



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

**PLANNING COORDINATION ADVISORY COMMITTEE**  
**Wednesday, October 26, 2016, 6:30pm**  
**NVTA Office**  
**3040 Williams Drive, Suite 200**  
**Fairfax, Virginia 22031**

**AGENDA**

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

**Action**

- II. Approve Summary Notes of September 28, 2016 Meeting**  
*Recommended Action: Approval [with abstentions  
from those who were not present]*
- III. TransAction Update – Performance Measures** Mr. Jasper
- IV. NVTA’s Draft 2017 Legislative Program** Ms. Backmon, Executive Director

**Discussion/Information**

- V. Development of FY2018-23 Six Year Program** Mr. Jasper
- VI. NVTA Update** Ms. Backmon, Executive Director

**Adjournment**

- VII. Adjourn**

**Next Meeting:**  
**TBD**  
**6:30pm NVTA Office**



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, September 28, 2016, 6:30 pm  
 Northern Virginia Transportation Authority  
 3040 Williams Drive, Suite 200  
 Fairfax, Virginia 22031

### SUMMARY NOTES

#### I. Call to Order/Welcome Chairman Foreman

- Chairman Foreman called the meeting to order at 6:35 pm.
- Attendees:
  - **PCAC Members:** Chairman Foreman (Town of Dumfries); Chair Libby Garvey (Arlington County); Supervisor Ralph Buona (Loudoun County); Supervisor John Foust (Fairfax County); Council Member Phil Duncan (City of Falls Church); Council Member David Kirby (Town of Herndon); Council Member Linda Colbert (Town of Vienna).
  - **Authority Member:** Ms. Mary Hynes (Commonwealth Transportation Board).
  - **NVTA Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming).
  - **Other:** Noelle Dominguez (Fairfax County); Mark Duceman (Town of Herndon).

### Action

#### II. Meeting Summary Notes of June 22, 2016, PCAC Meeting

- The June 22, 2016 Planning Coordination Advisory Committee meeting summary was unanimously approved, with abstentions from members not present.

### Discussion/Information

#### III. Development of NVTA's 2017 Legislative Program Chairman Hynes

- Ms. Backmon introduced Ms. Hynes, Chairman of the Governance and Personnel Committee. Ms. Hynes outlined the approach to developing the Authority's 2017 Legislative Program, starting with a review of the Authority's 2016 Legislative Program. The Governance and Personnel Committee will consider formal comments

at its November meeting, with formal adoption by the Authority scheduled for its meeting in December 2016. NVTA intends to hire a firm to support these efforts.

- Ms. Hynes referred to the Authority's 2016 Legislative Program, which will be reviewed and updated over the next couple of months. She encouraged Committee members to provide inputs at this and subsequent meetings. The next meeting of the Governance and Personnel Committee is scheduled for October 13, 2016, prior to the Authority meeting later that evening.
- Two primary concerns were expressed by Committee members. Supervisor Buona described the impact on transit providers of the absence of a 'floor' on the gas tax. While the recent steep decline in the price of oil has resulted in lower fuel costs for transit agencies, this has been more than offset by the decline in tax revenues derived from the sale of gasoline. For Loudoun County this is presenting challenges in anticipation of future payments to WMATA when Phase 2 of the Silver Line opens.
- Ms. Backmon noted that NVTA's revenues are not based on the gas tax, so the Authority is not directly affected by this issue. However, this is a problem for transit agencies. Ms. Hynes considered that funding for WMATA will also be a focus.
- The second primary concern is the impact of recent legislation on the ability of local jurisdictions to apply revenues from development proffers to related transportation infrastructure improvements. Supervisor Buona considered that this will increase competition for regional revenues in the future if not addressed. He highlighted the recent example of a \$40 million interchange improvement funded entirely by proffers. This is no longer possible, and suggested that the impact on transportation of the new proffer legislation should be reviewed.
- Council Member Kirby stated that consideration should be given to continuation funding for legacy projects, perhaps based on number of years and percent complete. This relates to Smart Scale and the Authority's project selection processes. Mayor Foreman added that Towns need some additional consideration with respect to these types of rating system, as they have a lower capacity to match NVTA's regional revenues with local funds. More generally, there is a concern that delays in advancing projects may lead to increases in engineering costs.
- Ms. Backmon noted that after the TransAction plan is adopted, the Authority will develop a Six Year Program that will provide a greater opportunity to bring projects to conclusion versus the one and two year programs that the Authority has adopted to date. The Authority's process does not allow for smaller jurisdictions or agencies to be given an advantage due to their size, nor can the Authority set aside funding for smaller entities as projects must be funded on their merits.
- With respect to the Town of Herndon's East Elden Street project, Supervisor Foust noted that Fairfax County is working with the Town to address a funding gap using 30 percent revenues.

#### **IV. NVTA Update**

Ms. Backmon

- Ms. Backmon mentioned the recent groundbreakings for the West Ox Bus Garage project in Fairfax County and the Belmont Ridge Road project in Loudoun County.

- Ms. Backmon then introduced Mr. Longhi, the Authority’s Chief Financial Officer, who made a brief presentation covering topics raised at a previous Committee meeting.
- In response to a question from Supervisor Buona, Mr. Longhi stated that the Authority has no policy regarding the relative use of PayGo versus debt financing.
- In response to a question from Supervisor Foust, Mr. Longhi stated that the Authority is totally dependent on an external auditor to audit the Authority’s finances.
- In response to a question by Chair Garvey, Mr. Longhi noted that the Authority’s cash balance is held in the Commonwealth’s Local Government Investment Pool (LGIP), in the Authority’s name. Mr. Longhi added that the Authority recently hired an investment/debt manager to enable a more proactive approach to investments.
- In response to questions from Supervisors Buona and Foust, Mr. Longhi noted that the Authority’s financial advisors have provided guidelines on debt ratios that are consistent with the Authority’s desired bond ratings.

**V. Development of FY2018-23 Six Year Program** Mr. Jasper

- Mr. Jasper made a presentation regarding the development of the Authority’s FY2017-23 Six Year Program. While the adoption of the Program will not occur until some months after the adoption of TransAction in fall 2017, NVTA staff is seeking a broad range of inputs on the Six Year Program framework. It is envisioned that this framework will be approved by the Authority at its February 2017 meeting.

**VI. TransAction Update – Performance Measures** Mr. Jasper

- At the request of Chair Garvey, Mr. Jasper provided an overview of how performance measures will be used during the TransAction update. A handout was provided listing candidate measures related to each of the three goals that had been previously adopted by the Authority. Mr. Jasper also asked each Committee member to consider responses to each of the three questions related to the handout on performance measures.
- Mayor Foreman indicated that this will be the primary agenda item for the October 26 meeting. This will be an action item.

**Adjournment**

**VII. Adjourn**

- The meeting adjourned at 8:52 pm.

## 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 <sup>1</sup>                                                         | 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                                                  |                                                                                                        |
|                                                                                            |                                                                                                                 |                                                                                                       | 2.7 Increases person-miles traveled by SOV mode 3.33                                                        |                                                                                                        |
|                                                                                            |                                                                                                                 |                                                                                                       | 2.5 Sustain and improve operation of the regional system                                                    | 2.9 Reduces person-hours traveled 6.67                                                                 |
|                                                                                            | 2.5.1 PHT in congested/crowded conditions                                                                       |                                                                                                       |                                                                                                             |                                                                                                        |
|                                                                                            | 2.5.2 Person hours of travel caused by 10% increase in PM peak hour demand (HB599)                              |                                                                                                       |                                                                                                             |                                                                                                        |
|                                                                                            | 2.6 Optimize investments by increasing benefits relative to costs for short-, medium-, and long-term timeframes | 2.6.1 Cost Benefit Analysis                                                                           | 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 |
| 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                                                                       |

<sup>1</sup> Note: 'HB599' indicates measure used by VDOT during the HB599 Evaluation and Rating process for the FY2015-16 and FY2017 Programs.



## **2017 Legislative Program**

*Draft: October 25, 2016*

### **STATE**

#### **TRANSPORTATION FUNDING**

The passage of HB 2313 (2013) was the result of bipartisan cooperation throughout the Commonwealth. The regional funding provided through HB 2313 is a significant step towards addressing the transportation needs of Northern Virginia. The Authority will continue to work with the Commonwealth to ensure that we are all fully utilizing the resources provided by HB 2313 to implement the necessary improvements to Northern Virginia's transportation infrastructure.

#### **STATE FUNDING**

**Allocation of Statewide Revenues:** It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- A. **State of Good Repair:** **The Authority recommends an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.**
  - o The Authority is concerned that Northern Virginia is currently expected to receive only 10.6 percent of State of Good Repair funds, while only 31 percent of all secondary roads in Northern Virginia are in Fair or Better Condition, far less than the Commonwealth's average of 60 percent. As millions of people drive on our roads every day, these deteriorated pavements will only get worse until something is done to address them.
  
- B. **Revenue Sharing:** **The Authority recommends that funding of the Revenue Sharing Program remain the same or is increased.**
  - o The Authority is concerned about efforts to decrease funding for the Revenue Sharing Program over the next several years. By design, the Revenue Sharing Program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds with local sources as reducing the funding in this program will only slow the efforts to improve our transportation system.

C. **Transit Capital Funding:** The Authority supports efforts to fully address this anticipated funding reduction to ensure that transit systems continue to receive the state resources needed to provide critical transit services. While the General Assembly has helped address the significant decline in state transit funding expected to occur in 2018, the Commonwealth's projected available funds for transit capital projects are still expected to drop significantly unless another source of revenue is identified.

- o Further, the Authority remains opposed to the Department of Rail and Public Transportation's decision to change the allocation of state funds for transit capital costs from the non-federal cost of a project to the total project cost. As several Northern Virginia transit systems do not receive federal funds, this change increases the local share our localities must pay while reducing the share for those other systems in the Commonwealth that provide far less local funding.

D. **Regional Gas Tax Floor:** The Authority supports establishing a floor on the regional gas tax that would put it on par with the floor for the statewide gas tax established in HB 2313. A 2.1 percent motor vehicle fuels tax is levied on fuels sold/delivered in bulk in Northern Virginia. The revenues from these taxes, which must be spent on transportation purposes, have fallen significantly due the reduction in the price of gas.

A modern, efficient, multimodal transportation system is essential to the Commonwealth, and is intrinsically tied to continued economic development and the ability to compete in a global economy. We must all work together to maintain and build the multimodal infrastructure that Virginia needs to remain an active and dynamic participant in a 21st Century economy. *(Revises and reaffirms previous positions)*

#### **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

A. **Safety:** The Authority supports adequate funding and oversight of WMATA's efforts to enhance the safety and security of the system and its riders. The Authority is also supportive of the Metro Safety Commission being created to ensure adequate oversight of WMATA's efforts.

- o The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.
- o The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses urgent capital needs and is especially important as

WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

- B. **Enhanced Capacity:** The Authority supports continued state support of Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth.
- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
  - Further, improvements to the system's core capacity are needed as well as future extensions. Capital and operating resources are critical to ensuring that these needs are addressed. (Revises and Reaffirms Previous Position)

#### ***VIRGINIA RAILWAY EXPRESS (VRE)***

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding for the system, even without any proposed expansion of service. VRE currently provides approximately 18,000 rides a day. Many of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. Here in Northern Virginia, making smart choices between modes is what NVTA is trying to do (Revises and reaffirms position).

#### ***PEDESTRIAN AND TRANSIT SAFETY***

The Authority supports revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools.

- Further, strong safety records depend on strong safety practices and training and the Authority supports training programs for transit systems, pedestrians and bicyclists. (Revises and reaffirms previous position)

#### ***LAND USE PLANNING***

The Authority supports land use and zoning being fundamental local responsibilities and certain land use provisions included in state law can override the work done by our local governments and our residents,

**property owners, and the local business communities on land use and transportation plans.**

- Land use provisions included in legislation during the 2012 Session provide that VDOT and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's current priorities. If they decide this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. *(Reaffirms previous position)*
- **Further, the Authority supports the ability of its member jurisdictions to collect both in-kind and cash proffers that assist with providing necessary transportation facilities and infrastructure to serve new development and help address transportation congestion and accessibility.** Proffers have been a critical element in leveraging local, regional, state, and federal funds, which come together to fully fund necessary transportation projects in our region. *(New position)*

**SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS**

- **The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements.** While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.
- **Further, the Authority opposes the legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.**
- **The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.** Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. *(Revises and reaffirms previous position)*

**MAXIMIZING USE OF FACILITIES AND OPERATIONS**

The Commonwealth, in cooperation with localities, should ensure that the transportation system can allow for the efficient movement of vehicles; accommodate safe pedestrian and bicyclist movement; and encourage user-friendly access to transit. Additionally, a vital component of our transportation network is transportation demand management, such as **high occupancy vehicle use and** teleworking. **The Authority supports these efforts to help mitigate**

**roadway congestion and provide benefits to employers and employees.**  
*(Revises and Reaffirms Previous Position)*

## **FEDERAL**

### ***SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION***

In December 2015, Congress passed the Fixing America's Surface Transportation Act (FAST Act), a five-year package that provides \$305 billion in new spending obligations from the Highway Trust Fund spanning fiscal years 2016 through 2020: \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7 billion for highway and motor carrier safety. The U.S. Department of Transportation (USDOT) is currently implementing the FAST Act. As the implementation of the FAST Act occurs, the Authority believes that a number of significant issues should be considered, including:

- The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly; it is essential that programs receive the funding amount authorized in the FAST Act.
- USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to implement the FAST Act, specifically, during the development of rules to establish performance measures and standards for numerous programs;
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.
- To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and
- Safety and security must continue to be an important focus of transportation projects.

*(Revises and reaffirms previous position)*

### ***WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING***

- A. Passenger Rail Investment and Improvement Act of 2008 (PRIIA)**  
**Funding and Safety: The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders,**

**through adequate funding and oversight. The Authority is also supportive of the Metro Safety Commission being created to ensure adequate oversight of WMATA's efforts.**

- The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. *(Revises and Reaffirms Previous Position)*

**B. Enhanced Capacity: The Authority supports federal and state support of Metro to help accommodate additional passenger growth, given the system's role in transporting employees and customers to federal facilities throughout the National Capital Region.**

- While focusing on safety and state of good repair, the funding partners must also work to address WMATA's capacity needs. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity. Further improvements to the system's core capacity are needed, as well as future extensions. Resources are critical to ensuring that these needs are addressed. *(Revises and Reaffirms Previous Position)*

### ***VIRGINIA RAILWAY EXPRESS (VRE)***

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding for the system, even without any proposed expansion of service. VRE currently provides approximately 18,000 rides a day. Many of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested interstate highways. Here in Northern Virginia, making smart choices between modes is what NVTA is trying to do *(Revises and reaffirms position).*

**FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION**

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. *(Reaffirms previous position)*

**FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS**

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. *(Reaffirms previous position)*

**FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM**

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. *(Reaffirms previous position)*

**MARKETPLACE FAIRNESS ACT**

The Authority supports passage of the Marketplace Fairness Act, as it will directly impact our region's road capacity and transit needs. Should Congress enact the legislation, the Commonwealth can begin collecting these taxes and over half of the revenues generated from these sales taxes will be allocated to the Commonwealth's Transportation Trust Fund (construction and transit). On January 1, 2015, the Commonwealth's gas tax increased by 1.6% per gallon, because the Marketplace Fairness Act had not been enacted, but these funds are primarily toward road maintenance. If Marketplace Fairness is acted on in the future, the Commonwealth can begin collecting taxes on remote sales and the gas tax will revert to its previous level, while funding for construction and transit projects will increase. *(Revises and reaffirms previous position)*

**FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT**

The Authority agrees with other localities and regional bodies in opposing efforts to undermine regional and local authority over airports and supports maintaining the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. Further, the region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the

Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. (*Reaffirms previous position*)



# Advancing from Planning to Programming



Presentation to the  
Planning Coordination Advisory Committee  
*October 26, 2016*

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

# Significant Milestones

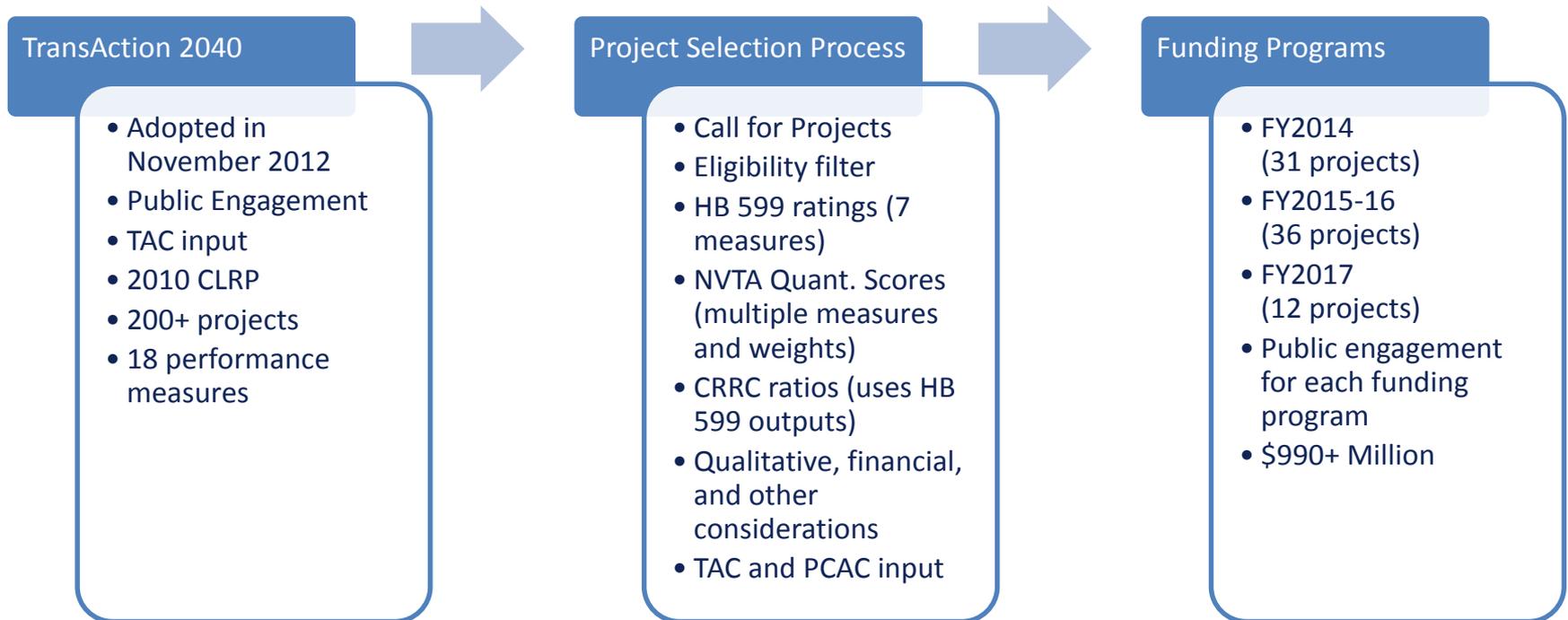


## Notes:

- 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 NVTA's 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.

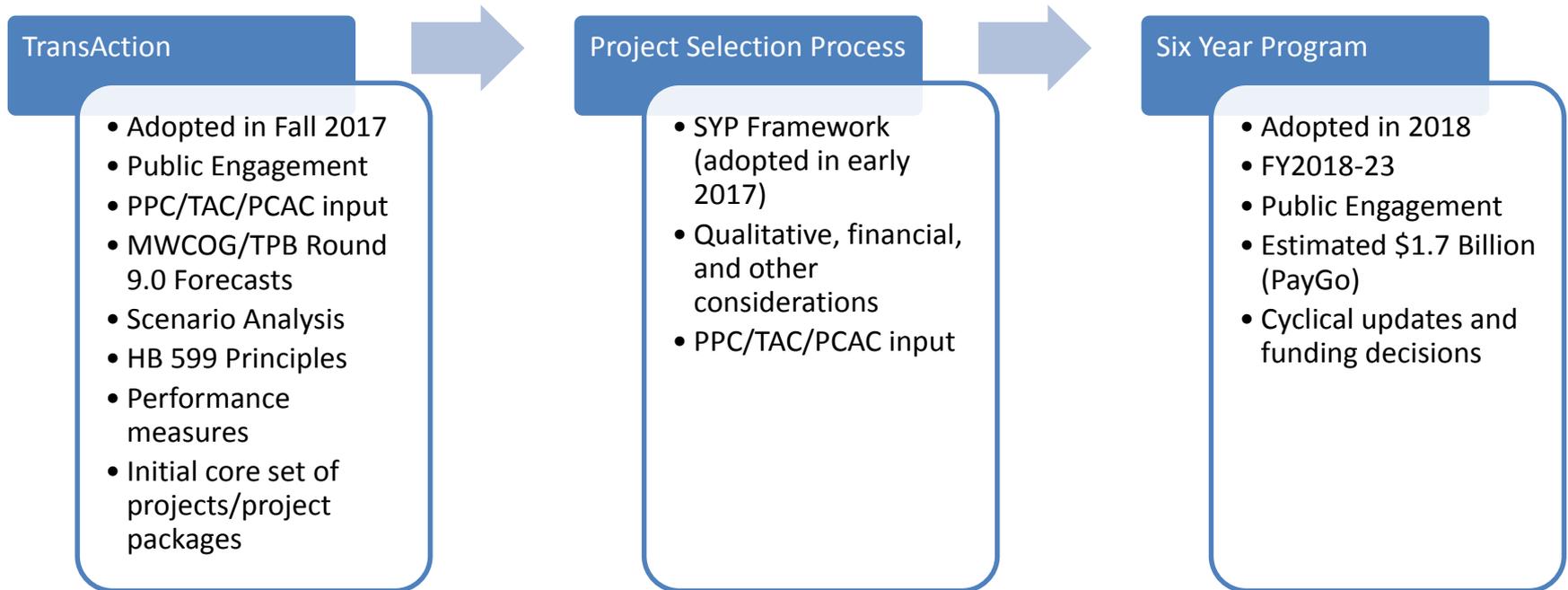


# TransAction Update Opportunities

- 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



# Development of Initial Core Set of Projects/Project Packages

- Collaborative
  - Identifies best performing corridor packages (per the TransAction analysis) relative to regional transportation needs and costs;
  - Reflects jurisdictional priorities
  - Logical phasing and sequencing, with an emphasis on regional multimodal solutions;
  - Consistent with estimated available funds/opportunity for financing
- Geographic and Modal Balance
- Starting point for the development of the FY2018-23 Six Year Program.

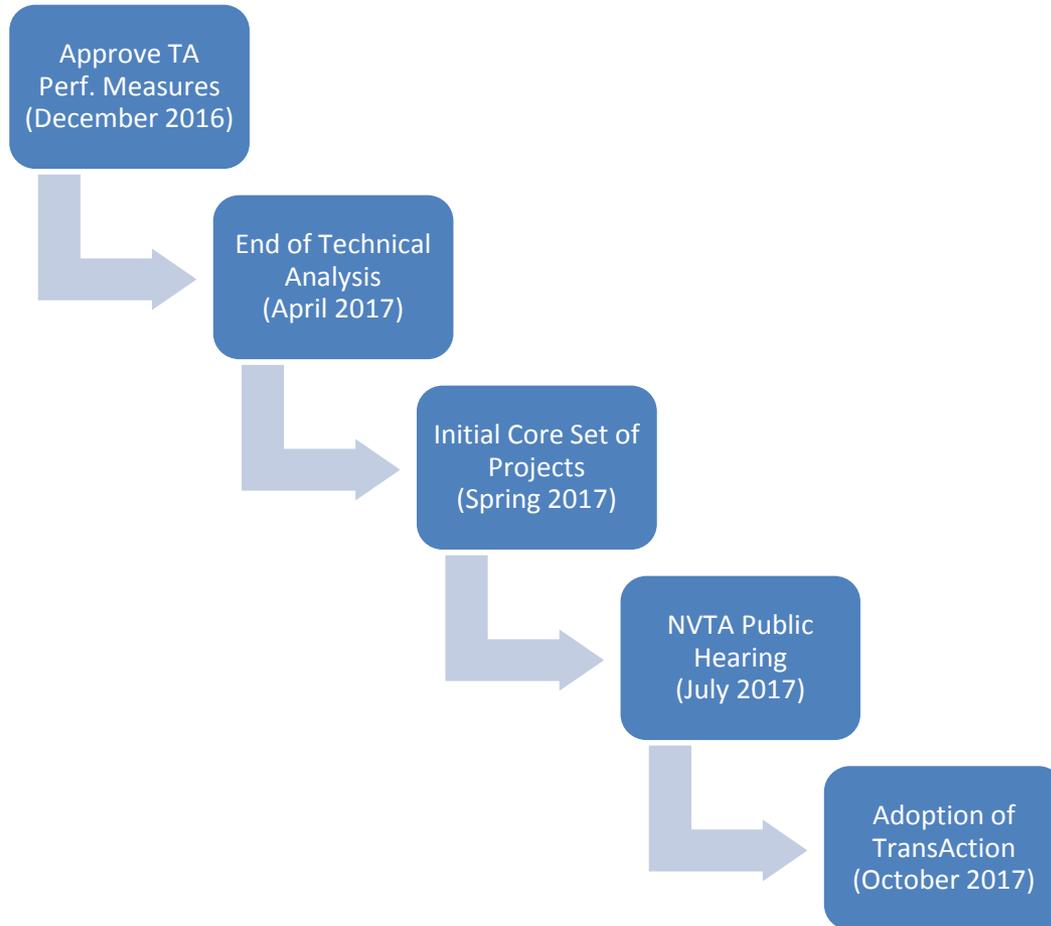


# What is the SYP Framework?

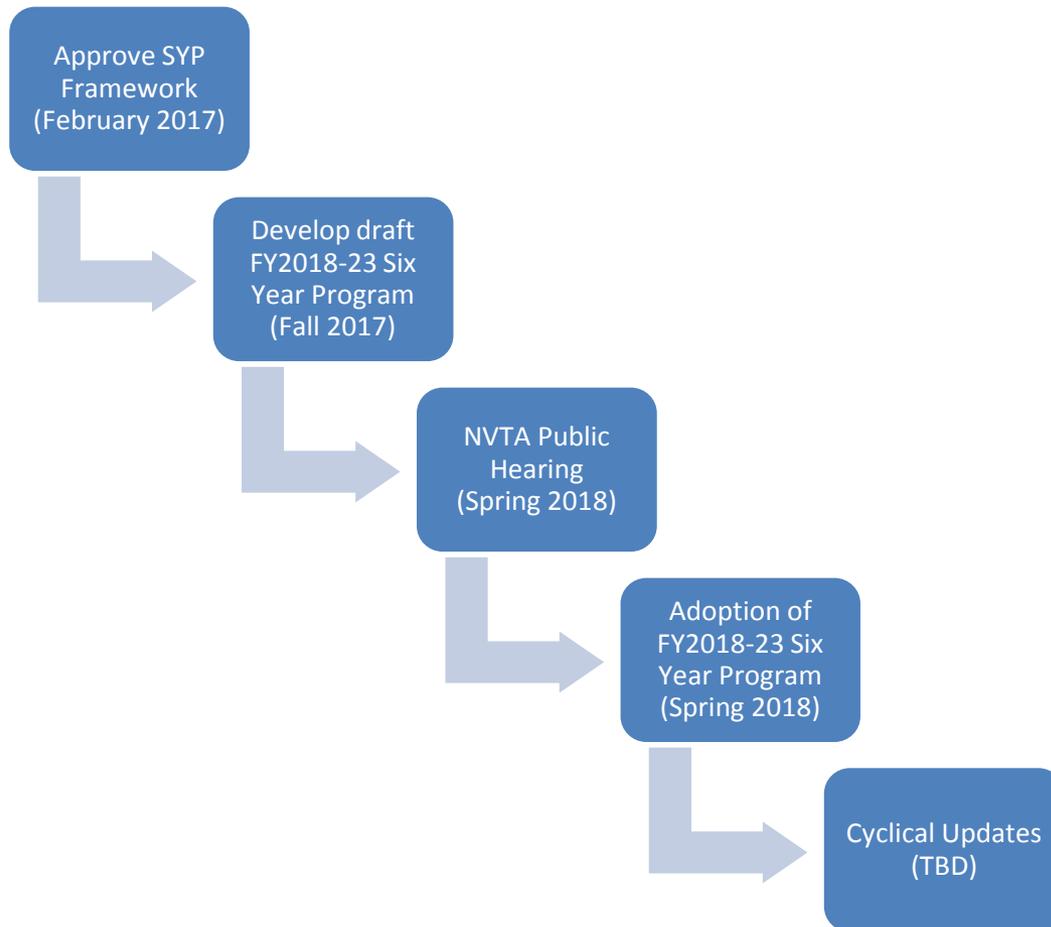
- Describes how TransAction and the FY2018-23 Six Year Program will be integrated;
- Describes how the FY2018-23 Six Year Program will be developed;
- Identifies roles, responsibilities, schedule, and other ‘structural’ aspects of the FY2018-23 Six Year Program;
- Incorporates Financial Principles;
- 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 NVRTA 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

- Much like jurisdictional Capital Improvement Plans (CIPs) NVRTA's Six Year Program will set an expectation for future funding of the identified projects – details will be developed;
- A Public Hearing will be held prior to adoption, and for subsequent cyclical updates.



# Proposed SYP Features – 3

- Studies:
  - NVRTA 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;
  - NVRTA 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 NVRTA 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 NVTVA (early 2018);
  - Authority approves date of Public Hearing (Jan. 2018);
  - Authority approves release of draft Six Year Program (Feb. 2018);
  - NVTVA 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);
- Performance measures and weightings (Authority approval by December 2016).

