



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

**PLANNING AND PROGRAMMING COMMITTEE**

**Monday, March 27, 2017, 10:00am**

**Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031**

**AGENDA**

- I. Call to Order/Welcome** Chairman Nohe

**Action**

- II. Approve Summary Notes of January 30, 2017 PPC Meetings**  
*Recommended Action: Approval [with abstentions  
from those who were not present]*

**Discussion/Information**

- III. Development of FY2018-2023 Six Year Program Framework** Mr. Jasper
- IV. NVTA Update** Ms. Backmon, Executive Director

**Adjournment**

- V. Adjourn**

**Next Meetings:**

**10:30 am, Wednesday May 3, 2017 (note later start time)**  
**10:00am, Wednesday May 31, 2017**



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### PLANNING AND PROGRAMMING COMMITTEE

Friday, January 30, 2017, 10:00 am

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

### SUMMARY NOTES

#### I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:10 am.
- Attendees:
  - **PPC Members:** Chairman Nohe; Chairman Bulova (Fairfax County); Chairman Fisette (Arlington County); Mayor Rishell (City of Manassas Park).
  - **Authority Members:** Council Member Snyder (City of Falls Church); Helen Cuervo (VDOT).
  - **NVTA Staff:** Monica Backmon (Executive Director); Carl Hampton (Debt and Investment Manager); Keith Jasper (Principal); Michael Longhi (CFO); Sree Nampoothiri (Transportation Planner), Harun Rashid (Transportation Planner).
  - **Jurisdictional and Agency Staff:** Sarah Crawford (Arlington County); Tom Biesiadny, Karyn Moreland, Kristin Calkins (Fairfax County); Bob Brown (Loudoun County); James Davenport, Elizabeth Scullin (Prince William County); Pierre Holloman (City of Alexandria); Kerri Oddenino (City of Falls Church); Wendy Sanford (City of Fairfax); Dan Goldfarb (NVTC); Sonali Soneji (VRE); Ciara Williams (DRPT); Arianna Koudounas (MWCOG/TPB).
  - **Other:** Dee Allsop (Heart & Mind Strategies); Jason Mumford (AECOM); Rob Whitfield (Fairfax County Taxpayers' Alliance).

### Action

#### II. Meeting Summary Notes of October 28 and December 5, 2016, PPC Meetings

- The October 28 and December 5, 2016 Planning and Programming Committee meeting summaries were unanimously approved.

#### III. TransAction: Weighting of Performance Measures

- Mr. Jasper presented the weighting of performance measures recommended by the TransAction Subcommittee, the Technical Advisory Committee (TAC), and the Planning Coordination Advisory Committee (PCAC). He also presented the NVTA staff recommendation based on rounding off the average weight for each performance

measure to the nearest 5s or 10s. He added that this method allowed for simplicity in explaining measures and weights to the public while respecting the priorities pointed out by the committees.

- Council Member Snyder opined that the measures for safety and environmental impacts are under-emphasized by the staff-recommended weightings. He added that he would prefer higher weightings for both measures.
- Mr. Jasper responded that safety is usually addressed through short-term projects while TransAction is looking at long range improvements. Ms. Backmon added that PCAC also suggested that safety needs to be addressed at the project level.
- Chairman Nohe suggested that projects that directly address a safety issue, not necessarily congestion, might be the ones to be given high points.
- Chair Fisette opined that safety solutions could be of local scale and may be addressed at the design stage.
- Mr. Jasper added that many measures, and therefore weightings, overlap. He added that weights of 5 or 10 shows relative priority and simpler to explain without skewing the results.
- Mr. Biesiadny affirmed that a few percentage point changes in a measure's weighting will not make much difference in the plan level analysis.
- Chairman Bulova pointed out that many measures overlap (e.g. measures 3.1.1, 2.3.1, 1.4.2, 1.2.2, and 1.1.3 for environment) and provide a larger cumulative priority for measures such as environment and safety.
- Chair Fisette and Chairman Nohe agreed and directed staff to provide an indication of such overlaps in a simple way.
- Mayor Rishell stated that the 5% weight for 2.4.1 person hours of travel caused by 10% increase in PM peak hour demand is too low. She added that 3.1.1. Vehicle Miles Traveled (VMT) by speed can result in improvement for the environment but the opposite for safety when the speeds go above certain thresholds.
- Mr. Jasper pointed out that measure 2.4.1 should be included since it is the only measure that addresses the homeland security component of HB599. He added that usually the model balances demand and supply but unplanned events are more difficult to simulate. Therefore, providing high weighting for this measure would not be ideal.
- Council Member Snyder suggested that lower VMT is better than simply rewarding projects that reduce VMT in speed bands that are most polluting.
- Chair Fisette questioned the need to retain the 45% total weight for the HB599 measures. Mr. Nohe pointed out that the FY2017 Program selection process used the 45% weight for seven HB599 measures while the Commonwealth used two congestion measures in HB2/Smart Scale. Continuing the same total weight for congestion maintains consistency, and makes it simpler to explain.
- Chair Fisette pointed out that there are other (non-HB599) congestion-related measures in the adopted list of measures and therefore this will increase the total congestion-related weight to more than 45%.
- The Committee unanimously approved weightings of TransAction performance measures as below with the direction to the staff to include an indication of overlaps of measures and weightings in a simple way:
  - 1.1.1 Total Person Hours of Delay (HB599) – 10%
  - 1.1.2 Transit Crowding (HB599) – 5%
  - 1.1.3 Person Hours of Congested Travel in Automobiles (HB599) – 5%
  - 1.1.4 Person Hours of Congested Travel in Transit Vehicles (HB599) – 5%

- 1.2.1 Congestion Severity: Maximum Travel Time Ratio – 5%
- 1.2.2 Congestion Duration (HB599) – 10%
- 1.3.1 Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit – 5%
- 1.3.2 Access to Jobs within 45 mins by auto or within 60 mins by transit (HB599) – 5%
- 1.4.1 Average travel time per motorized trip between Regional Activity Centers – 5%
- 1.4.2 Walkable/bikeable environment within a Regional Activity Center – 5%
- 2.1.1. Safety of the transportation system – 5%
- 2.2.1 First and last mile connections – 10%
- 2.3.1 Share of travel by non-SOV modes – 10%
- 2.4.1. Person hours of travel caused by 10% increase in PM peak hour demand (HB599) – 5%
- 3.1.1. Vehicle miles traveled (VMT) by speed – 10%

### **Discussion/Information**

#### **IV. Results of TransAction Tracking Survey**

- Mr. Jasper introduced Mr. Allsop who conducted the 2016 TransAction Tracking Survey.
- Mr. Allsop mentioned that the online survey of 600 people was a follow up of the similar survey conducted in the Fall of 2015 (Benchmark Survey). He added that the major findings include:
  - An increase in residents' interest in and awareness of transportation issues;
  - Reducing traffic congestion and improving transportation options are important;
  - Social media is increasingly being used as a source of information on transportation;
  - Awareness of NVTA is on par with that of 2015, while awareness of TransAction has nearly doubled in the past year (from 8% to 15% in 2016);
  - Northern Virginians who drive to work will tolerate some congestion for their commute, but current congestion is already close to acceptable levels;
  - Regarding transportation infrastructure, 68% of residents perceive the region is doing a good job, a 25-point uptick from 2015;
  - Among recent transportation projects, building the Silver Line remains most important to residents;
  - Ratings of both the region's and NVTA's performance with regard to planning and implementing transportation solutions remain unchanged;
  - When asked to prioritize investment, residents allocate the largest share to roads, followed by rail/transit and finally by measures to incentivize less driving at peak times;
  - Self-driving cars are viewed as "scary" or "dangerous" with a smaller group of residents also categorizing them as "good";
  - Residents expect usage of shared mobility such as Uber/Lyft to increase in the next year; and,

- On average, three quarters of Northern Virginia residents conduct online shopping once a month or more.
- In reply to Mayor Rishell's question on the level of NVTa involvement in social media, Ms. Backmon mentioned that the NVTa is doing well but intends to increase its efforts.
- In response to Chair Fisette's suggestion to conduct such Tracking Surveys every four to five years, Ms. Backmon replied that the plan is to conduct such extensive surveys as part of TransAction updates but a lower level survey could be conducted annually.
- Council Member Snyder pointed out that the percentage of investment priorities point to 38% people supporting investment on roads while the remaining 62% support investment on others such as transit, bike, and pedestrian improvements.

**V. Development of Six Year Program Framework**

- This item was postponed to the next meeting

**VI. NVTa Update**

- Ms. Backmon informed the members that the next Authority meeting is on February 9, 2017 and action items include approval of weightings for TransAction performance measures.

**Adjournment**

**VII. Adjourn**

- The meeting adjourned at 12:00 pm.

# Six-Year Program (SYP) Framework



Presentation to the  
Planning and Programming Committee  
*March 27, 2017*

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

# What is the SYP Framework?

- Describes how TransAction (TA) and the FY2018-23 Six Year Program will be integrated;
- Describes how the FY2018-23 Six Year Program will be developed;
- Identifies roles, responsibilities, schedule, and other ‘structural’ aspects of the FY2018-23 Six Year Program;
- Incorporates Financial Principles;
- Will not include list of projects or funding allocations.



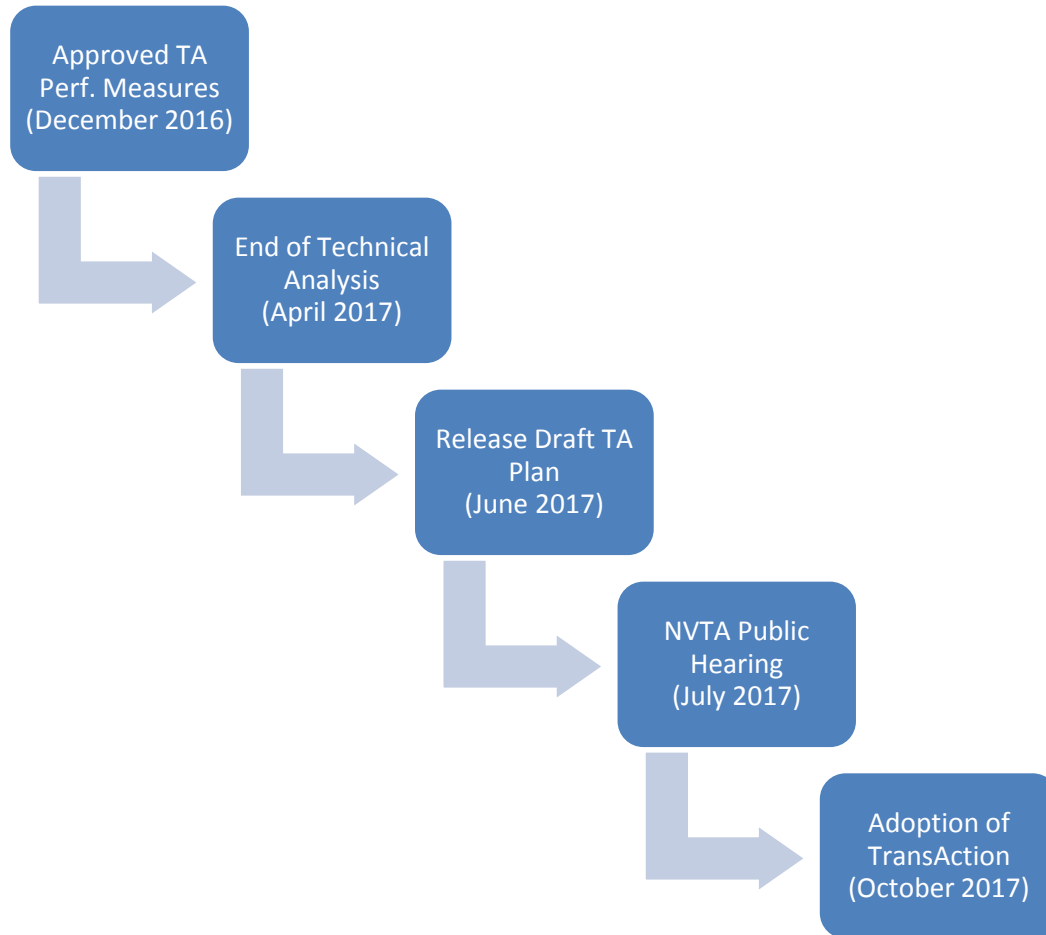
# Desired SYP Features

- Transparent and Accountable
  - No secrets or surprises;
  - Leverages cost and time efficiencies wherever possible.
- Flexible
  - Adapts to changing circumstances, e.g. financial, transportation;
  - Maximizes Regional Revenue Fund project use through proactive cash flow and investment management.
- Predictable
  - Provides multi-year funding stream;
  - Matches expected project expenditure profile or funding verification requirements.





# Key Milestones – TransAction



# Outline of TransAction Plan – 1

- Working Title: It's About (Your) Time;
- Executive Summary;
- Part I – Background:
  - Northern Virginia – the Economic Engine of the Commonwealth
  - Transportation Systems in the Northern Virginia Region
  - Future Transportation; “What’s New”
  - Public Perceptions about Transportation
- Part II – Approach:
  - Integrated Technical/Public Engagement Approach
  - TransAction (What, Why, Who, Where, When, How?)
  - Performance Based Planning
  - Important Considerations
  - Financial Plan



# Outline of TransAction Plan – 2

- Part III – Regional Transportation Needs:
  - Regional Travel Patterns/Trends
  - Travel Conditions
  - Stakeholder and Public Inputs
- Part IV – Key Findings and Recommendations:
  - Findings (including HB 599 evaluations)
  - Managing Uncertainty and Risks
  - Regional Transportation Solutions; Recommendations
- Appendices.



# TransAction Key Inputs/Outputs

- Key Inputs:
  - Approximately 700 multi-modal candidate projects ('bottom-up' and 'top-down') across 11 regional corridors/28 corridor segments;
  - Project cost estimates, regardless of funding sources;
  - MWCOG Round 9.0 forecasts, 2040 planning horizon;
  - Four 'alternate futures' for scenario (sensitivity) analysis;
  - Public engagement findings;
  - 15 weighted performance measures, including all seven HB 599 measures;
  - 2040 TransAction baseline includes fully funded projects only.
- Key Outputs:
  - Project evaluations/rankings at the corridor segment level;
  - Benefit cost analysis/rankings at the corridor segment level;
  - Scenario (sensitivity) analysis.



# TransAction: Features and Limitations

- TransAction will satisfy the analytical requirements necessary for programming of NVTa's regional revenues until the next TransAction update:
  - NVTa Quantitative Score/HB 599 Evaluation and Rating Process.
- TransAction will not include:
  - Congestion reduction relative to cost (CRRC) ratios for individual projects or groups of projects;
  - Qualitative considerations associated with programming recommendations and actions, e.g. leveraging of non-NVTa funds, modal/geographic balance;
  - Feasibility and/or engineering studies of individual projects or corridors;
  - Detailed evaluation and ratings of individual projects;
  - Jurisdiction/Agency priorities.
- **TransAction alone will not be used as the basis for programming recommendations and actions.**



# Proposed SYP Features – 1

- Assuming the FY2018-23 Six Year Program is adopted in Spring 2018, subsequent updates will be adopted by:
  - Fall 2019 (FY2019-24)
  - Fall 2021 (FY2021-26)
- Updates to the SYP will accommodate:
  - Project/project phase completions;
  - Project schedule and budget adjustments (subject to NVTa policies);
  - Fluctuations in regional revenues;
  - Updated NVTa regional priorities.
- TransAction will be next updated and adopted by Fall 2022;
- Ad-hoc TransAction updates or amendments may occur under exceptional circumstances, subject to NVTa approval and the identification of an acceptable funding source.



# Proposed SYP Features – 2

- Much like jurisdictional Capital Improvement Plans (CIPs) NVTa's SYP will set an expectation for future funding of the identified projects;
- Subject to Finance Committee recommendation, the SYP will:
  - Allocate estimated revenues (PayGo) for each year of the Program
  - Use the Authority's available debt capacity for mega projects.



# Proposed SYP Features – 3

- For the FY2018-23 Six Year Program, and subsequent updates, the following process will be followed:
  - Finance Committee will affirm estimated available PayGo revenues for each year of the Six Year Program, through annual budget cycle;
  - NVTa staff brief jurisdiction and agency staff in detail on the SYP process;
  - ‘Call for Regional Projects’ (CfRP) will be issued by the Authority, with a 60-day response period;
  - Review of responses and evaluation of projects by NVTa staff during a 90-day period following the CfRP response deadline;
  - Review of NVTa staff recommendations during the following 60-day period;
  - Public Hearing during a 30-day public comment period (optional ‘Town Hall’ meetings may be scheduled by jurisdictions);
  - Adoption of the SYP, generally at the first Authority meeting following the Public Hearing.





# Proposed SYP Features – 4

- Responses to the CfRP will identify a candidate pool of regional projects focused on Northern Virginia's transportation needs;
- The requirements of the CfRP will include, as a minimum:
  - Project description, including specific link to relevant TransAction evaluation;
  - For all project phases: cost, schedule, funding requested, external funding available (with supporting documentation);
  - Any other documentation that highlights a project's regional significance, e.g. extent to which project addresses regional needs, scale of regional impacts, and multi-jurisdictional commitments;
  - Resolution of support from the Governing Body, or Governing Bodies in the case of multi-jurisdictional projects.



# Proposed SYP Features – 5

- The review of CfRP responses and evaluation of projects by NVTa staff will include, as a minimum:
  - Verification of accuracy and completeness of responses;
  - Validation of project eligibility and consistency with relevant NVTa policies;
  - Posting of a summary of responses to NVTa's website;
  - Review of relevant TransAction evaluations, including 'regional coherence', phasing, and sequencing of CfRP projects;
  - Calculation of CRRC ratios;
  - Consideration of the TransAction scenario analysis
  - Documentation of relevant qualitative considerations;
  - Development of initial recommendation, for review by NVTa's Committees;
  - Development of draft recommendation, based on feedback from NVTa's Committees, for Authority action.



# Other SYP Considerations

- Finance Committee to recommend Financial Principles addressing:
  - Proportion of estimated available PayGo funding that should be allocated in each SYP update;
  - Factors that influence the extent to which available debt capacity should be used, and when;
  - Provision for NVRTA to provide matching funds for federal grant programs.
- Finance Committee will consider new/enhanced policies related to NVRTA's programming process.



# Key Milestones – Six Year Program

