



The Authority  
for Transportation in Northern Virginia

# Kick Starting Transportation Improvements and Implementing HB2313 in Northern Virginia

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# What is the NVRTA?



- The Northern Virginia Transportation Authority (NVRTA) was created in 2002 (SB 576) to provide Northern Virginia communities with a regional organization responsible for:
  - 1) developing a long range transportation plan,
  - 2) supporting initiatives and TDM programs aimed at improving air quality and relieving congestion, and
  - 3) advocating for transportation needs before State and Federal Governments.
- NVRTA has remained active in Northern Virginia transportation matters by:
  - completing its regional long range plan,
  - advocating for additional transportation funding,
  - supporting efforts to improve pedestrian safety,
  - encouraging growth near transit, and
  - providing jurisdictions with a streamlined process for allocating federal transportation funds to the region.

# Northern Virginia



# What is the NVTA?

- NVTA provides a forum for discussing and coalescing Northern Virginia's positions on regional transportation matters.
- In 2007, the General Assembly granted NVTA authority (HB 3202) to raise and collect up to seven taxes and fees to support transportation in Northern Virginia. NVTA implemented these revenue sources, but they were ultimately ruled unconstitutional and approximately \$30 million was returned.
- In April 2013, the General Assembly approved a new transportation funding bill. Unlike the 2007 legislation, all the taxes and fees were imposed by the General Assembly.

# NVTA Background

- The counties of Arlington, Fairfax, Loudoun, and Prince William.
- The cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.
- Membership
  - One elected official from each of those jurisdictions
  - Two members of the House of Delegates
  - One State Senator
  - Two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board
  - One non-voting member rotated among several towns in Planning District 8
  - The Commonwealth Transportation Commissioner's designee (ex-officio)
  - The Director of the Department of Rail and Public Transportation (DRPT) (ex-officio)

# NVTA 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 and whose counties and cities include at least
  - Two-thirds of the population embraced by the Authority.

# Summary of HB 2313



- Statewide Component

- Eliminates the 17.5 cents per gallon gas tax.
- Imposes a 3.5% wholesale gas tax and a 6% wholesale diesel tax.
- Increases automobile sales tax from 3% to 4.15%, over three years.
- Increases state sales tax from 5% to 5.3%.
- Transfers an additional .175% (from .5% to .675%) of the state's portion of existing sales tax from the General Fund to transportation, phased in over five years.
- Increases the fee for alternative fuel vehicles to \$64, including electric and hybrid vehicles, but excluding natural gas-powered vehicles.

# Summary of HB 2313



- Statewide Component (Continued)
  - Dedicates potential federal revenues that would become available if Congress enacts the Marketplace Equity Act, which grants states legal authority to collect out-of-state sales taxes. If Congress does not pass the Act by January 1, 2015, the wholesale gas tax (not diesel) would increase to 5.1%.
  - Prohibits tolling on I-95 south of Fredericksburg without prior General Assembly approval.
  - Allocates \$300 million from the state maintenance funding, or other available revenue sources, to Dulles Rail Phase II over three years.



# Summary of HB 2313



## • Northern Virginia Regional Component

- Imposes a .7% sales tax, to a total of 6% for Northern Virginia.
- Imposes a 2% Transient Occupancy Tax (hotel tax).
- Imposing a regional congestion fee (grantors tax) of \$0.15 per \$100 valuation.
- 70% will be provided to NVRTA for:
  - regional projects included TransAction 2040 or future updates that have also been evaluated by VDOT for reducing congestion, or
  - mass transit capital projects that increase capacity.
  - The VDOT evaluation is not required for funds received in FY 2014.
- 30% of funds will be distributed to localities to spend on urban or secondary road construction, capital improvements that reduce congestion, projects included in TransAction 2040 or its future updates, or for public transportation purposes.

# Summary of HB 2313



- Northern Virginia Regional Component (Continued)
  - Localities must enact a Commercial and Industrial Property (C&I) at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation. Localities that do not or do so at a lower rate will have these revenues reduced by a corresponding amount.
  - Requires NVRTA and its member jurisdictions to work with the towns when implementing these provisions to ensure that towns receive their respective share of transportation project revenues.
  - Repeals the local option to enact a 1% income tax by referendum.
  - Estimate annual revenues = ~\$300 million.
  - FY 2014 Revenues = ~\$275 million.
    - \$190 million (regional)
    - \$ 85 million (local)

# Summary of HB 2313



- Northern Virginia Regional Component (Continued)
  - Includes language stating that the regional funds will expire if the General Assembly appropriates or transfers any of the additional revenues for any non-transportation-related purpose. Localities that use the funds for non-transportation purposes would not receive any of the regional transportation funding in the following year.
  - Requires localities receiving these funds to maintain the current level of local transportation funding in the future. If a locality does not contribute this minimum level of local funding, they would not receive any of the regional transportation funding in the following year.
  - Requires that the locality generally benefit from the revenues raised in the locality.

# Implementation of HB 2313



The Authority  
for Transportation in Northern Virginia

- NVTA has established five working groups (Financial, Legal, Project Implementation, Public Outreach and Organizational) to assist it in implementing HB 2313.
- Working groups are composed of NVTA members, local government representatives and transportation and planning agency representatives.
- Working groups are evaluating various tasks that will be needed for NVTA to become fully functional again.
- Progress reports given to NVTA on May 23
- NVTA will hold a public meeting on projects on June 20 at Fairfax City Hall beginning at 5:30 p.m. A second public hearing will be held in July.
- NVTA will also consider other decisions about bonding, a bond validation suit, staffing, revenue distribution, project selection beyond FY 2014 during the next several months.

# Qualifying for Local Portion



- Localities must enact a Commercial and Industrial (C&I) Property Tax at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation.
- Options:
  - Implement C&I Tax at \$.125 per \$100 valuation
  - Set aside an equivalent amount of money for other local source(s)
  - Implement C&I Tax at a lower amount and supplement with other local revenues
  - Implement C&I Tax at a lower amount and don't supplement
  - Do not implement the C&I Tax or set aside other revenues
- Place revenues in a separate fund for these revenues.
- If total amount set aside is not = to 100% of C&I Tax (at \$.125) share of 30% funding must be adjusted proportionally.
- Revenues not claimed will be redistributed with regional funds.

# DRAFT Revenue Projections



- Estimate Revenue Projections (FY 2014) – in millions

	<u>Regional</u>	<u>Fairfax County</u>		
		<u>70%</u>	<u>30%</u>	
Sales Tax	\$ 232.5	\$ 73.5	\$ 31.5	
Transient Occupancy	\$ 24.3	\$ 7.0	\$ 3.0	
Grantor's Tax	<u>\$ 34.7</u>	<u>\$ 10.6</u>	<u>\$ 4.6</u>	
Total	\$291.5	\$ 91.1	\$ 39.0	\$ 130.1

# Initial Project Selection – FY 2014



- NVTA has also began discussing the implementation of projects with FY 2014 funding.
  - NVTA forwarded about 50 projects to the Project Implementation and Legal Working Groups to evaluate the list and ensure compliance with HB 2313 requirements.
  - The working groups evaluated the submissions and provided two draft project lists at the May NVTA meeting.
    - FY 2014 Proposed Project List
    - Projects for consideration of future Six-Year Program
  - The NVTA is seeking public comment on the list and is having an Open House/Public Hearing on the projects on June 20.
  - NVTA may amend the list and will have another public hearing in July.
  - Other local meetings will also be held throughout the region.
    - A meeting for the residents of Fairfax County will be held on June 26<sup>th</sup> at 7pm at the Fairfax County Government Center, Rooms 4/5
  - The NVTA is expected to consider a final FY 2014 project list later this summer.

# Initial Project Selection

- Selection Criteria – First Tier
  - Congestion Relief
  - Contained in regional transportation plan
  - Mass transit projects increase capacity
  - Within locality embraced by Authority or in adjacent locality to extent that it is an insubstantial part of the project and necessary for the viability of the project



# Initial Project Selection



- Selection Criteria – Second Tier
  - Improve auto and pedestrian safety
  - Project readiness
    - In CLRP/TIP or air quality neutral
    - Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes
    - Resources available to move project forward
    - Funding will expedite completion
    - Begin or complete next phase
  - Balance transit, highways, and multimodal projects
  - Short-term priorities; partially funded from other sources

# Initial Project Selection

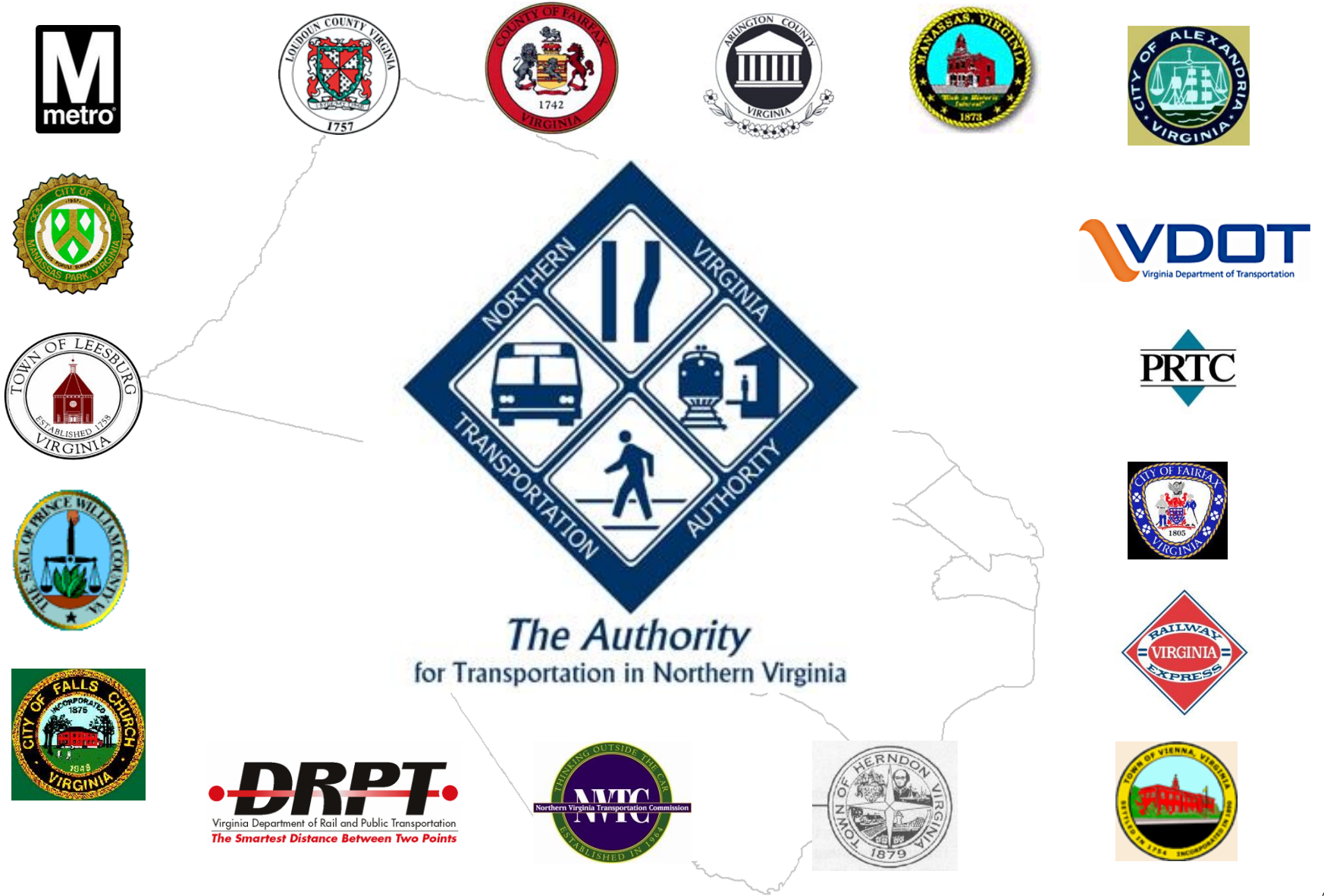
- Selection Criteria – Third Tier
  - Provide the greatest congestion reduction relative to cost
  - Locality's long-term benefits approximately equal to revenues raised
  - Towns over 3,500 must receive respective shares

# Project Implementation



- NVTA is currently staffed through borrowed staff from its members jurisdictions and agencies.
- NVTA is not expected to hire a large staff.
- A small number of staff may be hired to manage NVTA's funds, track and distribute revenues, and undertake planning and reporting activities.
- Project implementation will largely be undertaken by NVTA's member jurisdictions and agencies.

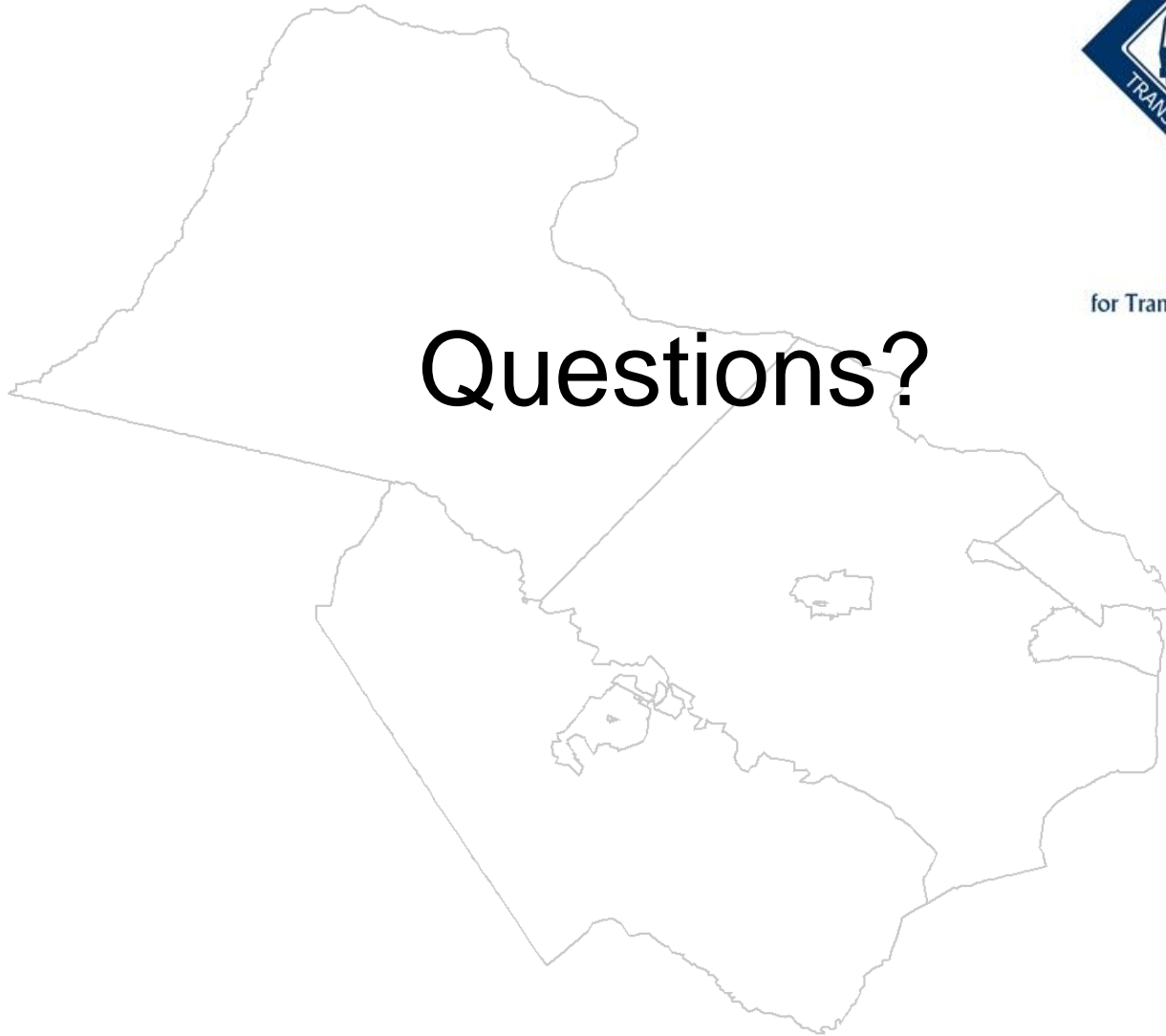
# Working With Our Partners



# Projects Selection Beyond FY 2014



- VDOT Project Prioritization based on congestion relief and emergency evacuation.
- NVTA will be considering ways to develop a Six Year Program
- NVTA will also be considering an initial bond issuance
- Significant coordination with state agencies and local governments will be required to ensure that projects are funded from the optimal source.
- Many projects may be funded from multiple sources.
- Joint public hearings with the Commonwealth Transportation Board have been suggested.



Questions?



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# Initial Project Selection



## Initial Project Suggestions

- \$500+ million in requests for \$190 million in funding
- Total of 32 projects (12 roadway + 20 transit/multimodal)
- Roadway Projects (in no particular order)
  - Route 28 Hot Spot Improvements – Loudoun Segment
  - Columbia Pike Multimodal Improvement Project
  - Chain Bridge Road Widening/Improvements (Route 29/50 to Eaton Place)
  - Boundary Channel Drive Interchange
  - Route 28 (Linton Hall Road to Fitzwater Drive) - 2 to 4 lanes
  - Herndon Parkway Intersection Improvements at Van Buren Street
  - Herndon Parkway Intersection Improvements at Sterling Road
  - Route 1 (Feathersone Road to Mary's Way) – 4 to 6 lanes
  - Belmont Ridge Road (Portsmouth Blvd. to Hay Road)
  - Route 15/Edwards Ferry Interchange
  - Route 28 (SB Sterling Boulevard to Dulles Toll Road) – 6 to 8 lanes
  - Route 28 (NB McLearn Road to Dulles Toll Road) – 6 to 8 lanes

# Initial Project Selection



- Transit/Multimodal Projects

- Shelters and Real-Time Information for DASH/WMATA
- DASH Bus Expansion - 5 new buses
- Blue/Silver Line Mitigation (ART fleet expansion) – 4 new buses
- Loudoun Transit Buses – 2 new buses
- Traction Power Upgrades on the Orange Line in Virginia Associated with the Eight Car Train Project
- Leesburg Park and Ride Land Acquisition
- Crystal City Multimodal Center
- Herndon Metrorail Intermodal Access Improvements
- VRE Gainesville-Haymarket Extension Project Development
- VRE Lorton Station Second Platform
- Ten New Buses on Virginia Metrobus Routes



# Initial Project Selection



- Transit Projects (Continued)
  - Pedestrian Bridge on Van Buren Street
  - Alexandria Traffic Signal Upgrades/Transit Signal Priority
  - Bus Shelters and Wayfinding Information on Regional Bus Routes
  - Pedestrian Access to Transit to future Intermodal Plaza (S. Washington St. and Hillwood Avenue)
  - Innovation Center Metrorail Station
  - VRE Alexandria Station tunnel and platform improvements
  - Potomac Yard Environmental Impact Statement
  - Phase II of the AA for the Route 7 High Capacity Transit Project
  - PRTC's new Gainesville Service – 1 Commuter Bus

# Initial Project Selection



- Projects not identified for Initial FY 2014 Project List are included on list for consideration for future Six-Year Program.
- Total of 16 projects (7 roadway, 9 transit/multimodal)
- Roadway Project
  - East Elden St. Widening and Improvements (Fairfax County Pkwy to Monroe St.)
  - Route 28 Widening (Old Centreville Road in PWC to Route 29 in Centreville)
  - Braddock Road HOV Widening (Burke Lake Road to I-495) – 4 to 6 lanes
  - Route 28 Widening (Prince William Co. Line to Route 29) - 4 to 6 lanes
  - Franconia/S. Van Dorn Interchange
  - Route 29 Widening (Fairfax City to Legato Road) – 4 to 6 lanes
  - Belmont Ridge Road Segment 1A (Gloucester Parkway and Portsmouth Blvd.)

# Initial Project Selection

- Transit/Multimodal
  - Fairfax Connector West Ox Phase II Garage
  - Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - 10 Buses
  - Innovation Center Metrorail Station Parking
  - Herndon Monroe Metrorail Station Parking Garage
  - VRE Rolling Stock Purchase (9 additional coaches)
  - VRE Rippon Station Second Platform
  - Pedestrian Signal Improvements (Intersection E. Columbia St. and N. Washington St.)
  - VRE Crystal City Platform Expansion
  - Upgrade of Interlocking and Platform/girder Repairs at National Airport Metrorail Station