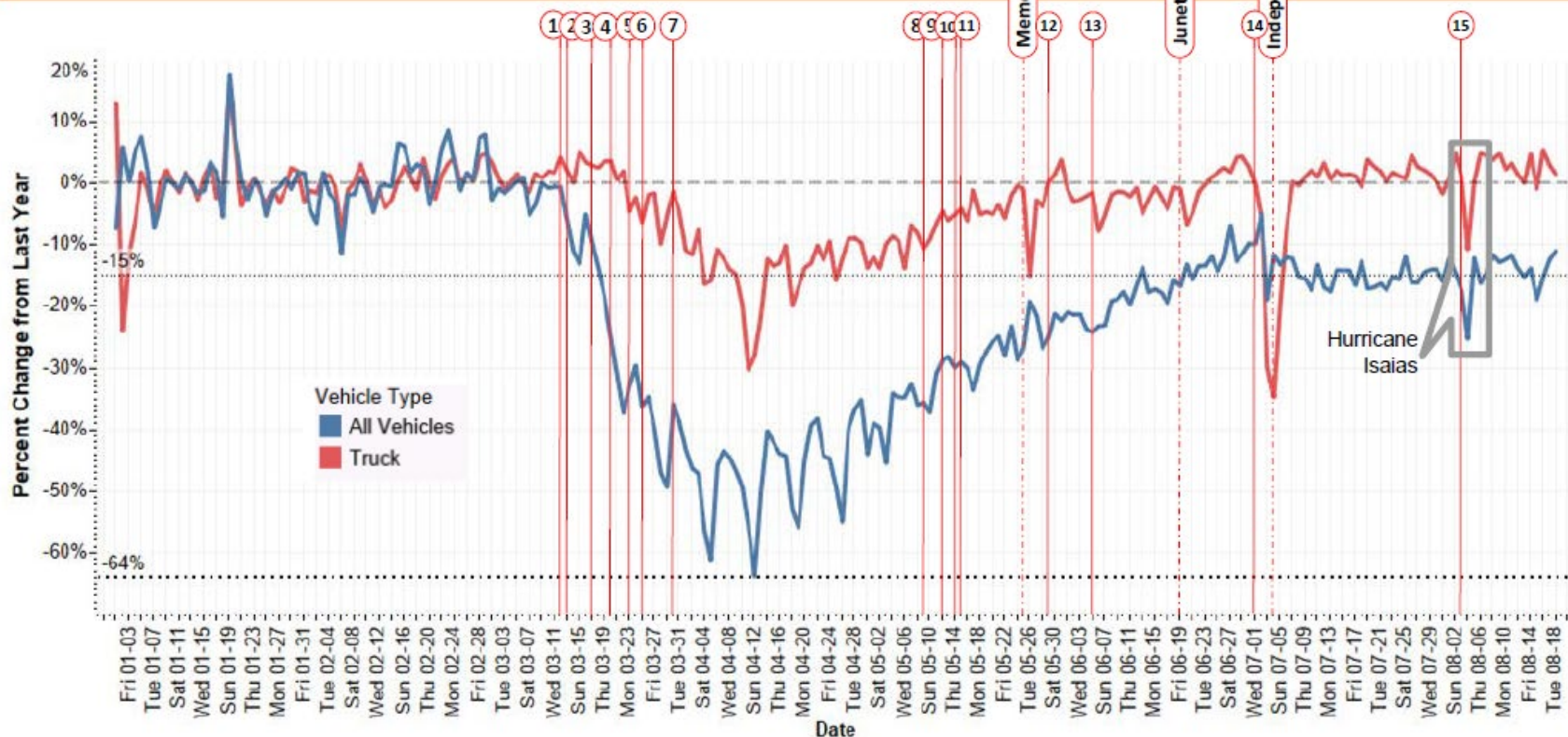
COVID-19: Transportation Impacts and Opportunities

Planning and Programming Committee Meeting
September 29, 2020

Statewide Trends: VDOT Volume Trends

Volume Trends

STATEWIDE DAILY VOLUME CHANGE

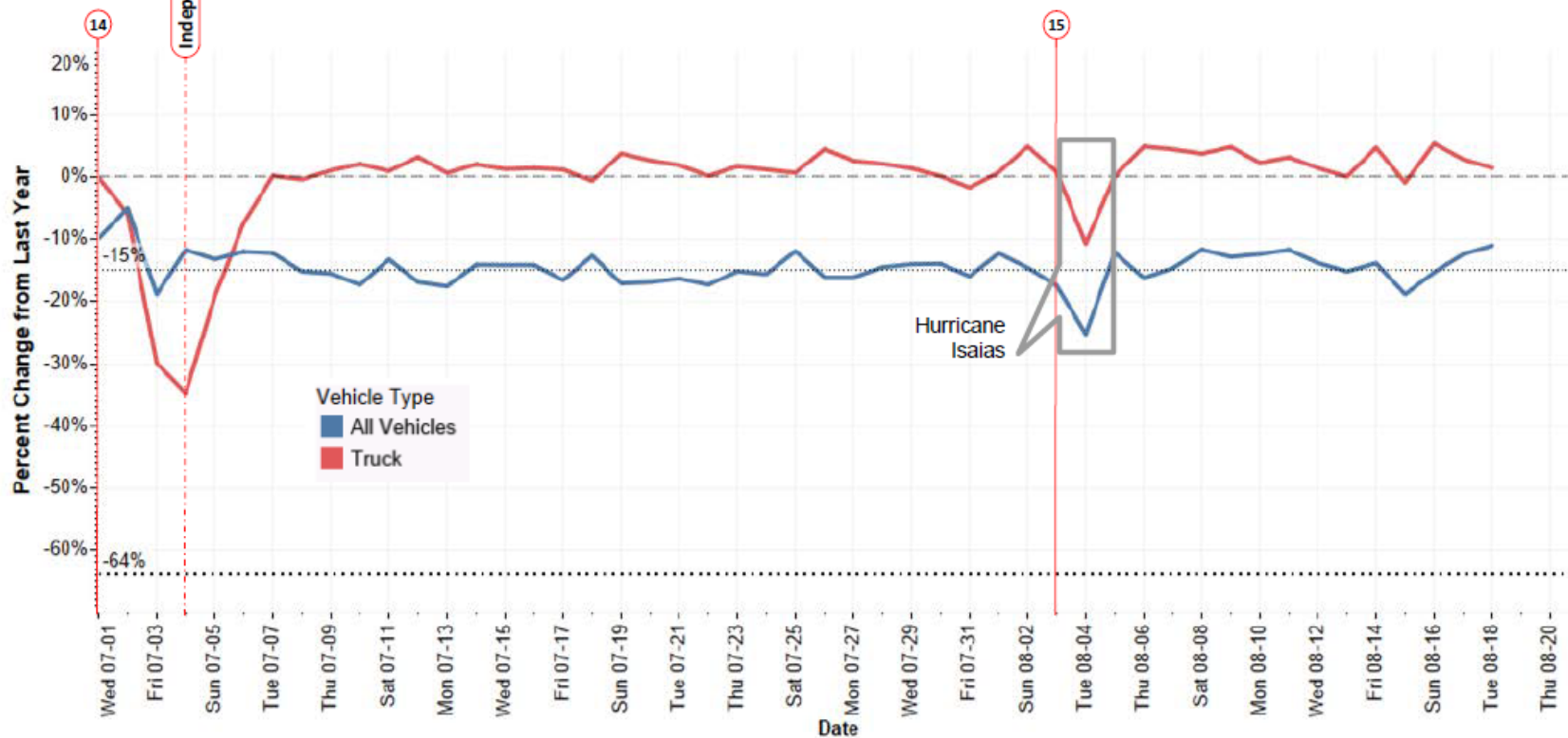


Source: VDOT data presented at the Commonwealth Transportation Board September 16th Meeting

Statewide Trends: VDOT Volume Trends

Volume Trends

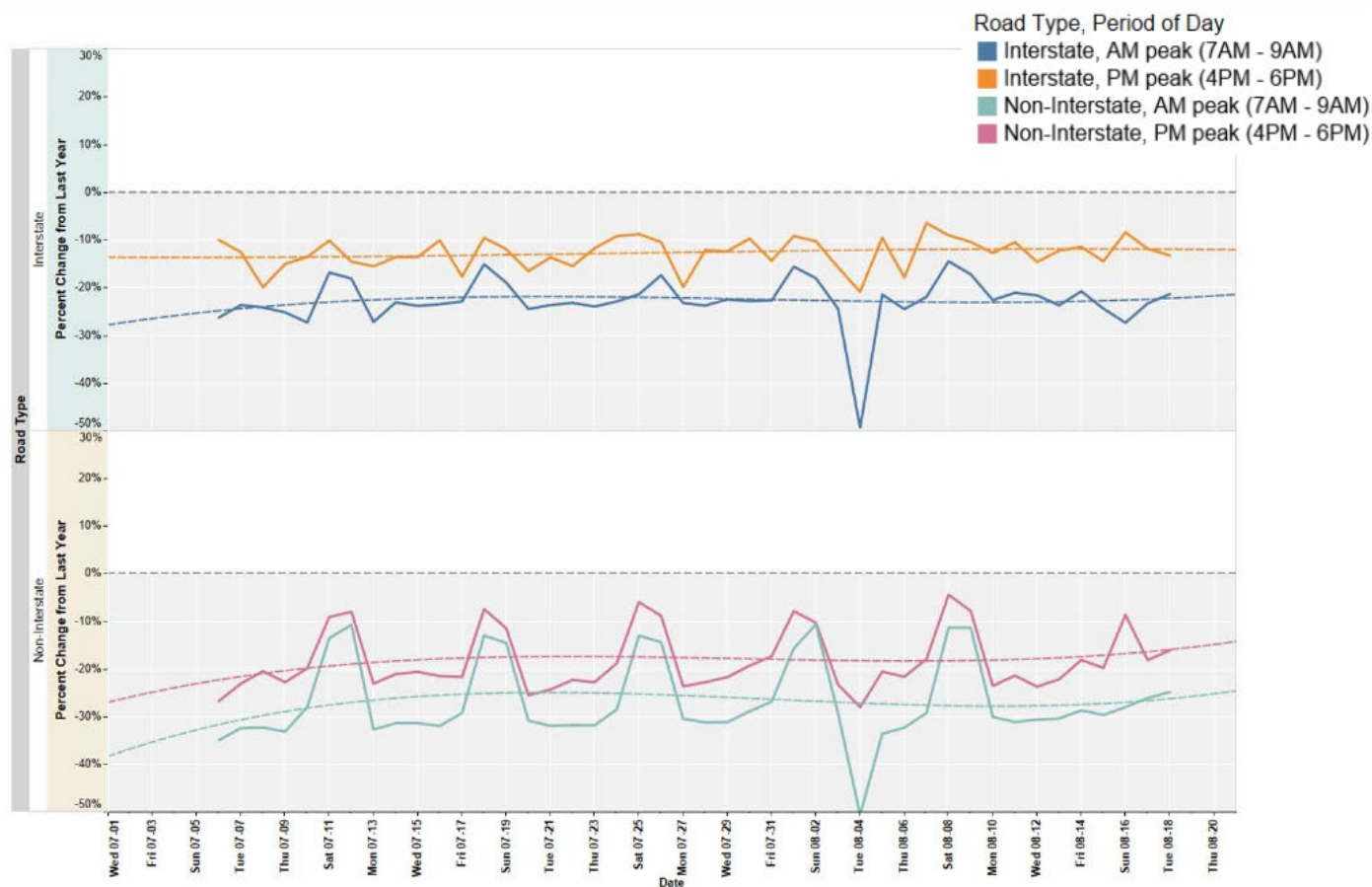
STATEWIDE DAILY VOLUME CHANGE



Source: VDOT data presented at the Commonwealth Transportation Board September 16th Meeting

Statewide Trends: VDOT Volume Trends

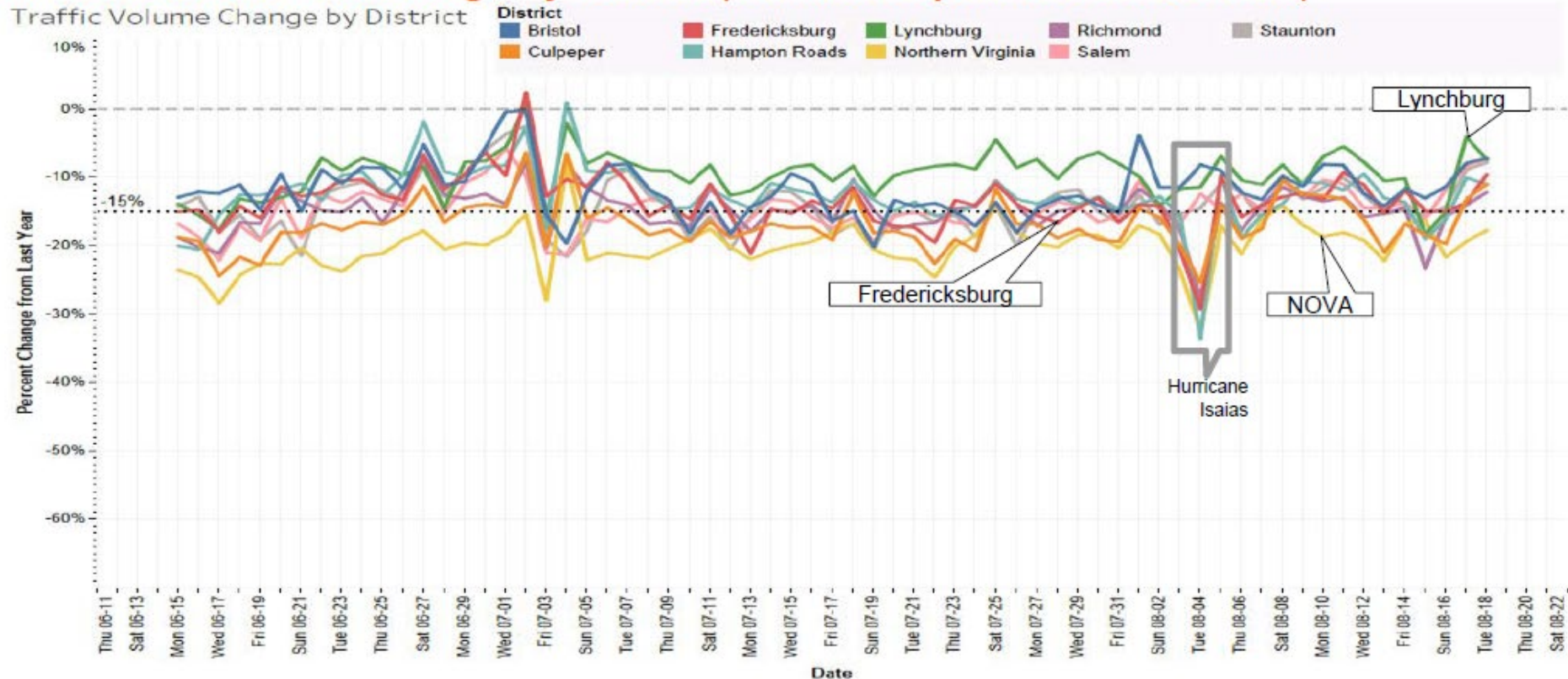
Statewide HOURLY Volume Change for All Vehicles



Source: VDOT data presented at the Commonwealth Transportation Board September 16th Meeting

Regional Trends: VDOT Volume Trends

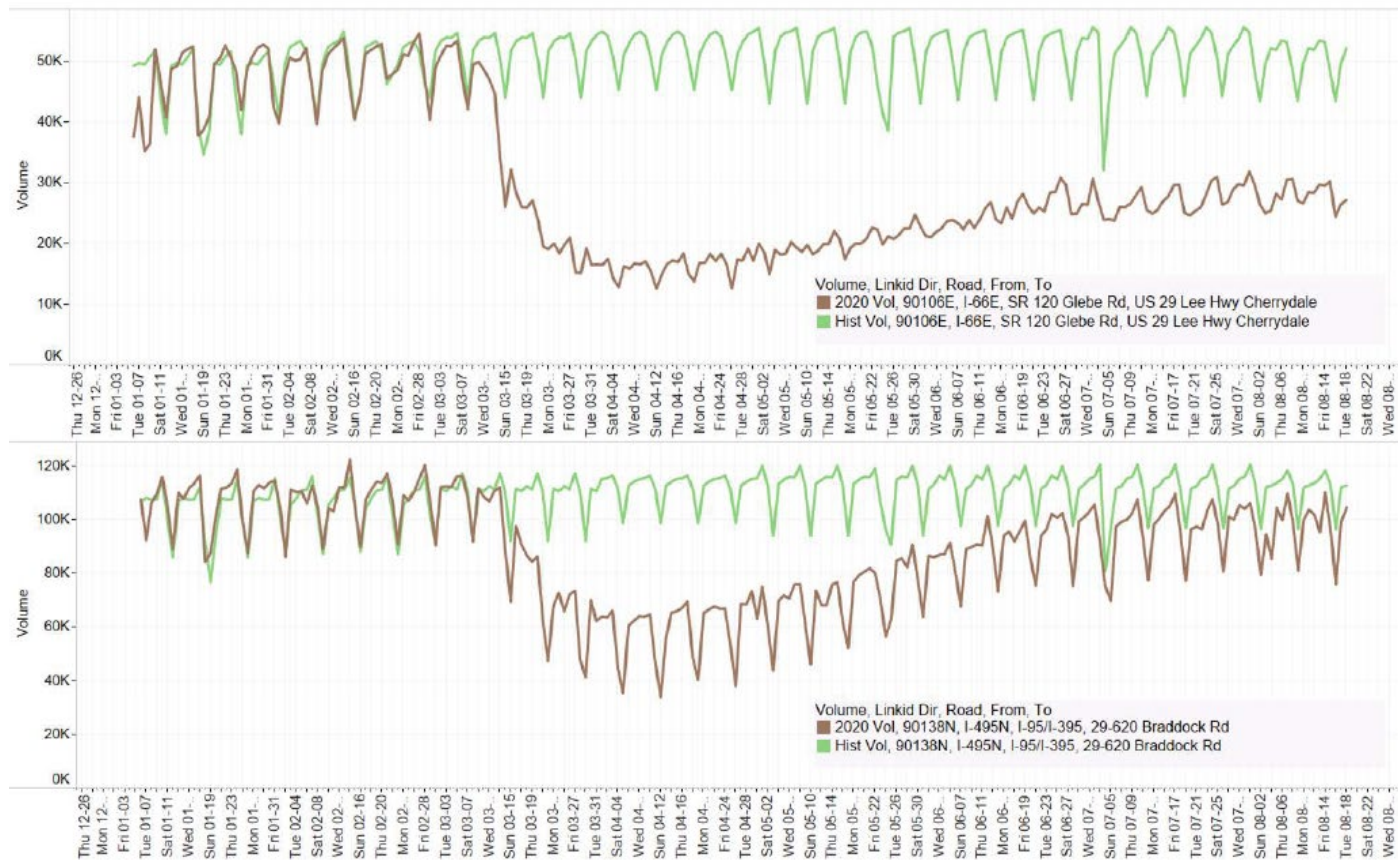
All Vehicles Volume Change By District (Interstates plus Non-Interstates)



Source: VDOT data presented at the Commonwealth Transportation Board September 16th Meeting

Regional Trends: VDOT Volume Trends

All Vehicles Daily Volume in Northern Virginia



Source: VDOT data presented at the Commonwealth Transportation Board September 16th Meeting

Regional Trends: Congestion Trends

50th % Speed Maps

- <25 mph
- 25-35 mph
- 35-45 mph
- 45-55 mph
- 55-65 mph
- >65 mph

Select District

Northern Virginia

Weekend/Weekday

Weekday

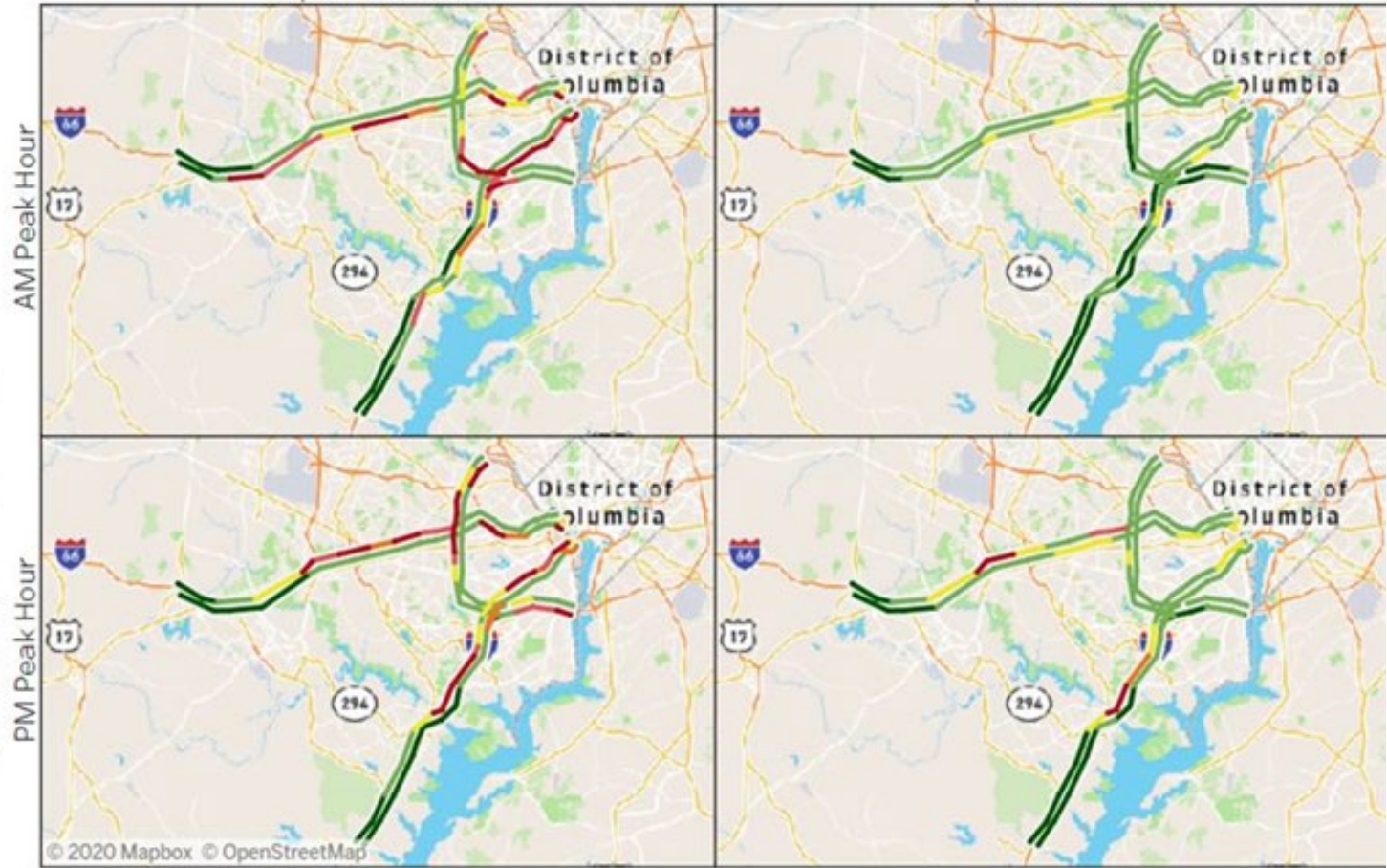
Month

September

District	AM Peak Hour	PM Peak Hour
Fredericksburg	7 – 8 AM	5 – 6 PM
Hampton Roads	7 – 8 AM	4 – 5 PM
All Others	8 – 9 AM	5 – 6 PM

September 2019

September 2020



Source: VDOT Analysis

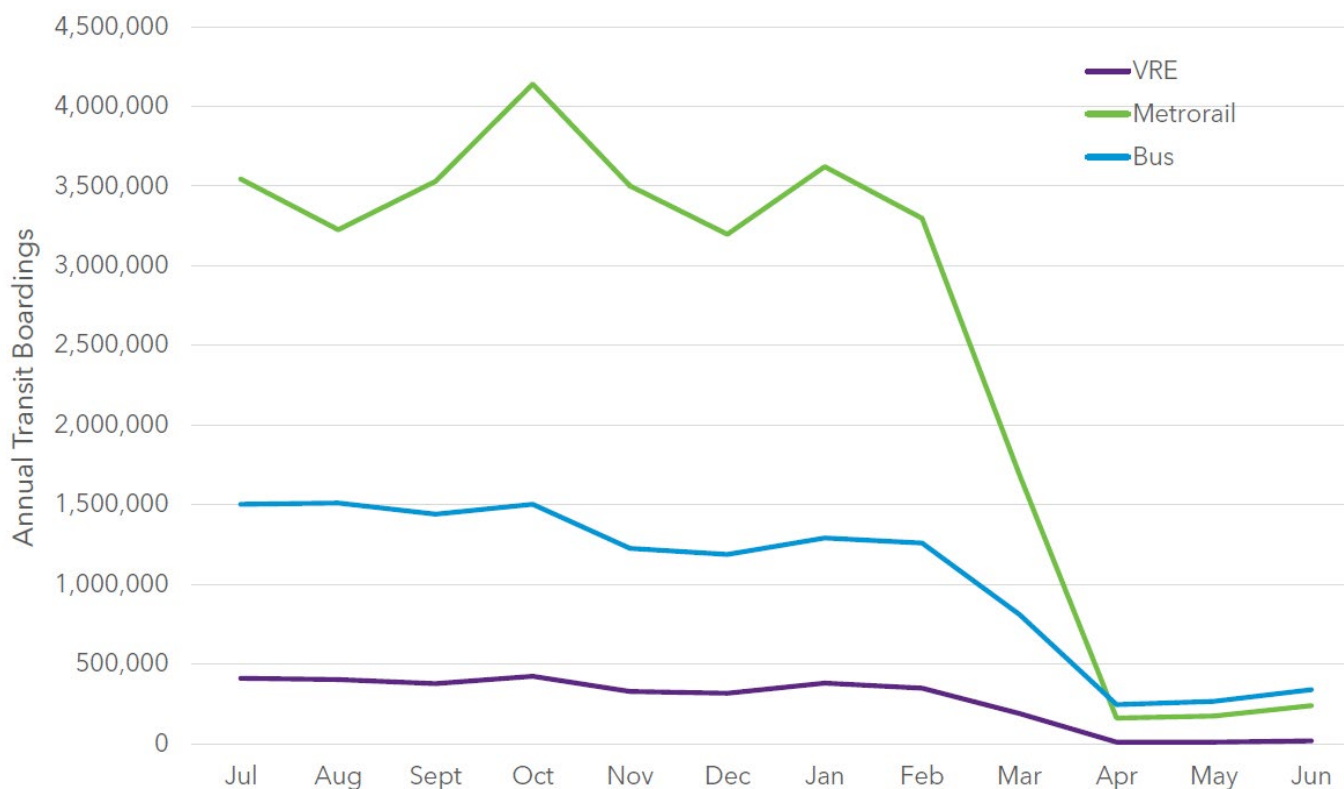
Regional Trends: Average Speeds

Time Period	Sept. 11 2019 (Wednesday)	Sept. 16 2020 (Wednesday)	Increase
6:00am- 10:00am	33.5 mph	36.8 mph	9.6%
4:00pm- 8:00pm	30.6 mph	34.4 mph	12.6%

Source: NVTA Analysis (using RITIS)

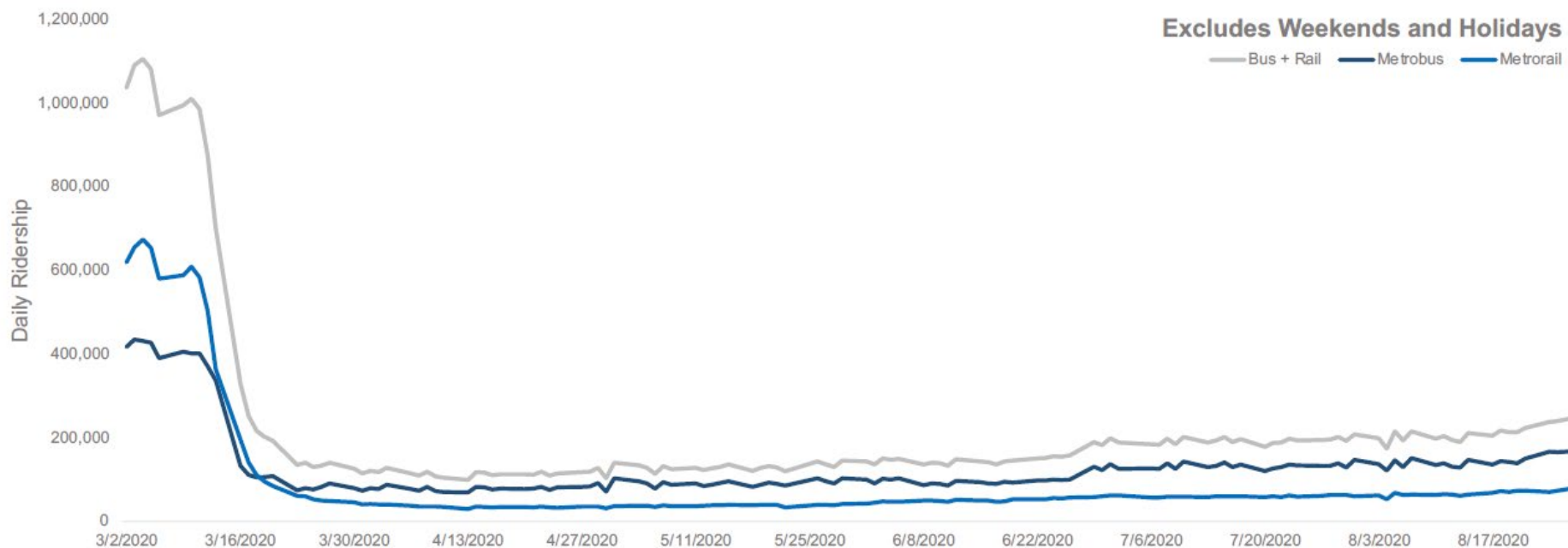
Regional Trends: NOVA Transit Ridership

Figure 1a: Northern Virginia Annual Transit Boardings, FY 2020 Snapshot



Source: NVTC Meeting October 1, 2020

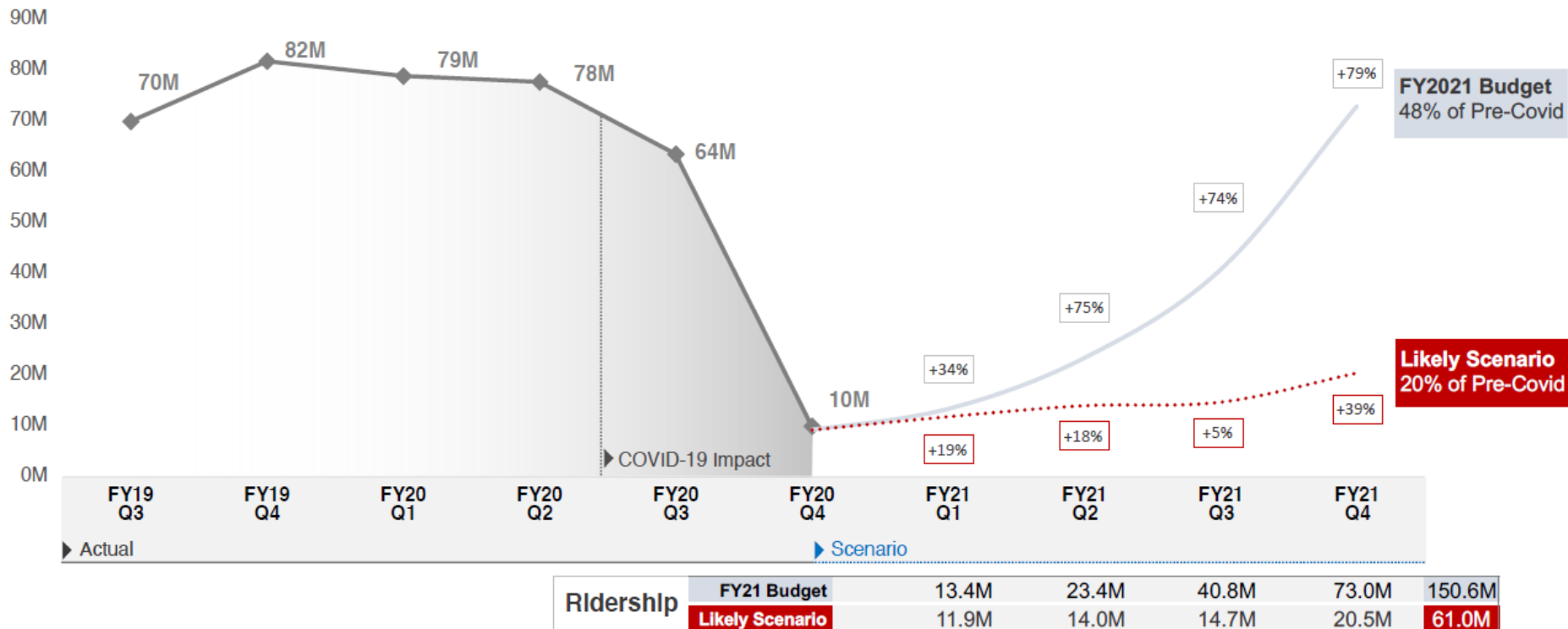
Regional Trends: WMATA Ridership



Source: WMATA Finance & Capital Committee Meeting September 10, 2020

Regional Trends: WMATA Ridership

Likely Ridership Scenario



Source: WMATA Finance & Capital Committee Meeting September 10, 2020

Update 1 –2020 Employer Telework Survey (Commuter Connections)

- May/June 2020, 180 employers
- At the time of the survey, 95% of worksites had telework; telework was common pre-pandemic also - 76% had at least some telework before
 - But during the pandemic, the average share of employees who teleworked grew from 36% to 82% at sites with telework
- More than half of worksites anticipate a post-pandemic telework level that is higher than the pre-pandemic level
- 80% of employers said managers reported benefits of managing remotely
 - Nearly three in ten said managers noted greater worker productivity and increased communication with workers
- 92% of employers said employees reported benefits of working from home
 - The greatest employee benefits were on not commuting, comfortable work environment, and personal cost savings

<https://www.mwcog.org/file.aspx?&A=tz5rpElFhjTiKHExX7dWMvg83ClrZ2TxhPYVR%2bRq%2fqE%3d>

Update 2 – Virginia Commuter Survey Results (VDOT/DRPT)

- June/July 2020; 5,493 respondents
- Three times as many commuters are working from home at least once per week compared to before COVID-19.
 - Of those, 76% are currently working from home full-time, compared to only 13% before.
 - 60% of those working from home do not know when they will be returning to their workplace
 - 80% of respondents would like to work from home at least one day per week after the pandemic.

<https://www.virginiadot.org/travel/commuter-survey.asp>

Update 3 – Capital COVID-19 Snapshot (Greater Washington Partnership)

- August 2020; 430 employers (representing 275,000 residents)
- This fall, about one-third of the region's workforce is expected to physically return to worksites.
- Of employers who had long-term reopening plans, on average, those employers expect to have 72% of their employees return to the office by Summer 2021.
- However, a third of responding employers are still unsure of their summer 2021 plans.
- Nearly half of employers indicated a high level of concern about public transit safety and a low level of confidence that public agencies can control crowding and enforce the wearing of masks.
- For employers with a plan in August, more than 20 percent of the workforce could be teleworking full-time. If true throughout the region, this would represent a 15 percentage point increase compared to the roughly 5 percent of the region's workforce that teleworked full-time before COVID-19.

<https://www.greaterwashingtonpartnership.com/capital-covid-snapshot/>

Scenario Definitions

Scenario	Short Term (2020-2021)	“New Normal” (2025)
Quick Recovery	Economy recovers by fall and most people are back to work and school	Overall travel is about 95% of pre-COVID levels
Active Transportation	Gradual recovery where more people drive alone or take active transportation (walking/biking)	Active transportation remains higher than 2019; overall travel about 90% of pre-COVID levels
Second Pandemic Wave in October	A second stay at home advisory issued in October, with an increase in job loss and teleworking and a decrease in transit ridership	Most significant impact on overall travel, returning only to about 85% of pre-COVID levels
Cautious Recovery	Most gradual recovery with low school attendance and business related travel is reduced, & E-commerce increases	Overall travel lower than Quick Recovery Scenario at about 90% of pre-COVID levels

Scenario Comparison: Assumptions

	Quick Recovery		Active Transportation		Second Wave		Cautious Recovery	
	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal
Telework*	10%	10%	20%	15%	50%	10%	25%	15%
Jobs Lost*	3%	0.5%	5%	1%	10%	6%	8%	2%
School Attendance	90%	95%	90%	95%	0%	100%	40%	90%
Transit Safety Perception	85%	100%	75%	95%	25%	95%	40%	100%
Active Transportation	Pre-COVID Mode Share		60% trips <5 mi are walk/bike. Mode share increases 30%.		Pre-COVID Mode Share		Pre-COVID Mode Share	

**Compared to pre-COVID levels*

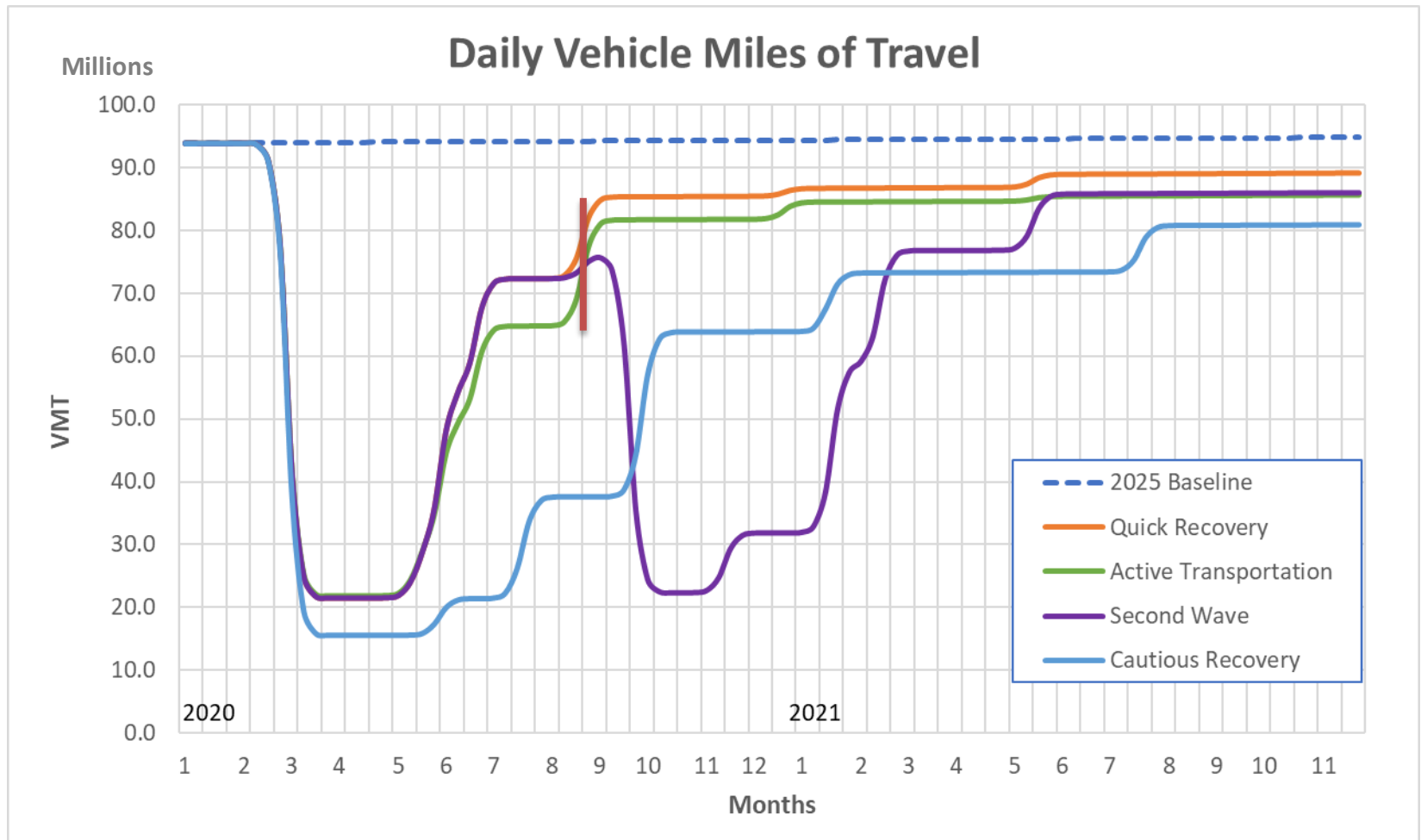
Scenario Comparison: Assumptions

	Quick Recovery		Active Transportation		Second Wave		Cautious Recovery	
	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal	Short Term	New Normal
Vaccine Available	January 2021						February 2021	
80% Vaccination	June 2021						August 2021	

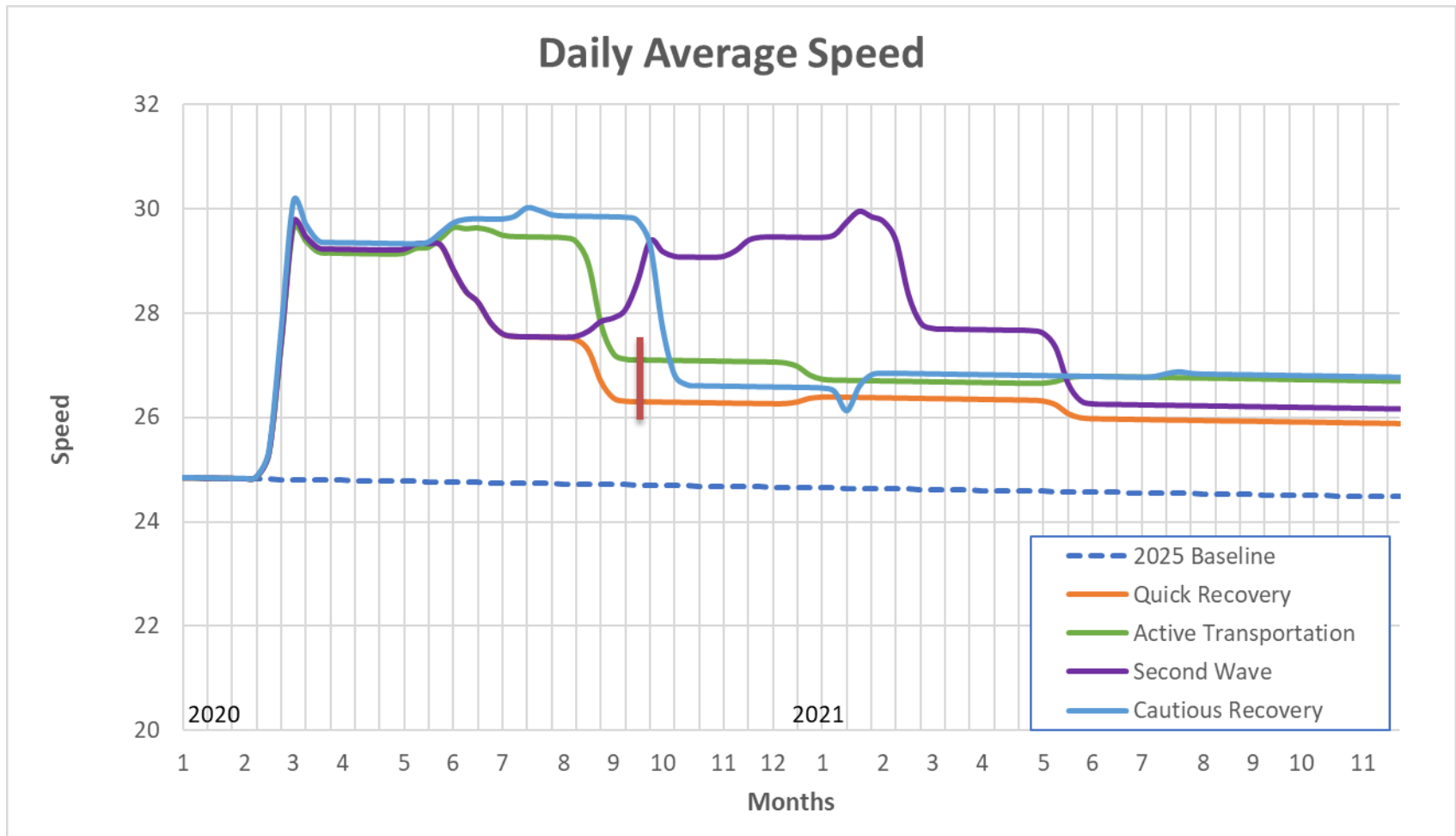
Short Term Impacts

Jan 2020 to June 2021

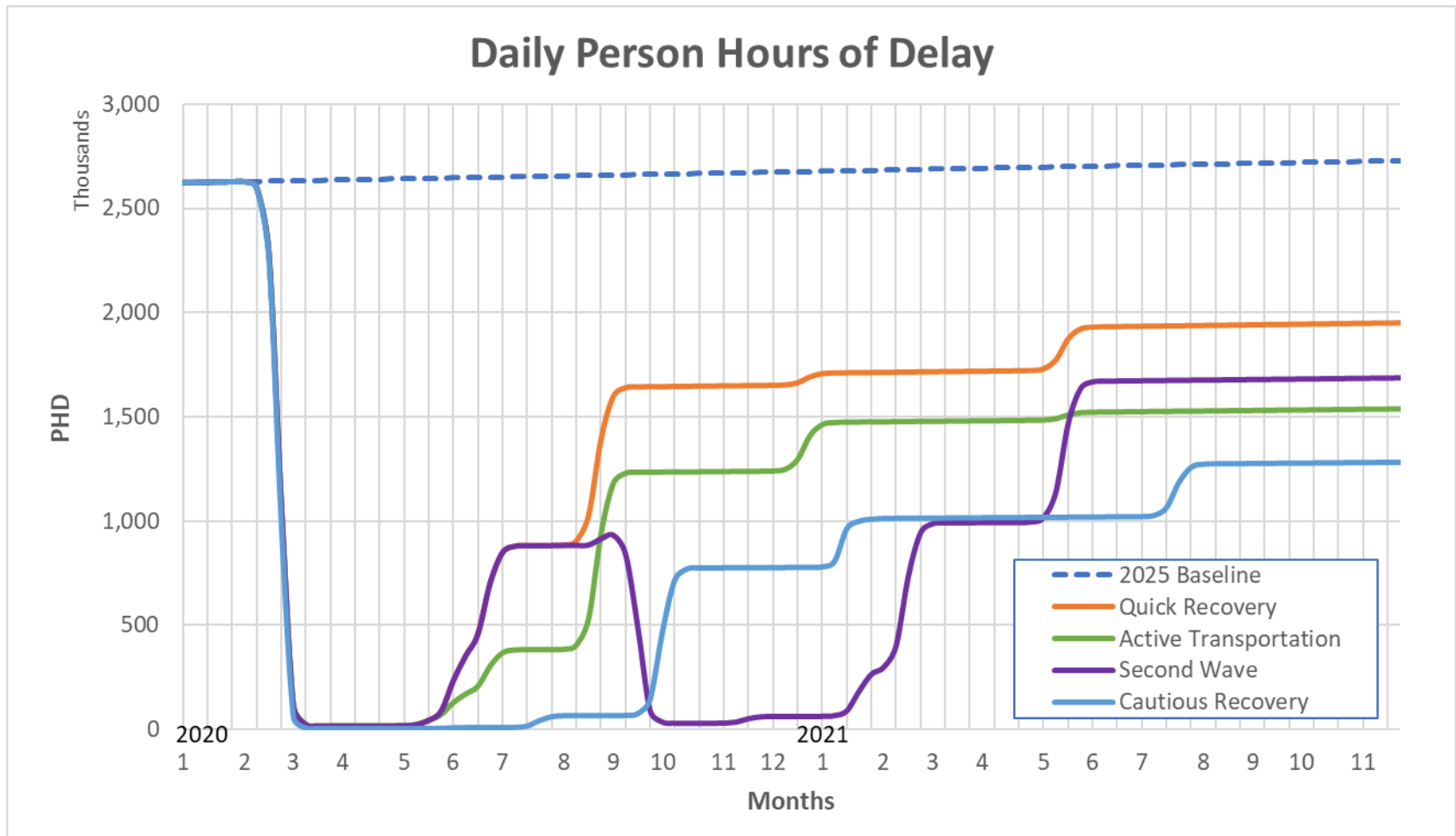
Impact on Vehicle Miles Traveled (VMT)



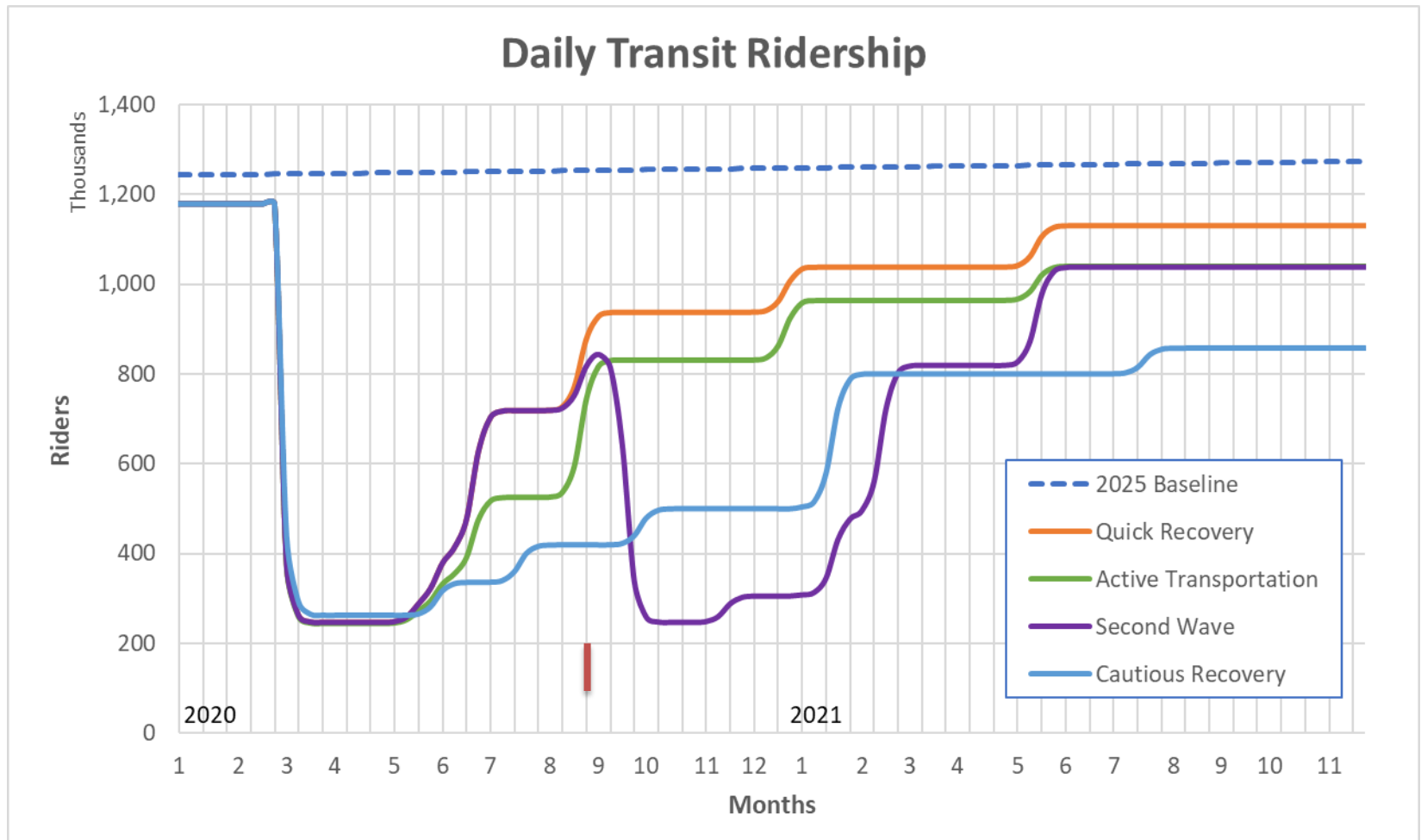
Impact on Vehicle Speed



Impact on Person Hours of Delay



Impact on Transit Ridership



“New Normal” Impacts

Horizon Year: 2025

Findings: Selected Measures (2025)

Measures (Weekday)	Base 2025 Conditions	Quick Recovery (%Change)	Active Transportation (%Change)	Second Wave (%Change)	Cautious Recovery (%Change)
Auto Trips	6,883,071	-16%	↓ -46%	-24%	-38%
Transit Trips	618,202	-15%	-36%	-22%	↓ -37%
Transit Share%	8.2%	+0.1%	+1.4%	+0.2%	+0.1%
Transit Boardings	889,648	-15%	-33%	-22%	↓ -37%
Miles of Travel (Person)	116,060,798	-16%	-30%	-24%	↓ -38%
Hours of Travel (Person)	4,040,851	-31%	-49%	-42%	↓ -55%
Hours of Delay (Person)	1,472,169	-57%	-81%	-72%	↓ -85%
Transit Crowding	1,564	-34%	-58%	-58%	↓ -66%

TransAction Update

Vision and Goals (Discussion Draft)
September 29th, 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.



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%
Goal 2: 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: Reduce negative impacts of transportation on communities and the environment	Reduce transportation related emissions	Share of travel by non-SOV modes	10%
		Person hours of travel caused by 10% increase in PM peak hour demand*	5%
		Vehicle miles traveled (VMT) by speed	10%

* Measure included in HB 599 rating process.



Proposed Vision Statement

*"Northern Virginia will plan for, and invest in,
a sustainable and integrated multimodal transportation system
that enhances quality of life,
strengthens the economy,
and builds resilience."*



Mapping Goals & Objectives – 1

PROPOSED VISION

*"Northern Virginia will plan for, and invest in,
a sustainable and integrated multimodal transportation system
that enhances quality of life,
strengthens the economy,
and builds resilience"*

GOAL	OBJECTIVES AND MEASURES
#1 [Mobility]	Congestion/crowding <ul style="list-style-type: none">• 3 measures – includes Congestion and Safety Travel time reliability <ul style="list-style-type: none">• 1 measure
#2 [Accessibility]	Access to jobs/employees/markets/destinations <ul style="list-style-type: none">• 2 measures
#3 [Resiliency]	Emissions <ul style="list-style-type: none">• 1 measure – Environmental Resilience/choices <ul style="list-style-type: none">• 1 measure – Homeland Security

Mapping Goals & Objectives – 2

"Northern Virginia will plan for, and invest in, a sustainable and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience."



GOALS	OBJECTIVES	MEASURES	Include/ Drop/Move/Swap?
#1 [Improve <i>Mobility</i>]	Reduce roadway <i>congestion</i>	Person Hours of Delay*	<ul style="list-style-type: none"> Person hours of congested travel in automobiles* Person hours of congested travel in transit vehicles* Congestion duration* Average travel time per motorized trip between Regional Activity Centers (<i>expand travel choices</i>) Share of travel by non-SOV modes
	Reduce Transit <i>crowding</i>	Daily crowded transit miles*	
	Improve travel time <i>reliability</i>	Congestion severity: maximum travel time ratio	
	Improve <i>safety</i> of the transportation system	Safety measure	
#2 [Increase <i>Accessibility</i>]	Increase <i>access</i> to jobs, employees, markets and destinations	Access to jobs within 45 mins by auto or 60 mins by transit*	<ul style="list-style-type: none"> Walkable bikeable environment within regional activity center First and last mile connection
		Percent of Jobs within 1/2 mile of high frequency transit	
#3 [Build <i>Resiliency</i>]	Reduce transportation related <i>emissions</i>	Vehicle Miles traveled (VMT) by speed	
	Sustain operation and build <i>resiliency</i>	Person hours of travel caused by 10% increase in PM peak hour demand*	



- Equity
- Others?

Core Values

