



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Friday, September 30, 2016, 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 July 1, 2016 PPC Meeting**
*Recommended Action: Approval [with abstentions
from those who were not present]*

Discussion/Information

- III. Development of the FY2018-23 Six Year Program** Mr. Jasper
- IV. TransAction: Performance Measures** Mr. Jasper
- V. TransAction: Scope Change** Ms. Backmon, Executive Director
- VI. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- VII. Adjourn**

**Next Meetings (suggested):
10:00am, October 24 or 28, 2016, NVTA
10:00am, November 29 or 30, 2016, NVTA**



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Friday, July 1, 2016, 10:00 am

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3040 Williams Drive, Suite 200

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SUMMARY NOTES

I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:06 am.
- Attendees:
 - **PPC Members:** Chairman Nohe; Chairman Bulova (Fairfax County); Board Member Fisette (Arlington County); Chair Randall (Loudoun County); Council Member Rishell (City of Manassas Park).
 - **Authority Members and other Elected Officials:** Mayor Silberberg (City of Alexandria); Mayor Parrish (City of Manassas); Council Member Snyder (City of Falls Church); Delegate Minchew; Helen Cuervo (VDOT); Supervisor Umstattd (Loudoun County); Council Member Way (City of Manassas); Mayor Butler (Town of Leesburg); Council Member Kirby (Town of Herndon).
 - **NVTA Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Keith Jasper (Program Coordinator); Sree Nampoothiri (Program Coordinator); Peggy Teal (Assistant Finance Officer).
 - **Staff:** James Davenport, Brittany Martin (Prince William County); Tom Biesiadny, Noelle Dominguez, Mark Thomas, Ellen Posner (Fairfax County); Joe Kroboth, Bob Brown (Loudoun County); Sarah Crawford (Arlington County); Pierre Holloman (City of Alexandria); Paul Stoddard (City of Falls Church); Patrick Moore (City of Manassas); Mark Duceman (Town of Herndon); Tom Brandon (Town of Leesburg); Renee Hamilton, Maria Sinner, Jan Vaughan, William Dunn, Jim Zeller (VDOT); Todd Horsley (DRPT); Kate Mattice, Dan Goldfarb (NVTC); Sonali Soneji (VRE); Mark Phillips (WMATA); Rich Roisman (MWCOC/TPB).
 - **Other:** Deputy Secretary Donohue; Stu Whitaker (Transiters); Rob Whitfield (Fairfax County Taxpayers Alliance); Kristy Choi (PFM).

Discussion/Information

II. FY2017 Program

- Mr. Jasper presented the updated NVTA staff recommendations for the FY2017 Program.
- Ms. Backmon noted that the VRE Manassas Park Station Parking Expansion project and the Prince William County Route 1 Widening project were included in the revised staff recommendations. She noted that the Manassas Park Expansion project was added to achieve modal balance and the Route 1 project was added due to the additional funding requirements needed on the project.
- Chairman Nohe summarized that the goal of the PPC meeting is to recommend a project list for the FY2017 Program for NVTA approval that meets legislative requirements and regional transportation goals. Chairman Nohe added that, if necessary, this recommendation can be delayed or cancelled.

III. NVTA Update

- Ms. Backmon reminded the committee that the next Authority meeting is on July 14th at 7:00 pm and the primary action item is the adoption of the FY2017 Program.

Action

IV. Meeting Summary Notes of May 4, 2016, PPC Meeting

- The May 4, 2016 Planning and Programming Committee meeting summary was unanimously approved.

V. FY2017 Program

- Chairman Nohe opened the discussion on the updated NVTA staff recommendation on the FY 2017 Program.
- Council Member Rishell considered the letter (dated June 27, 2016) from WMATA and stated that the letter should provide more specificity on how they will achieve the Blue Line traction power upgrades while avoiding conflicts with the directives from the Federal Transit Administration (FTA).
- In response to Council Member Rishell's concerns, Mr. Philips from WMATA noted that the FTA directives are temporary measures to ensure WMATA operates trains reliably.
- In response to a question from Chairman Nohe, Ms. Posner confirmed that the Authority can approve the project with a contingency if necessary. This could be further reviewed when considering approval of the Standard Project Agreement (SPA).

- Delegate Minchew stated that if the Authority partnered with the Commonwealth of Virginia (with respect to the I-66/Route 28 Interchange Improvements project), then the Commonwealth should share revenue from the larger I-66 Outside the Beltway project with the Authority.
- Deputy Secretary Donohue indicated that \$350 million (Net Present Value at a 6% discount rate) would be provided to the Authority over a 50-year period. This would be available for transportation improvements in the I-66 Corridor at the Authority's discretion. The Commonwealth will accept all revenue risk associated with the project.
- Delegate Minchew stated that the project SPA should include a Memorandum of Agreement (between the Authority and the Commonwealth) that incorporates this commitment.
- Following a robust discussion regarding the possibility of adding to the list of projects recommended by NVTa staff, a short list of five additional candidate regional projects was identified for further consideration:
 - Route 7/Battlefield Parkway Interchange;
 - Crystal City Streets;
 - East Falls Church Regional Connections and Access Project;
 - West End Transitway; and
 - Bikeshare Connections to Orange and Silver Line Metrorail Stations.
- Approximately \$40 million remained available to fund additional projects over and above those recommended by NVTa staff without exceeding the \$475 million cap set by the Finance Committee.
- To enable further evaluation of the short list of projects, it was agreed that additional project information must be submitted to NVTa staff by Arlington County, Loudoun County/Town of Leesburg, City of Alexandria, and City of Falls Church by midday on July 7th.
- A motion, moved by Mr. Fisette and seconded by Ms. Rishell, to endorse the NVTa staff recommendation and evaluate the short list of five projects, was unanimously approved.

VI. Revision to Policy 17

- Ms. Backmon referred to the handout (memorandum from CFO Mike Longhi) regarding the proposed revision to Policy 17.
- The motion, moved by Ms. Bulova and seconded by Ms. Randall, to recommend the Authority adopt the modifications to Policy 17 - FY2017 Program Drawdown Policy, was unanimously approved.

VII. CY2016 Meeting Schedule

- NVTa staff was directed to coordinate with Committee members' schedulers to schedule the next PPC meeting after the summer.

Adjournment

VIII. Adjourn

- The meeting adjourned at 12:00 pm.

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Advancing from Planning to Programming



Presentation to the
Planning and Programming Committee
September 30, 2016

Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

Significant Milestones

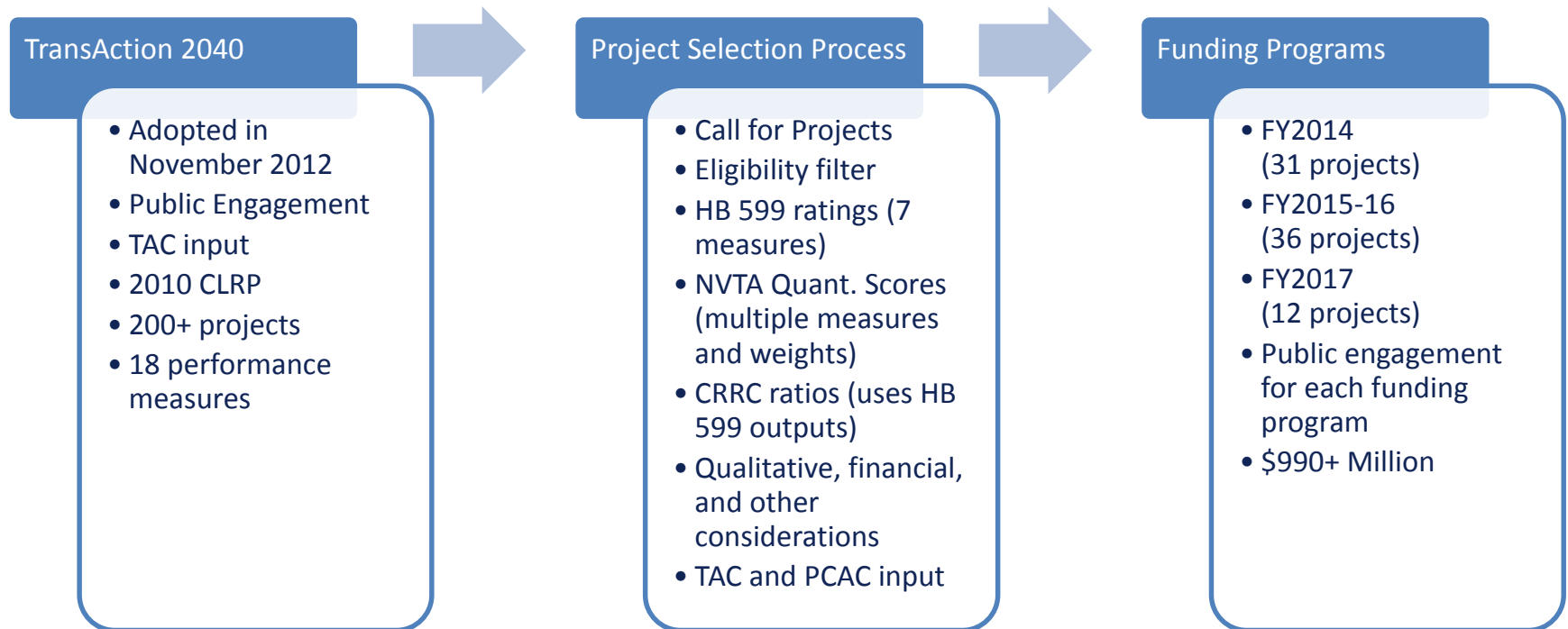


Notes:

- Milestones shown in Calendar Year in which event was/will be enacted or adopted
- Cyclical updates to the FY2018-23 Six Year Program may occur from 2019 onwards



'Former' Process



Note: Process shown for allocating NVTAs Regional Revenues



Key Lessons Learned

- Data-driven project selection process provides for robust analysis and decision-making, and...lots of data;
- Successfully applied HB 599 process to all projects in FY2017 Program, regardless of mode;
- HB 599 process must be repeated for each new candidate pool, and individual project ratings cannot be subsequently re-used;
- Projects evaluated independently; synergistic effects not addressed;
- No opportunity for project sponsors to refine projects when evaluation complete;
- TransAction 2040 and HB 599 measures developed and applied independently.



TransAction Update Opportunities

- Enhanced regional transportation planning:
 - Multi-modal corridor-based approach to addressing identified regional transportation needs;
 - Project groupings will enable synergistic effects to be better understood;
 - Project sponsors will be able to refine projects based on interim evaluations;
 - Potential use of targets for key measures.

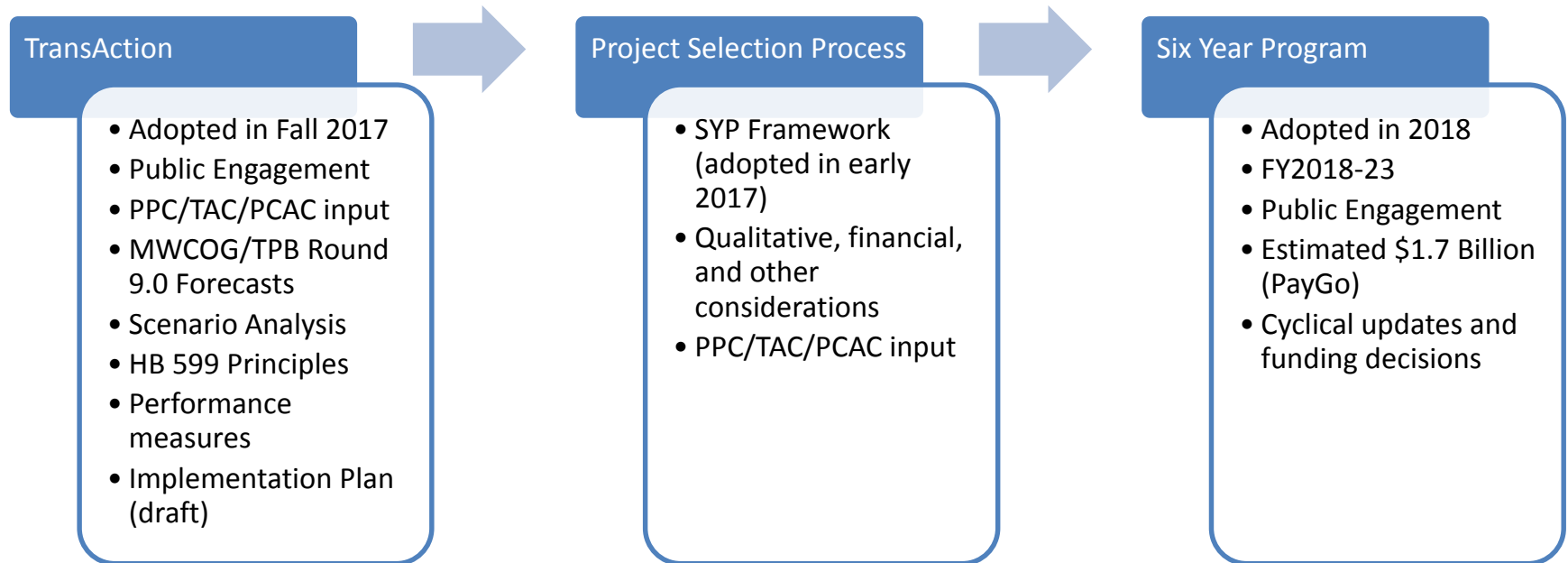


TransAction Update Opportunities

- Scenario Analysis will enhance overall robustness of TransAction:
 - Evaluation and recommendations will be based on MWCOG/TPB Round 9.0 forecasts for 2040;
 - Analysis of multiple scenarios ('alternate' futures) will provide an understanding of the sensitivity of recommendations.
- Principles of HB 599 will be integrated:
 - Consistent use of measures;
 - All projects/project groupings will be evaluated.



'Integrated' Process



Note: Process shown for allocating NVTa's Regional Revenues



Draft Implementation Plan

- TransAction will include a draft Implementation Plan:
 - Collaborative effort to develop an initial core set of recommended projects/project packages consistent with:
 - The best performing corridor packages (as identified in the TransAction analysis) relative to regional transportation needs and costs
 - Logical phasing and sequencing, with an emphasis on implementation of regional multimodal solutions
 - Geographic and modal balance
 - Implementation Plan will identify candidate projects/project packages for inclusion in the FY2018-23 Six Year Program and a short list of additional projects;
 - Subject to estimated available funds;
 - Obviates the need for a formal SYP Call for Projects.

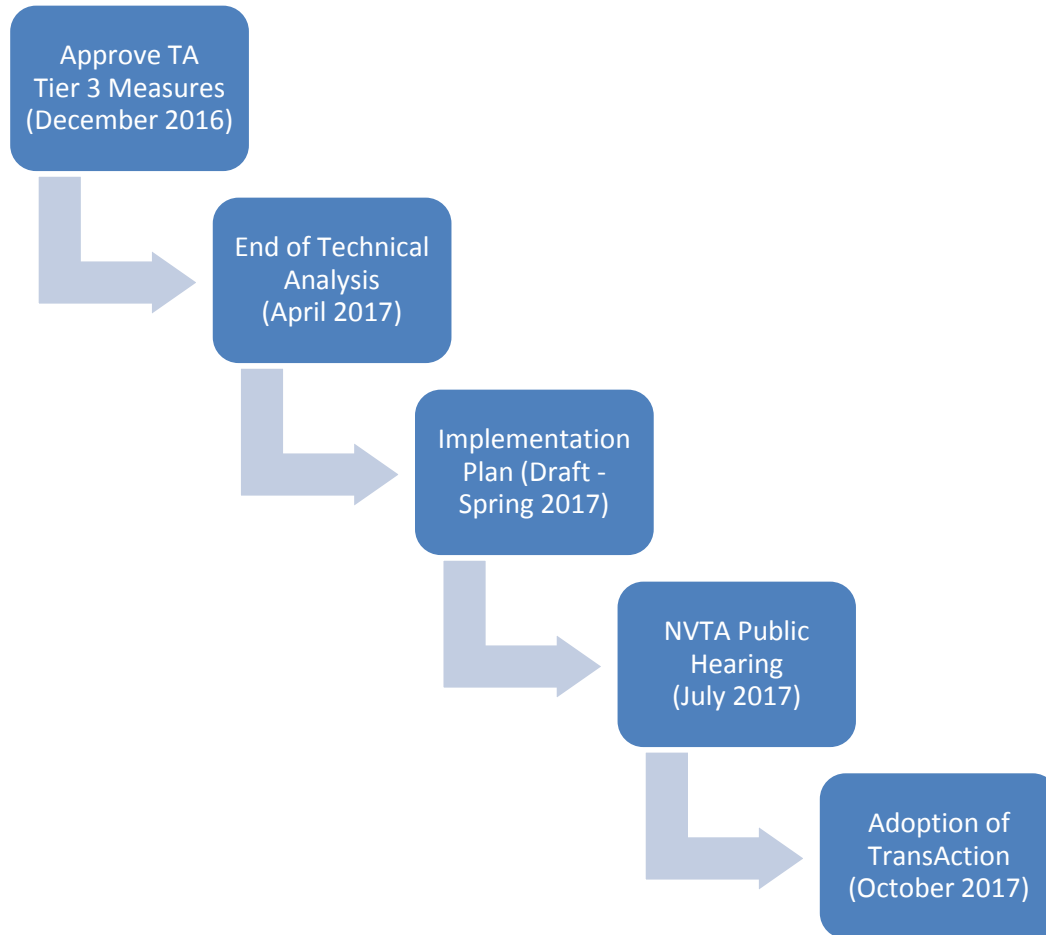


What is the SYP Framework?

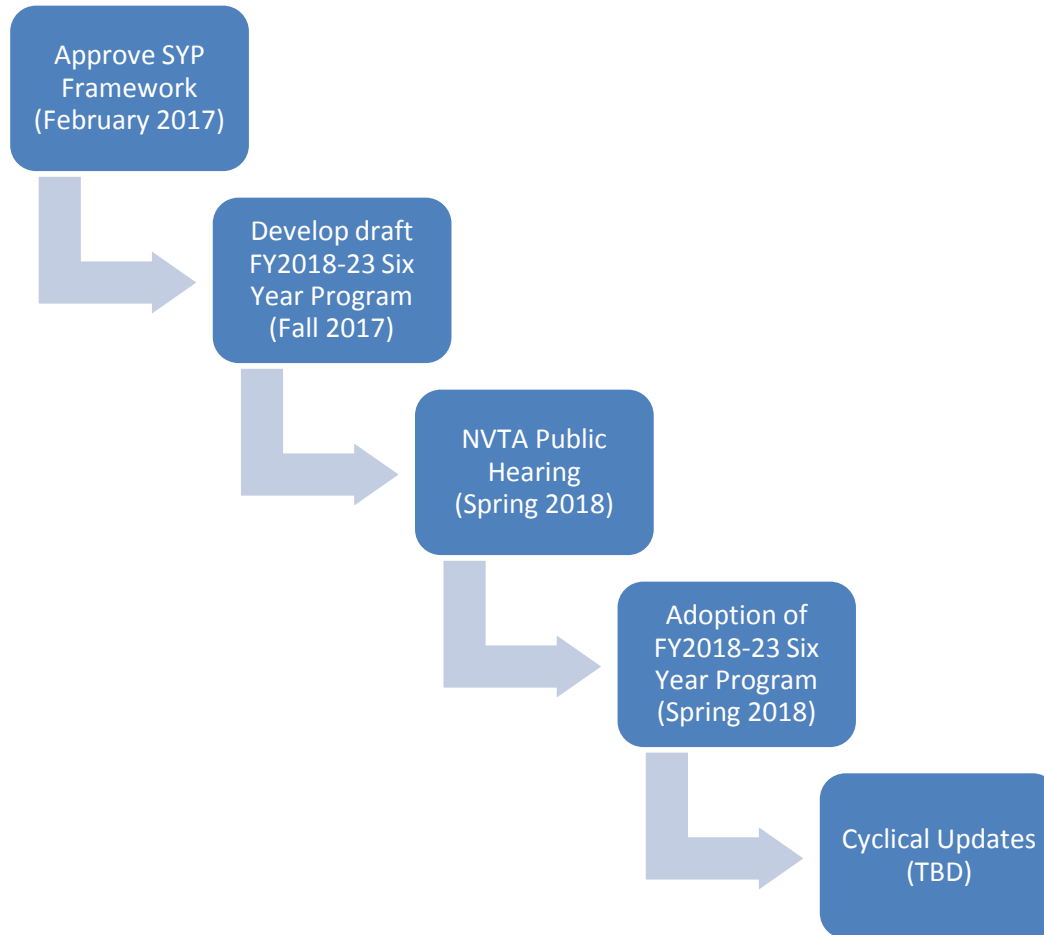
- Describes how TransAction and the FY2018-23 Six Year Program will be integrated;
- Describes how the FY2018-23 Six Year Program will be developed;
- Identifies roles, responsibilities, schedule, and other ‘structural’ aspects of the FY2018-23 Six Year Program;
- Incorporates Financial Principles;
- Will not include list of projects or funding allocations;
- Intent is for Authority approval of the SYP Framework by February 2017.



Key Milestones – TransAction



Key Milestones – Six Year Program



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;
 - Allows for proactive cash flow management and investment to maximize Regional Revenue Fund.
- Predictable
 - Provides multi-year funding stream;
 - Matches expected project expenditure profile or funding verification requirements.



Proposed SYP Features – 1

- The Six Year Program will be formally updated every two years, to accommodate:
 - Project/project phase completions;
 - Project schedule and budget adjustments (limits may apply);
 - Fluctuations in regional revenues;
 - Refined program funding allocations in the ‘out-years’;
 - Updated NVTa regional priorities.
- Ad-hoc updates may occur under exceptional circumstances.
- Future consideration will be given to the optimal scheduling of updates with respect to:
 - Jurisdiction/agency capital planning/programming cycles;
 - Smart Scale and other statewide funding programs.



Proposed SYP Features – 2

- Projects included in the FY2018-23 Six Year Program will commit funding in the current and future years;
- Funding allocations for years 3 thru 6 will be preliminary, subject to future Authority action;
- A Public Hearing will be held prior to adoption, and for subsequent cyclical updates.



Proposed SYP Features – 3

- Studies:
 - NVTa staff preference is for jurisdictions and agencies to fund studies, rather than use regional revenues;
 - Regional studies funded with regional revenues will only be funded through completion of the study phase, and cannot include any other project phases, e.g. preliminary engineering;
 - NVTa may combine/expand study scopes to increase their regional significance and utility while saving costs;
 - For the purposes of HB 599, studies are not considered significant projects and are therefore exempt from evaluation and rating requirements.



Proposed SYP Features – 4

- Geographic/modal balance:
 - Geographic/modal balance will be addressed as a qualitative consideration in the FY2018-23 SYP.



Proposed SYP Features – 5

- Future versions of the Six Year Program will undergo major revision following future TransAction updates or mid-cycle amendments:
 - Future consideration will be given to integration of the TransAction and Six Year Program update cycles;
 - Mid-cycle TransAction amendments may be appropriate in some circumstances
 - subject to NVTa approval and the identification of an acceptable funding source.



Proposed SYP Features – 6

- Schedule:
 - Development of the draft Six Year Program immediately following adoption of TransAction (Fall 2017);
 - Formal review of draft Six Year Program (Winter 2017);
 - Board/Council/Agency resolutions submitted to NVTa (early 2018);
 - Authority approves date of Public Hearing (Jan. 2018);
 - Authority approves release of draft Six Year Program (Feb. 2018);
 - NVTa Public Hearing (March 2018);
 - Adoption of Six Year Program (April 2018).



Proposed SYP Features – 7

- Subject to C of C review, NVRTA will develop a 'template' for Board/Council resolution that will serve dual purposes:
 - Confirmation of jurisdiction/agency support for candidate projects;
 - Meets NVRTA Standard Project Agreement requirements.



Other SYP Considerations

- Finance Committee to recommend Financial Principles addressing:
 - Proportion of estimated available PayGo funding that should be allocated in each update;
 - Factors that influence the extent to which available debt capacity should be used, and when;
 - Provision for NVRTA to provide matching funds, e.g. for federal grant programs.



Inputs Requested

- Proposed SYP framework (Authority approval by February 2017);
- Tier 3 measures and weightings (Authority approval by December 2016).



Candidate TransAction Measures

Questions for Discussion

1. The TransAction plan will be evaluated using performance measures. These measures will serve to:
 - a. evaluate the Plan as a whole (the analysis step will evaluate multiple alternative Plans); and
 - b. evaluate various smaller groups of projects.

With reference to the candidate TransAction measures, do you have any suggestions for revising, combining, deleting, or adding performance measures?

2. A subset of the candidate TransAction measures will be used to generate comparative ratings for individual projects and/or small groups of synergistic projects. Keeping in mind how NVTA has used project selection criteria to evaluate projects in previous funding programs, which of the candidate TransAction measures should be included in that subset, and what weightings should be associated with each measure?
3. TransAction may include a limited number of 'targets', i.e. reduce congestion by X% in 2040 relative to current levels. Which of the candidate TransAction measures are the best candidates for target-setting, and what are your thoughts on what the corresponding target should be?

Summary of Candidate TransAction (TA) Measures

TA Goals	Proposed TA Objectives		Candidate TA Measures/Weightings ¹			TransAction 2040 Measures/Weightings			FY2017 Program Measures/Weightings	
Goal 1: Enhance quality of life and economic strength of NoVA through transportation	1.1	Reduce congestion and crowding experienced by travelers in the region	1.1.1	Total Person Hours of Delay (HB599)		2.8	Reduces roadway congestion	6.67	Project reduces roadway congestion (HB599 overall rating)	45
			1.1.2	Transit Crowding (HB599)						
			1.1.3	Person Hours of Congested Travel in Automobiles (HB599)		2.1	Addresses existing significant level of service (LOS) deficiencies for all modes of transportation	3.33		
			1.1.4	Person Hours of Congested Travel in Transit Vehicles (HB599)						
	1.2	Improve Travel Time Reliability	1.2.1	Congestion Severity: Maximum Travel Time Ratio		2.2	Addresses existing structural and maintenance deficiencies for all modes of transportation	3.33		
			1.2.2	Congestion Duration (HB599)		1.1	Improves capacity and reliability of freight	6.67		
	1.3	Increase access to jobs, employees, markets, and destinations	1.3.1	Percent of jobs/population within 1/2 mile of transit						
			1.3.2	Access to Jobs within 45 mins by auto (HB599)						
	1.4	Improve connections among and within areas of concentrated growth	1.4.1	TBD		4.1	Improves connections between multiple Activity Centers	6.67	Project improves connections between multiple Activity Centers	5
									Project connects jurisdictions and modes	5
	1.5	Support and strengthen local land use objectives	1.5.1	Consistency with local planning efforts (qualitative assessment)		4.2	Supported by a Comprehensive Plan	6.67		
	1.6	Reduce household transportation costs	1.6.1	Average cost per commute trip						
						2.3	Able to be readily implemented	6.67	Project will be advanced as a result of FY2017 Program funding;	15
Goal 2: Enable optimal use of the transportation network and leverage the existing network	2.1	Improve the safety of transportation network	2.1.1	Serious injuries and fatalities by mode		2.5	Improves the safety of the transportation system	6.67	Project improves the safety of the transportation system	5
	2.2	Increase integration between modes and systems	2.2.1	Last mile connections (qualitative assessment)		1.2	Supports multiple use development patterns in a walkable environment	6.67	Supports multiple use development patterns in a walkable environment	10
	2.3	Provide more route and mode options to expand travel choices and improve resiliency of the system	2.3.1	Share of travel by non-SOV modes		1.4	Creates multimodal choices for travelers as indicated by increases in transit capacity	3.33		
						1.3	Creates multimodal choices for travelers as indicated by increases in non-SOV mode share	3.33		
	2.4	Manage travel demand during peak periods	2.4.1	Number of SOV trips during peak periods		2.6	Increases person-miles traveled by non-SOV modes.	3.33		
	2.5	Sustain and improve operation of the regional system				2.7	Increases person-miles traveled by SOV mode	3.33		
			2.5.1	PHT in congested/crowded conditions		2.9	Reduces person-hours traveled	6.67		
			2.5.2	Person hours of travel caused by 10% increase in PM peak hour demand (HB599)						
						5.1	Improves the management and operation of existing facilities through technology applications	6.67	Project improves the management and operation of existing facilities through technology applications	5
	2.6	Optimize investments by increasing benefits relative to costs for short-, medium-, and long-term timeframes	2.6.1	Cost Benefit Analysis		N/A	Benefit/Cost Rating		Congestion Reduction Relative to Cost (CRRC) ratio	N/A
						6.1	Leverages private or other outside funding	6.67	Project leverages private or other outside funding	5
Goal 3: Reduce negative impacts of transportation on communities and the environment	3.1	Reduce greenhouse gas emissions caused by transportation	3.1.1	GHG emissions based on VMT by speed		2.4	Reduces vehicle-miles traveled (VMT)	6.67	Project reduces vehicle-miles (VMT)	5
	3.2	Reduce stormwater runoff	3.2.1	Amount of impervious area						
	3.3	Protect environmental and cultural assets and resources	3.3.1	Number of ROW expansions that impact resources		3.1	Right-of-way minimizes impacts on sensitive areas	6.67		
	3.4	Reduce transportation-related air pollution	3.4.1	Criteria pollutant emissions based on VMT by speed			See TransAction 2040 measure 2.4		See TransAction 2040 measure 2.4	

¹ Note: ‘HB599’ indicates measure used by VDOT during the HB599 Evaluation and Rating process for the FY2015-16 and FY2017 Programs.