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
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)
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 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.*
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

**PLANNING**
- Regional Transportation Needs
  - Jurisdiction & Agency Plans
  - Other Projects
  - Evaluation using performance measures*

- TransAction
  - Northern Virginia's Long Range Transportation Plan

- Long Term Benefits

**PROGRAMMING**
- NVTA Call for Regional Projects
  - Congestion Reduction Relative to Cost (CRRC)
  - Qualitative Considerations (modal/geographical balance, cost sharing, etc.)

- Project Selection Process

- NVTA Six Year Program
  - Funded Projects

**FUNDING**
- Cost Sharing Opportunities
  - Local
  - State
  - Federal
  - Other

- CMAQ
- RSTP

- 30% Local Distribution Revenue

- 70% Regional Revenue

- NVTA Revenue Sources

* NVTA Responsibilities
* Non-NVTA Responsibilities
* Key NVTA Products
* Periodic Updates
Determining the Final Program

NVTA Quantitative Analysis + NVTA Qualitative Analysis + Public Input - & Committee Discussion = NVTA Six Program Adoption
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 (Fraley 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
NVTA Awarded First Credit Rating

AA+  Aa1  AA+

STANDARD &POOR’S  FitchRatings  Moody’s
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:

- $232,021,944
- $162,843,631
- $1,366,352,102

- Sales Tax
- Transient Occupancy Tax
- Grantors Tax

FY2019-2023 Estimated Revenue Allocation: ORIGINAL

- $528,365,303
- $1,232,852,374

- 70% Regional Revenue
- 30% Local Distribution Revenue
Revenues After HB 1539/SB 856

FY2019-2023 Estimated Revenue Breakdown by Tax Type: REVISED

- Sales Tax: $1,366,352,102
- Transient-Occupancy Tax: $232,021,944
- Grants Tax: $162,843,631

FY2019-2023 Estimated Revenue Allocation: REVISED

- 70% Regional Revenue: $409,905,631
- 30% Local Distribution Revenue: $956,446,471
- Lost 70% Revenue: $276,405,902
- Lost 30% Revenue: $118,459,672
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
30% Revenues to Date Per Jurisdiction

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<th>Jurisdiction</th>
<th>30% Local Distribution Revenue</th>
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<tr>
<td>Arlington County</td>
<td>$70,024,146</td>
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<td>Fairfax County</td>
<td>$251,098,092</td>
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<td>Loudoun County</td>
<td>$106,618,643</td>
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<td>Prince William County</td>
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<td>City of Alexandria</td>
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<td>City of Manassas</td>
<td>$10,406,737</td>
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<td>City of Manassas Park</td>
<td>$2,838,525</td>
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<td><strong>Total:</strong></td>
<td><strong>$582,432,231</strong></td>
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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

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<td>CMAQ 2.5</td>
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<td>TOTAL:</td>
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### NVTA Allocation of RSTP Funds

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<td>RSTP</td>
<td>$39,377,789</td>
<td>$40,331,584</td>
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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

Economic Impacts of
$3 BILLION in Regional Funding through the
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Key Takeaways

- Creating Jobs: 26,000 jobs created through NVTA project funding, 90% are staying in NoVa, adding to the tax base and ensuring the future growth and vitality of the region.
- Saving Travel Time: 209 million hours of travel time, or $3.1 billion dollars in monetary savings, giving the taxpayers more than 100% return on the taxes they entrust to NVTA.
- Triggering Momentum: NVTA’s funding of $1.9 billion in 95 multimodal regional projects has triggered another $3.8 billion in additional investments, totaling $5.7 billion in critical transportation projects to NoVa.

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

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
New Google Interactive Maps
How You Can Get Involved

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Northern Virginia Transportation Authority

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The Authority: Working Regionally