

Authority Work Session

January 22, 2020



Presented by:
Monica N. Backmon, Executive Director



AGENDA



1. Roles and Responsibilities
2. Membership
3. Decisions
4. Committees
5. Legislation
6. Planning and Programming
7. Financials and Funding
8. Next Steps-Moving Forward



Roles and Responsibilities

The Northern Virginia Transportation Authority (NVTA) was created in 2002 (SB 576) to provide Northern Virginia communities with a regional organization responsible for:

- Developing a long range transportation plan for Northern Virginia.
- Setting regional transportation policies and priorities for regional transportation projects.
- Advocating for the transportation needs of Northern Virginia before state and federal governments.
- Recommending to the CTB priority regional transportation projects for receipt of state and federal funds (CMAQ & RSTP).



Membership

The NVTa embraces the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.

- **Composed of 17 Members:**
 - One elected official from each of the above jurisdictions
 - Two members of the House of Delegates (or Speaker's appointee)
 - One State Senator
 - Two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board
 - The chief elected officer of one town in a county which the Authority embraces (non-voting)
 - The Commonwealth Transportation Board Commissioner, or his/her designee (non-voting)
 - The Director of the Department of Rail and Public Transportation (DRPT), or his/her designee (non-voting)



Decisions

A quorum requires a majority of the Authority, including at least a majority of the representatives of the counties and cities embraced by the Authority.

- NVTA typically reaches decisions via consensus.
- Decisions of the Authority shall require the affirmative vote of:
 - Two-thirds of the members of the Authority present and voting; and
 - Two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting;
 - Two-thirds of the population embraced by the Authority.



Committees



Statutory

- Planning Coordination Advisory Committee
 - 14 Elected officials representing the 5 cities, 4 counties and 5 towns (with a population of 3,500 or more)
- Technical Advisory Committee
 - 9 Citizens experts

Standing

- Finance
 - 5 member committee comprised of Authority members
- Governance and Personnel
 - 5 member committee comprised of Authority members
- Planning and Programming
 - 5 member committee comprised of Authority members



Legislation



- **SB 576 (2002)**
- **HB 3202 (2007)**
- **HB 599 (2012)**
- **HB 1539/SB 856 (2018)**
- **SB 1468 (2019)**
- **SB 1716/HB 2718 (2019)**
- **HB 2313 (2013)**
- **HB 2137 (2017)**
- **HB 1285 (2018)**



HB 2313

In April 2013, the General Assembly approved a new transportation funding bill with all the taxes and fees imposed by the General Assembly.

There is a statewide component to HB 2313, in addition to the regional component detailed here:

- Increases Northern Virginia Sales and Use Tax by 0.7%, to a total of 6%.
- Imposes a 2% Transient Occupancy Tax (Hotel Tax).
- Imposes a Congestion Relief Fee (Grantors Tax) of \$0.15 per \$100 valuation.
- **Requires that all HB 2313 revenues be used for transportation purposes only.**



HB 2313 (continued)

HB 2313 revenues were estimated to generate \$300 million annually for transportation funding.

70% (Regional funds) will be provided to the Northern Virginia Transportation Authority (NVTA) and utilized for:

- Regional projects included in TransAction 2040, or updates, that have been evaluated by VDOT for congestion mitigation or emergency evacuation (HB 599);

***The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project.**



HB 2313 (continued)

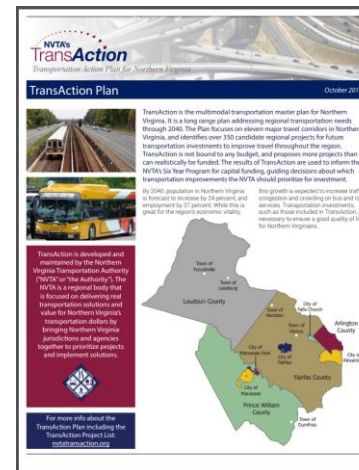
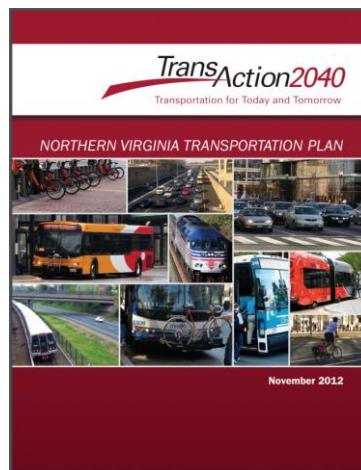
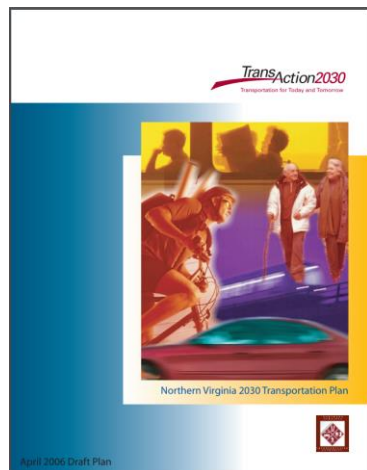
30% (Local funds) will be distributed to the individual localities and utilized for their transportation needs:

- Localities must enact the local Commercial and Industrial Property (C&I) Tax at \$0.125 per \$100 valuation or dedicate an equivalent amount to transportation to receive the full amount.
- 30% funding can be used for these purposes:
 - Additional urban or secondary road construction;
 - For other capital improvements that reduce congestion;
 - For other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority;
 - Or for public transportation purposes.



Planning and Prioritizing for the Region

1. Develop and update the long range, multimodal Transportation Plan for Northern Virginia → TransAction

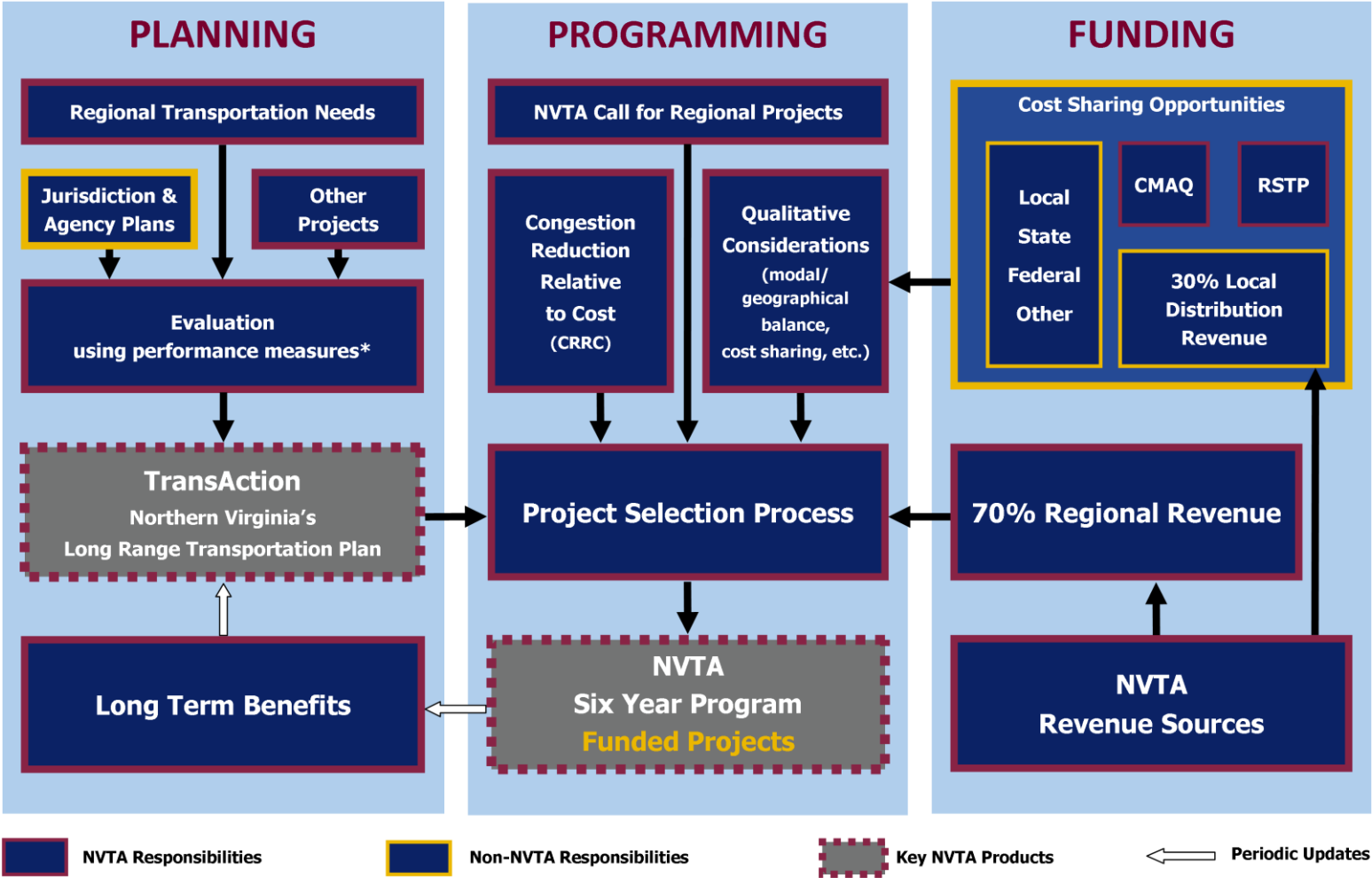


2. Prioritize and fund regional transportation projects → Six Year Program



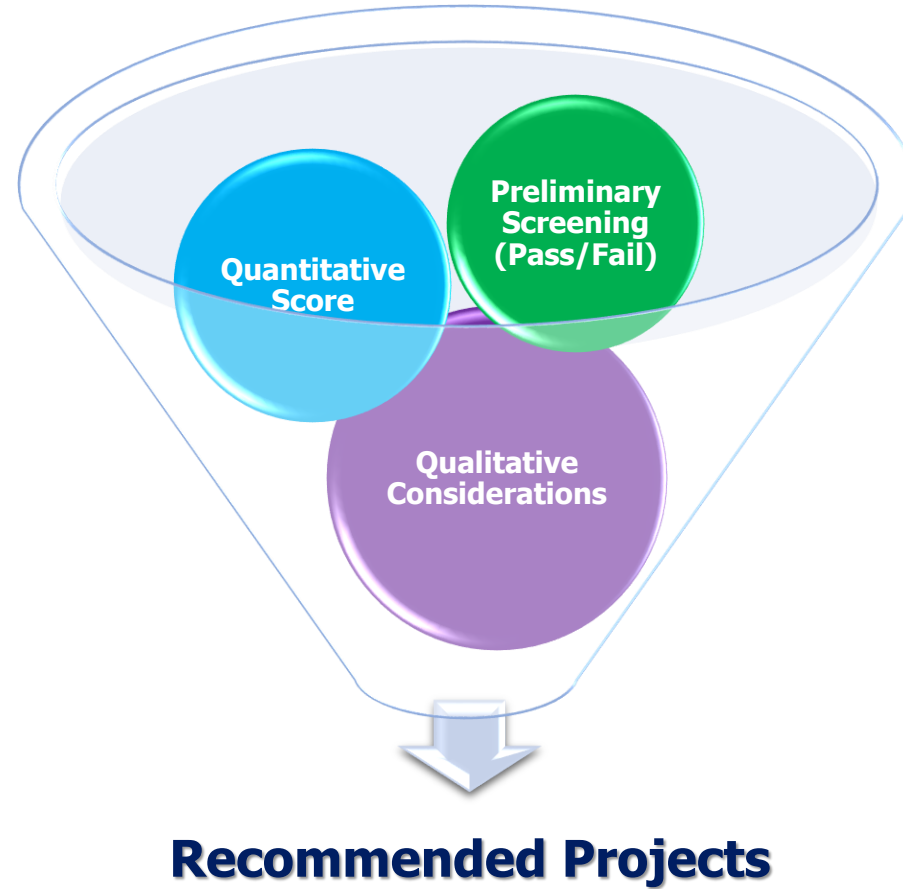


Complex, Integrated Process





Project Evaluation: Overall Approach

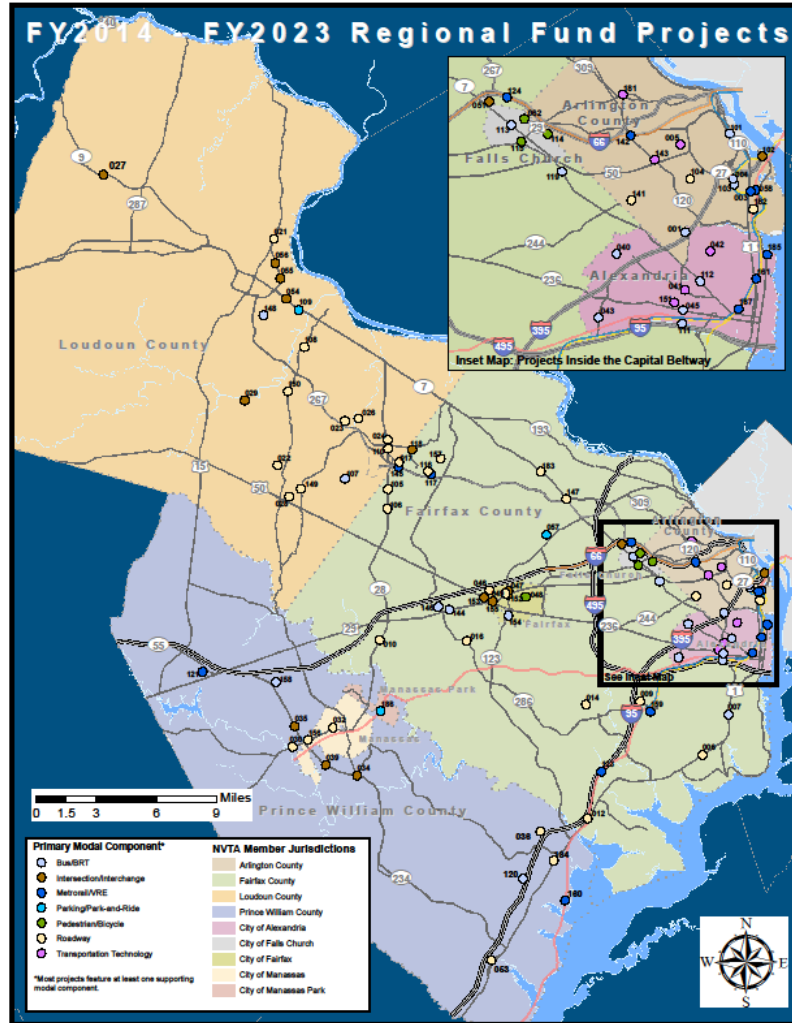




Determining the Final Program



Planning and Prioritizing for the Region



- **4 Funding Programs Adopted to Date**
- **94 Regional Multimodal Transportation Projects,**
 - totaling **\$2 Billion**
- **Inaugural Six Year Program: 44 projects,**
 - totaling **\$1.3 Billion**
 - **\$2.5 Billion** requested



SYP Multimodal Project Spotlight by Jurisdiction

- **City of Manassas, Prince William County and Fairfax County:** Rt. 28 Corridor Feasibility Study – EIS (City of Manassas to Fairfax County), and Rt. 28 Construction - **\$92,500,000**
- **City of Alexandria:** DASH Transit Service Enhancements and Expansion - **\$11,933,161**
- **Arlington County:** Pentagon City Multimodal Connections and Transitway Extension, and Crystal City Metrorail Station East Entrance and Intermodal Connections - **\$33,850,000**
- **City of Fairfax:** Jermantown Road Corridor Improvements Project - **\$21,000,000**
- **NOVA Parks/City of Falls Church:** Falls Church Enhanced Regional Bike Routes (W&OD) - **\$3,244,959**
- **Town of Dumfries:** Widen Rt. 1 (Fralely Blvd.) to Six Lanes- **\$44,860,000**
- **Fairfax County:** Richmond Highway Bus Rapid Transit – Phases I & II - **\$250,000,000**
- **Loudoun County:** Prentice Drive Extension: Lockridge Rd. (Rt. 789) to Shellhorn Rd. (Rt. 643) - **\$76,230,000**





30% Revenues to Date Per Jurisdiction

Jurisdiction	30% Local Distribution Revenue
Arlington County	\$70,024,146
Fairfax County	\$251,098,092
Loudoun County	\$106,618,643
Prince William County	\$80,802,723
City of Alexandria	\$40,576,955
City of Fairfax	\$14,705,548
City of Falls Church	\$5,360,861
City of Manassas	\$10,406,737
City of Manassas Park	\$2,838,525
	Total: \$582,432,231



NVTA Awarded First Credit Rating



AA+ Aa1 AA+

STANDARD
& POOR'S

Fitch Ratings

MOODY'S



Inaugural Bond Sale



In December 2014 NVTA entered the Capital Bond Market for the first time with our **Transportation Special Tax Revenue Bonds, Series 2014** which secured **\$80 million** in financing.

The Bonds reflected a **2.5 times subscription rate** and a low **true interest cost of 3.09%**.





Diversion of Revenues – Impacts on Inaugural Six Year Program

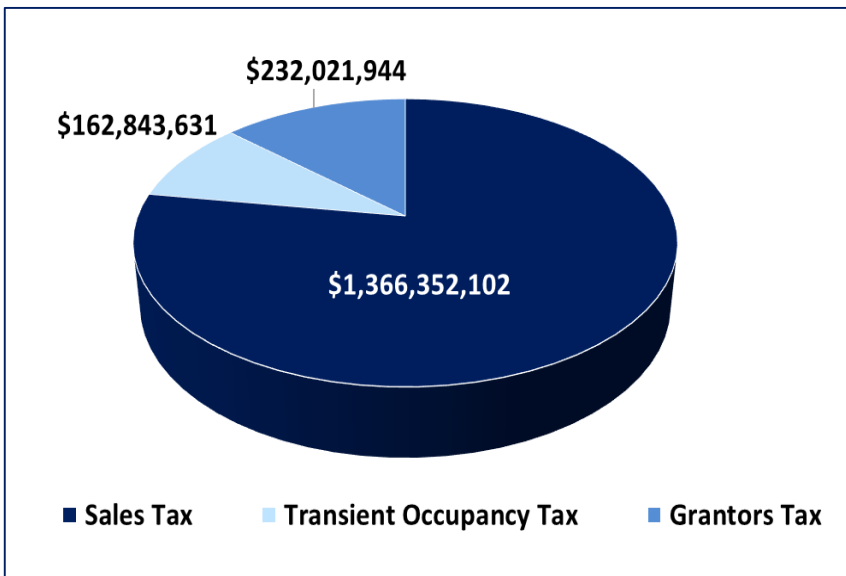
- **HB 1539/SB 856: Transient Occupancy Tax and Grantors Tax diverted for Metro Funding**
- **Resulted in:**
 - **\$275M** Reduction in Available Revenues for the FY 2018-2023 Six Year Program
 - **\$102M** Annual Reduction in 70% and 30% Revenues
 - **\$27.12M** from WMATA Localities' 30% or Other Funding Sources



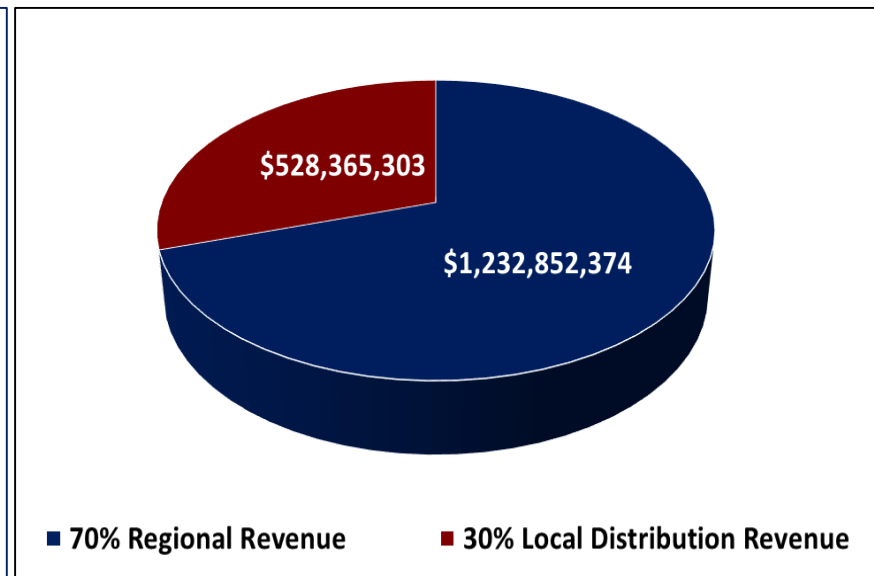
FY2019-2023 Revenue Estimates



FY2019-2023 Estimated Revenue Breakdown by Tax Type:
ORIGINAL



FY2019-2023 Estimated Revenue Allocation: ORIGINAL

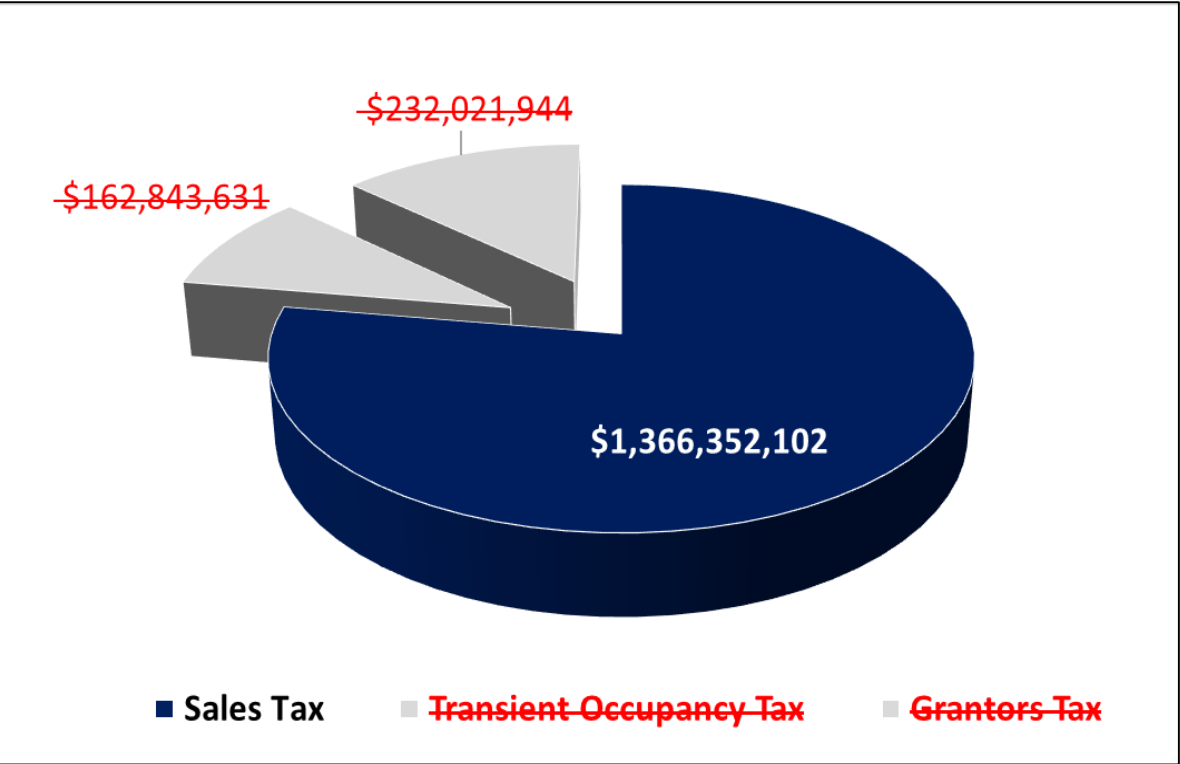




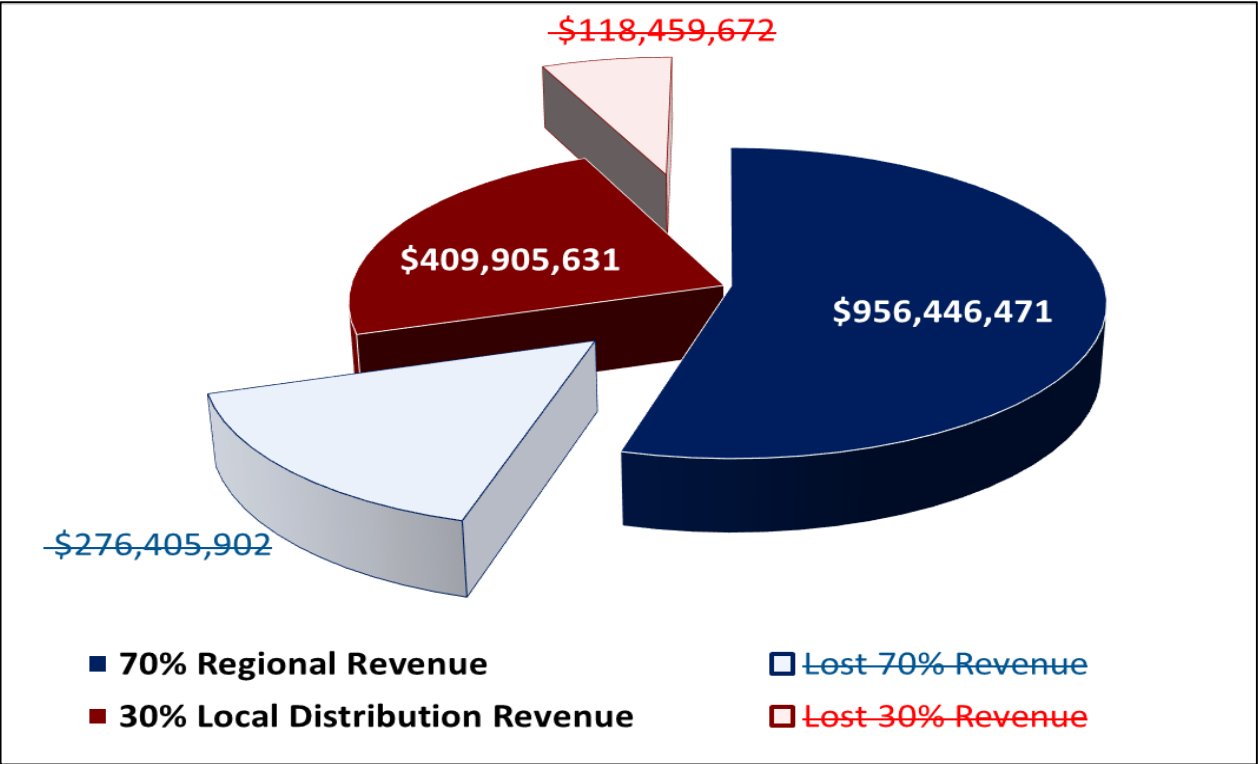
Revenues After HB 1539/SB 856



FY2019-2023 Estimated Revenue Breakdown by Tax Type: REVISED



FY2019-2023 Estimated Revenue Allocation: REVISED





Funding Restoration

SB 1716 (2019) and HB 2718 (2019)

- Legislation to dedicate funding to Interstate 81 (I-81) improvements resulted in new revenue for NVTA.
 - Dedicated funding: as much as **\$20 million** annually for NVTA
 - **FY20 - \$9.2M**
 - **FY21 - \$13.7M**
 - **FY22 - \$20M**
- **\$20M** – Down payment on Authority restoration



Funding Restoration



- **HB 1414 (2020)—Administration's Omnibus Bill**
 - **\$65M total to NVTA**
 - **\$20M inclusive of I-81 monies**
 - **\$30M-\$45M in NOVA TOT and Grantors**
- **HB 729 (2020) –Delegate Watt's Bill**
 - **Seeking to restore NVTA at \$102M Annually**
 - **\$30.9M to NVTA as of now**



Six Year Program Update FY2020-2025

- July 1, 2019, **Call for Regional Transportation Projects** issued for **FY2020-2025 Six Year Program**
 - **ESTIMATED \$400 Million available** for FY2024-2025
 - Project Applications Received: **46**
 - totaling **\$1.7 Billion**
 - Eligible Application Total: **41**
 - totaling **\$1.4 Billion**
 - **Public Comment Period---Public Hearing**
 - **April 2020**
 - Anticipated NVTA action June 2020



CMAQ/RSTP Recommendations



In addition to the HB 2313 Revenues, the NVTa also makes programming recommendations of the federal CMAQ & RSTP funds on an annual basis.

NVTa Allocation of CMAQ Funds						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
CMAQ	\$20,855,865	\$21,512,010	\$21,512,010	\$21,512,010	\$21,512,010	\$21,512,010
CMAQ 2.5	\$8,047,115	\$8,014,165	\$8,014,165	\$8,014,165	\$8,014,165	\$8,014,165
TOTAL:	\$28,902,980	\$29,526,175	\$29,526,175	\$29,526,175	\$29,526,175	\$29,526,175

NVTa Allocation of RSTP Funds						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
RSTP	\$39,377,789	\$40,331,584	\$40,331,584	\$40,331,584	\$40,331,584	\$40,331,584



2020 Next Steps



- **Legislation---Restoration of NVTA Revenues**
- **Adoption of the FY2020-2025 SYP Update**
- **Update of TransAction**
- **Groundbreakings and Ribbon Cuttings**
- **Update Strategic Plan**
- **RM3P**



Outreach

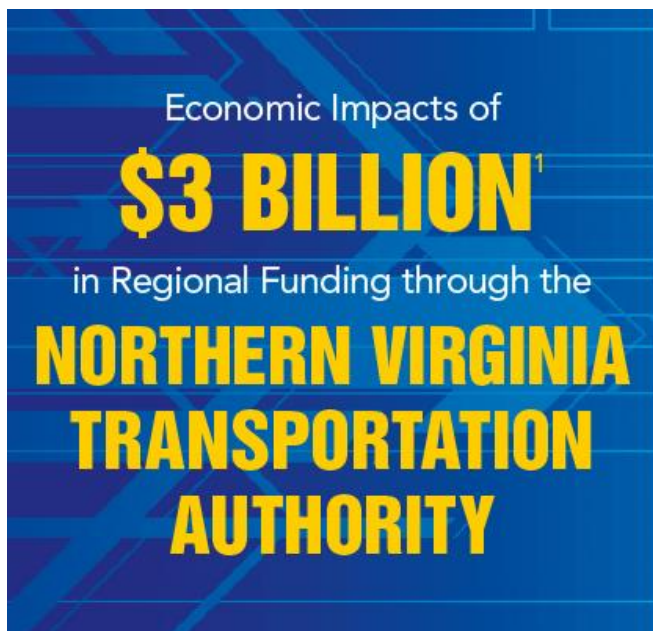


Engaging the Region

- In 2019, NVTA presented at nearly **25 events** throughout NoVA, reaching elected officials, Northern Virginia residents and community groups, and leaders in transportation, business and innovation.
 - Celebrated **11 project milestones**.
- Introduced a Six Year Program **Video Series** and **Video Highlights of the 2019 Annual Report**.
- Participated in **19 interviews**, & proactively secured **62 news stories** in 2019.
 - **Communication Plan** update almost complete.



Regional Revenues Making A Difference Economic Impact Analysis of HB 2313



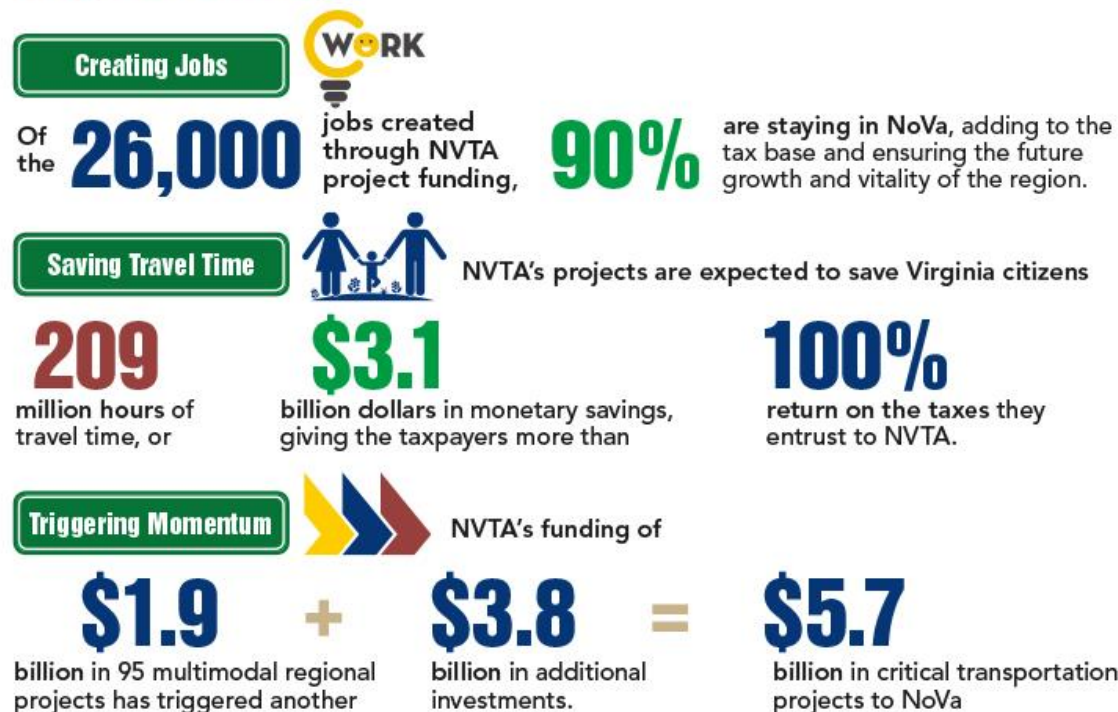
This study was completed by Richmond, VA-based Chmura Economics & Analytics.

The study period analyzed is FY2014-FY2024.

¹ NVTA FY2014-FY2024 Actual and Estimated Revenues



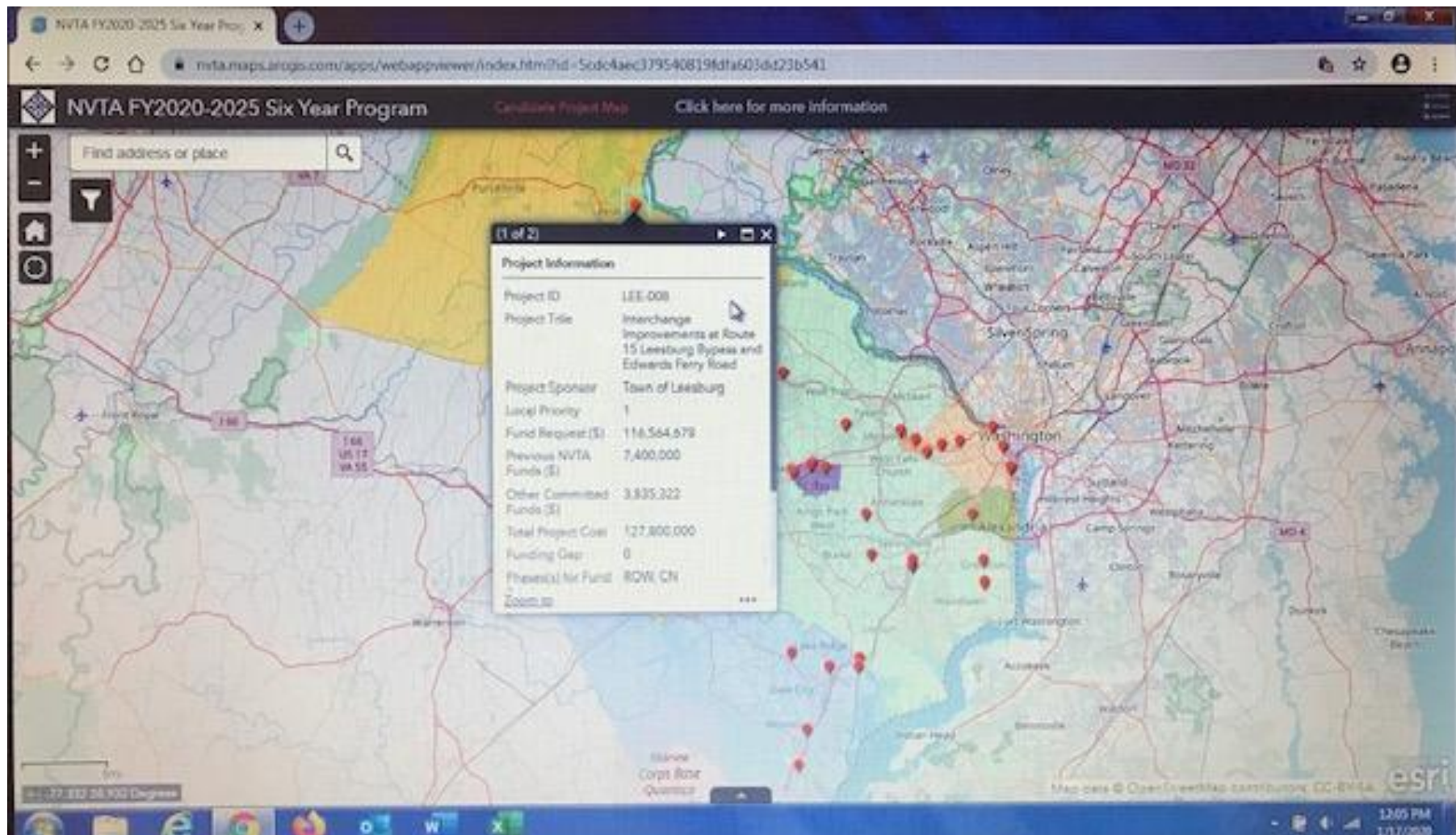
Key Takeaways



The taxes paid by Northern Virginians to NVTA, benefit the entire Commonwealth through increased economic activity.



New Google Interactive Maps





How You Can Get Involved



TheNoVaAuthority.org and
NVTATransAction.org



Northern Virginia
Transportation Authority



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The Authority: Working Regionally

