

November 18, 2019

TRANSPORTATION FUNDING IN NORTHERN VIRGINIA

Performance-Driven Programs to Move the Region

Presented by:



Monica Backmon, Executive Director
Northern Virginia Transportation Authority



Kate Mattice, Executive Director
Northern Virginia Transportation Commission



Northern Virginia has Two Key Regional Transportation Agencies



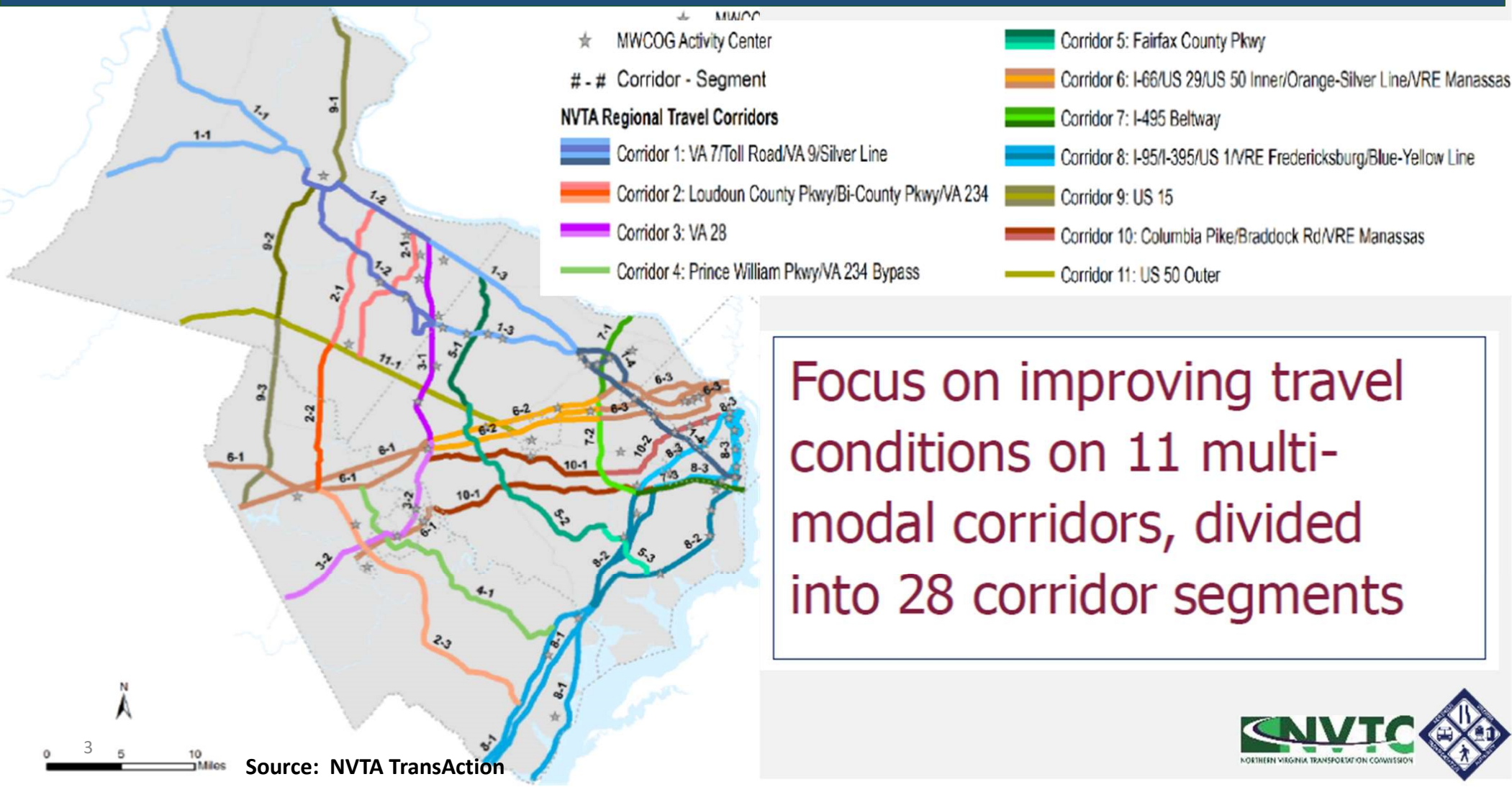
- ✓ 17 Member Board representing Planning District 8
- ✓ Develop and update the long range, multimodal Transportation Plan for Northern Virginia -> TransAction
- ✓ Prioritize and fund regional transportation projects -> Six Year Program



- ✓ 20 Member Board (all Metro funding jurisdictions + Commonwealth)
- ✓ Manage transit funding for WMATA, VRE and regional bus systems, plus Commuter Choice (I66/I-395/95)
- ✓ Coordinate regional transit policy, analysis, and technology

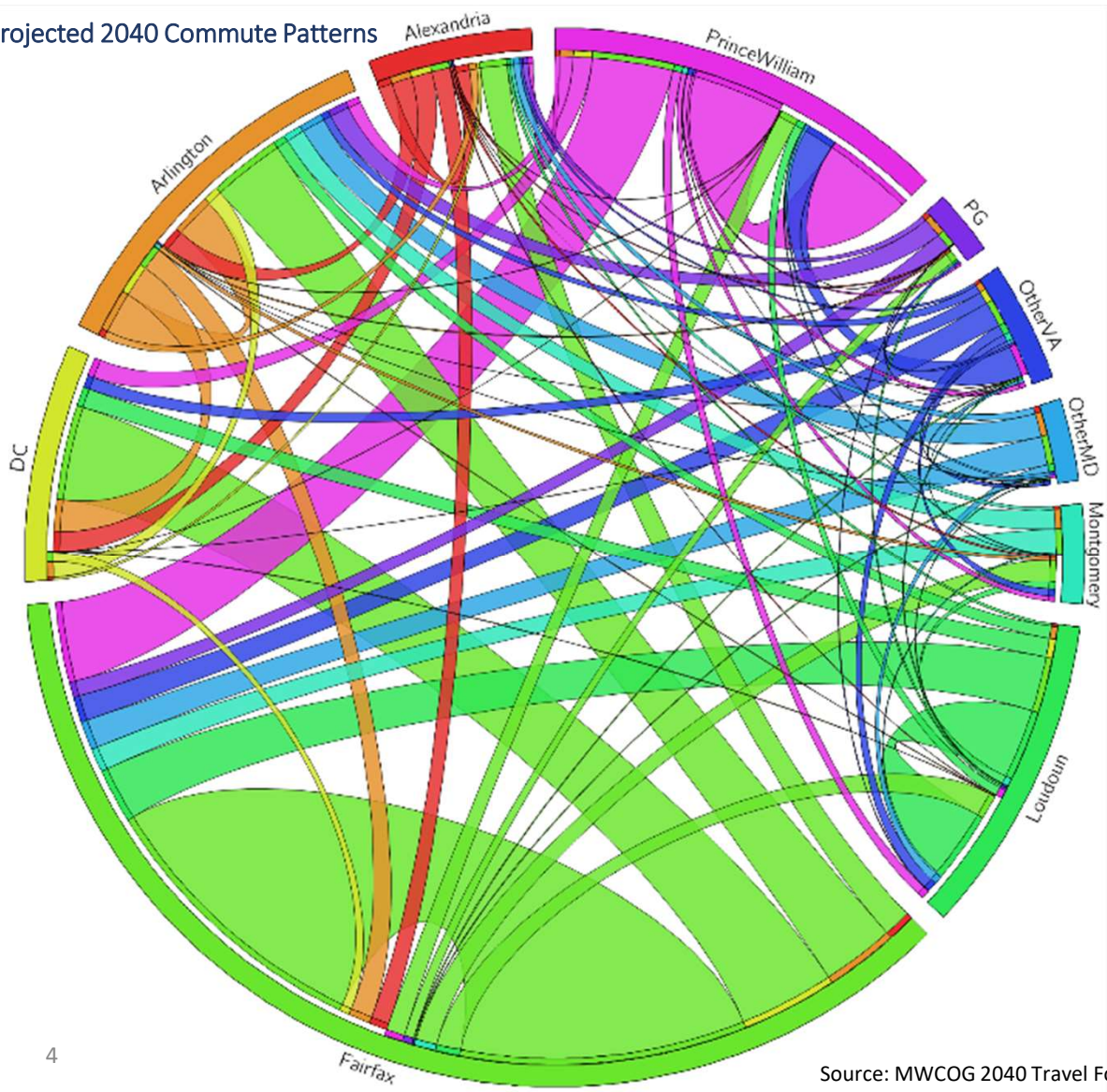


Region's Transportation Network Analyzed by Corridors and Segments



Focus on improving travel conditions on 11 multi-modal corridors, divided into 28 corridor segments

Projected 2040 Commute Patterns



Commute patterns will continue to change.

- The origins and destinations graph shows commuting patterns and volume by 2040.
- The patterns and volume define the need for multimodal investments in the region.

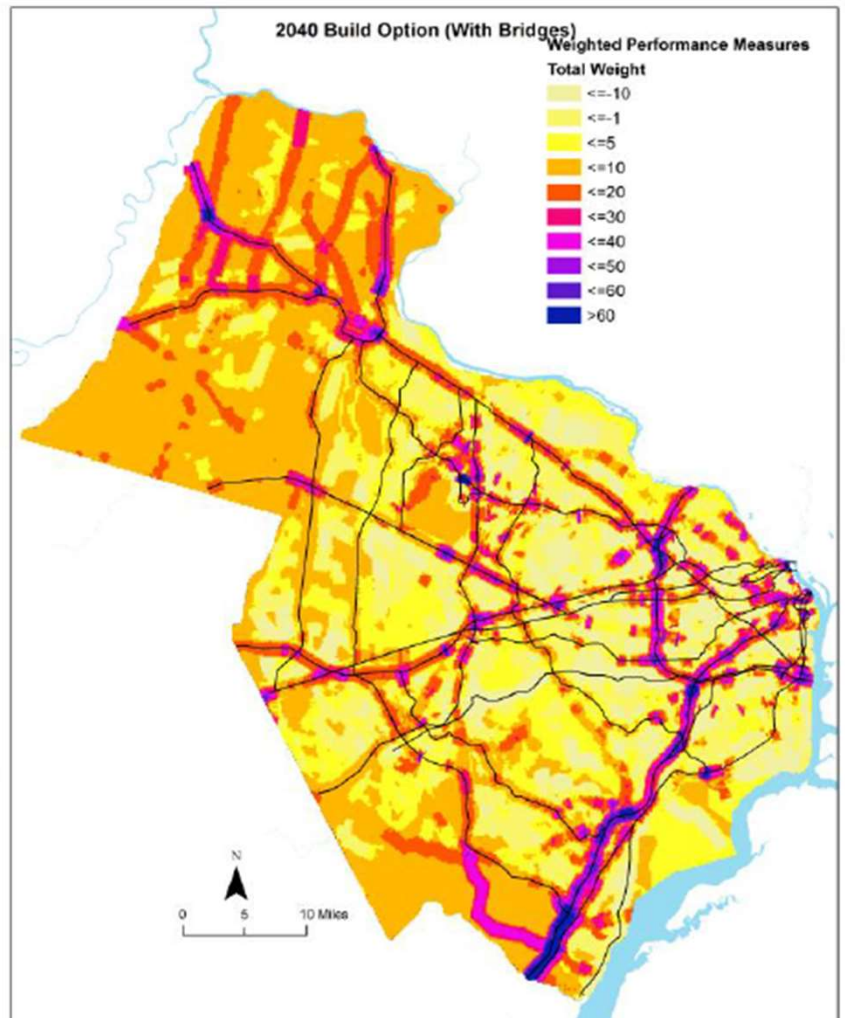
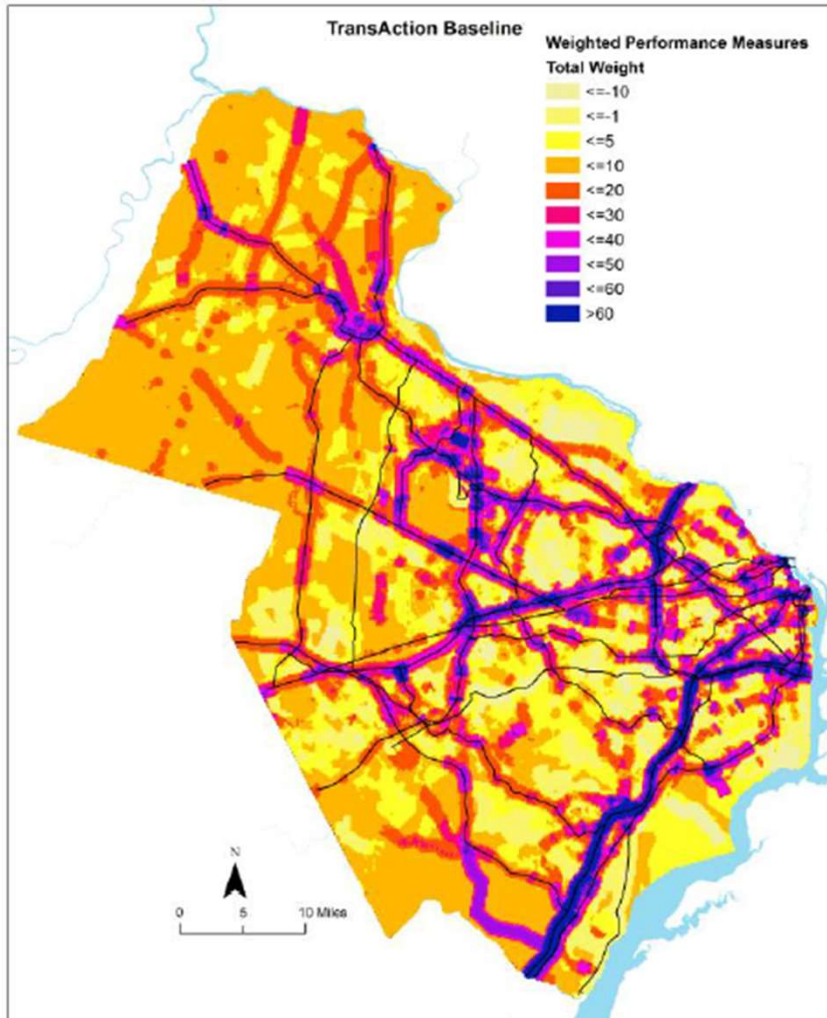
By 2040, Northern Virginia will experience:

- ✓ 24% increase in Population
- ✓ 37% increase in Employment
- ✓ 2x increase in Transit Crowding
- ✓ 3x increase in Person Hours of Delay

Source: MWCOCG 2040 Travel Forecasts, Round 9.0 Land Use



And congestion in the region will continue to increase.



Source: NVTA



Trucks carry

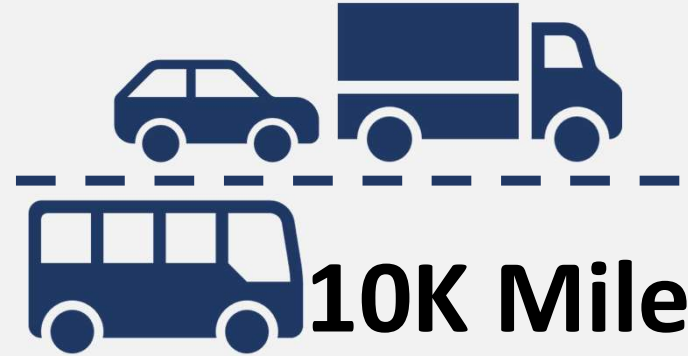
75% of the freight tonnage within Virginia



Transportation is the lifeline of Northern Virginia

100 Miles

Highway and Express Lanes



10K Miles

Arterial and Local Roads



400+ Miles

paved and unpaved trails, bike lanes, and bikeways

81.5 Million

Transit Trips



200+ Transit Routes

Public Transit Providers

DCA / IAD each serve

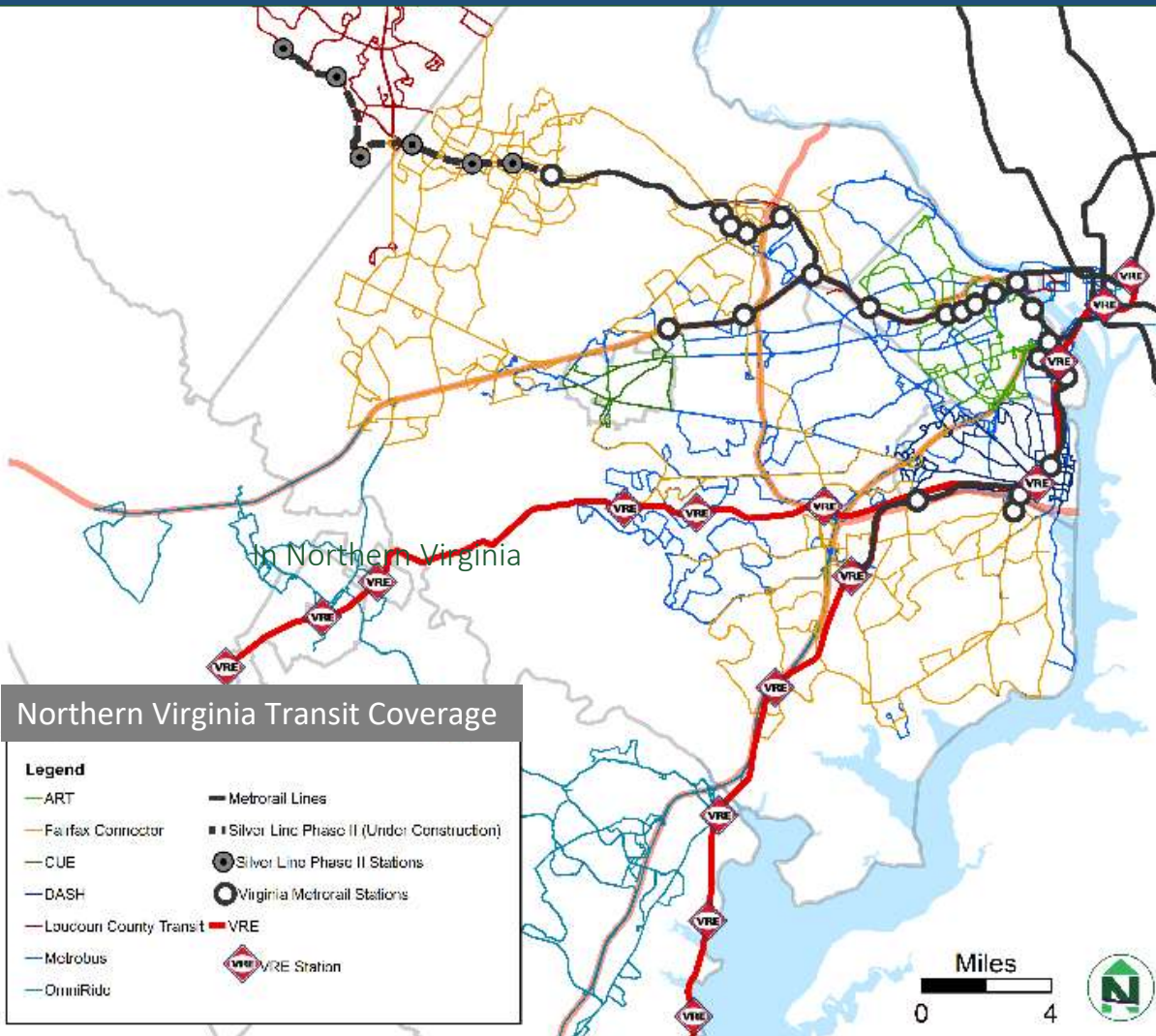
20+

Million

passengers annually.



Transit is Integrated In NoVa Localities

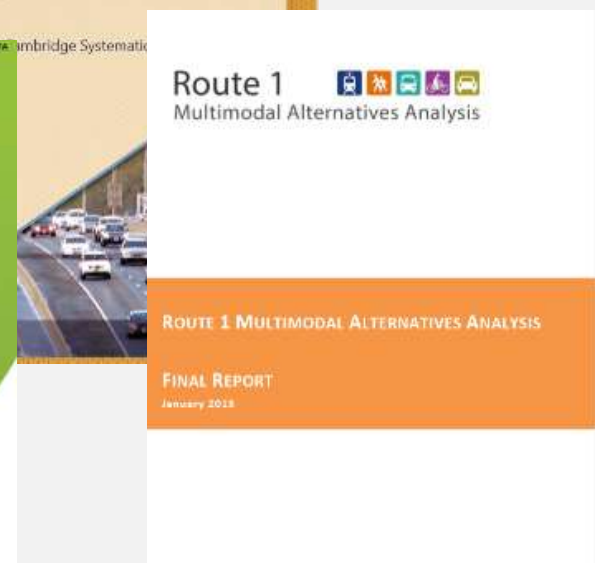
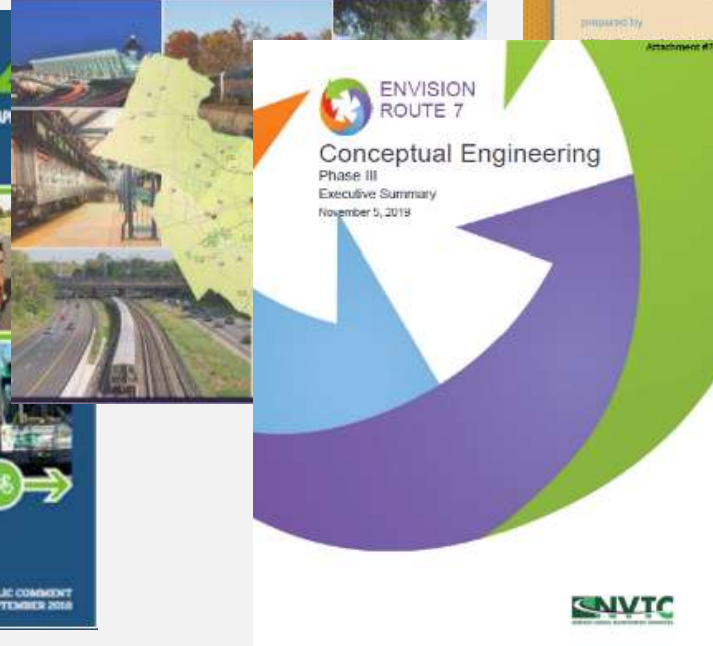
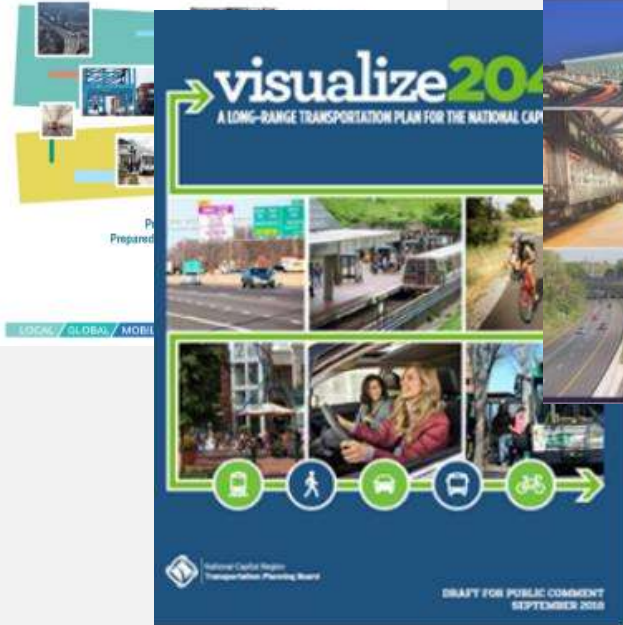
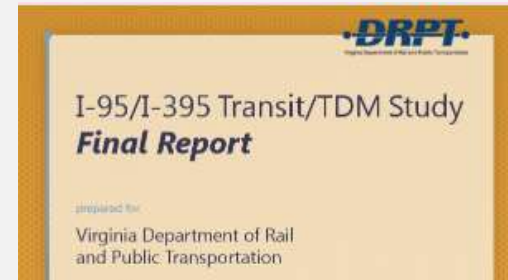


65%
households are
within ¼ mile
of transit

846K
jobs are within
a ¼ mile of
transit

www.novatransit.org

Evaluating the Needs of the Region



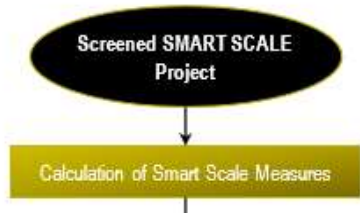
An aerial photograph of a multi-lane highway. The highway has several lanes for cars and a dedicated bus lane on the right side. A light rail train is traveling in the bus lane. The highway is surrounded by trees and a clear sky.

Project Evaluation and Selection Process

Public Input
Regional Plans
Performance Based Metrics
Quantitative Criteria
Qualitative Considerations
Public Input

Detailed Process-Performance Metrics, Analysis of Data, Public Input

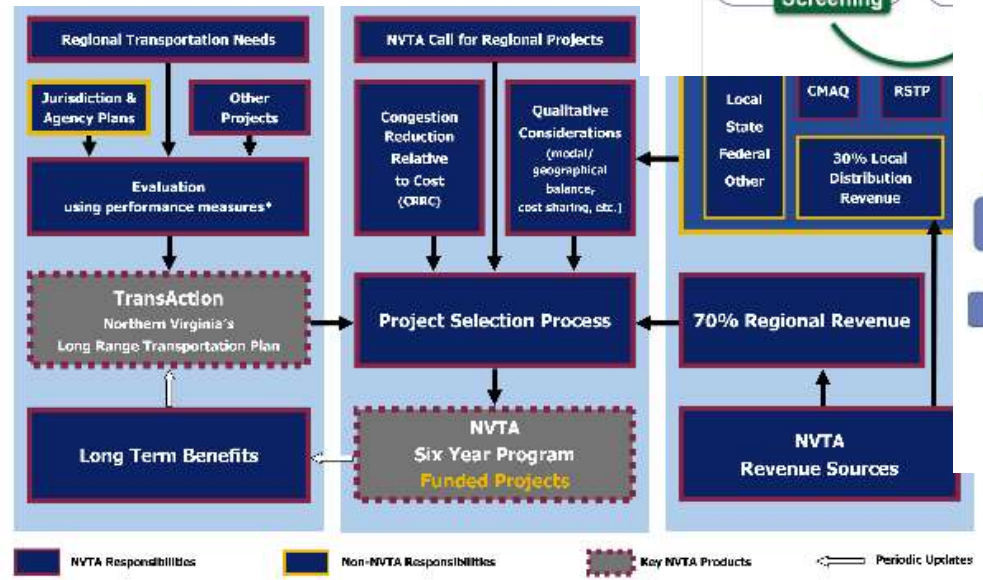
VDOT/DRPT Smart Scale



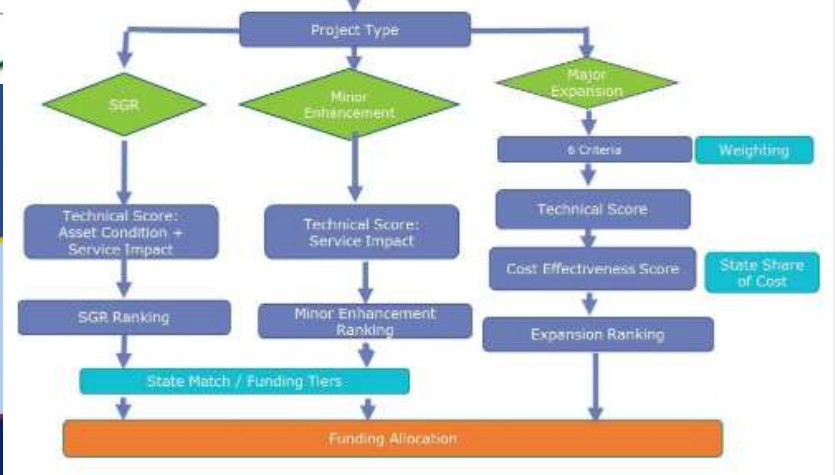
NVTC Commuter Choice



NVTA Six Year Program

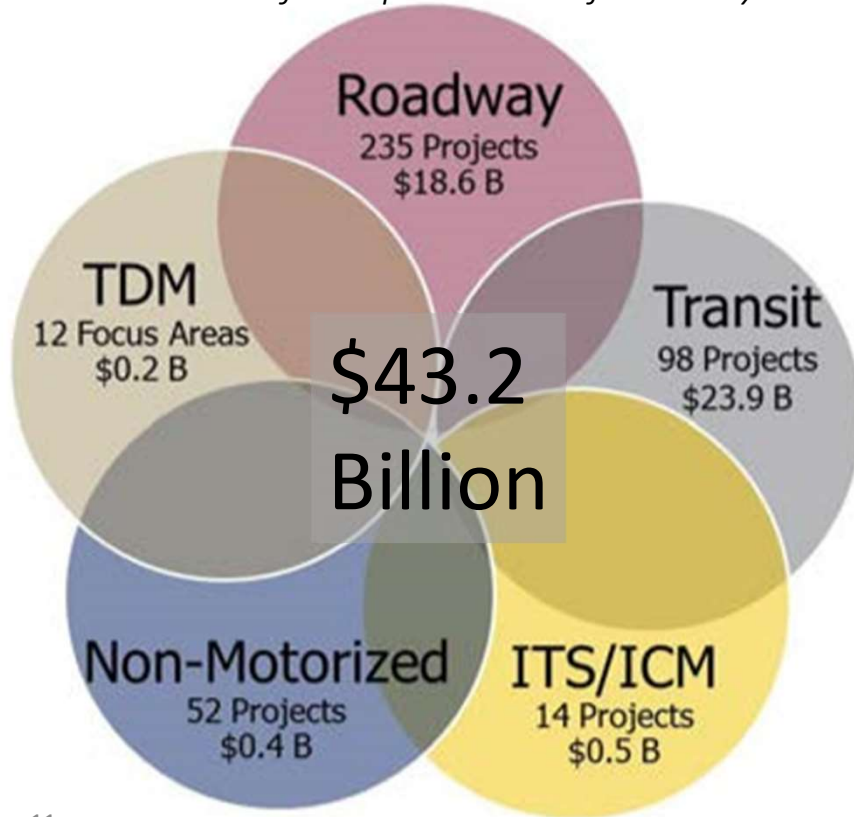


DRPT Transit Capital Program



Transportation needs continue to outpace available funding.

Northern Virginia's TransAction Plan *Needs for Expansion Projects Only*



Which doesn't even include:

Maintenance and Repairs

- Roadway Maintenance
- Transit Vehicle Maintenance
- Station Improvements

State of Good Repair

- Roadway
- Vehicle Replacement
- Technology Upgrades

Ongoing Operations

- Police Enforcement/Safety/Roadside Support/Snow Removal
- Transit Services
- TDM (i.e., traveler Information, carpool/vanpool incentives)

Leveraging
funding
opportunities is
key to keeping
Northern
Virginia moving



State Transportation Responsibilities

- **Commonwealth Transportation Board**
 - **14 voting members**
 - 9 district members
 - 5 at-large
 - **Long-range transportation plan (VTrans)**
 - **Allocation of surface transportation funds in the Six-Year Improvement Program**
 - **Establish prioritization policies for state transportation programs**
 - **Establish performance measures**
 - **Undertakes transportation studies**

State Transportation Responsibilities

- **Virginia Department of Transportation**
 - Operate and maintain state roadways
 - Deliver construction projects
 - Administer highway construction programs
- **Department of Rail and Public Transportation**
 - Administer transit programs
 - Administer rail programs, including Amtrak operating agreements

State Transportation Programs

- **SMART SCALE**
 - Biennial program for capacity expansion, TDM, etc
 - ~\$800M to \$1B every 2 years
 - Applications are submitted to Board for evaluation
- **State of Good Repair**
 - ~\$300M/year replacement of structurally deficient bridges and deficient pavements
 - Prioritized based on Board's asset management policy
- **Revenue Sharing**
 - Biennial program for projects that with 50% local match
 - \$200M every 2 years w/ \$10M cap per locality

State Transportation Programs

- **Transit Operating**
 - ~\$90M/year
 - Prioritized using ‘service delivery factors’
- **Transit Capital**
 - ~\$36M/year
 - Prioritized through MERIT Program
- **Dedicated state WMATA funds**
 - ~\$156M/year
 - Capital or operating as determined by NVTC

State Transportation Programs

- **Intercity Rail Operating and Capital Program**
 - ~\$55M/year
 - Supports Amtrak rail service
- **Rail Enhancement Fund**
 - ~\$20M/year
 - Support freight and passenger rail improvements
- **Dedicated state WMATA funds**
 - ~\$155M/year
 - Capital or operating as determined by NVTC

What is SMART SCALE?



- Prioritization process for the selection of projects
- All modes of transportation
- Projects compared against other projects statewide
- Benefits considered in 6 areas
- Official SMART SCALE Score is



➔
$$\frac{\text{Benefit Score}}{\text{Requested \$}}$$

Metrics used to Evaluate Projects in NOVA



- **Safety (5%)** – reduce the number and rate of fatalities and severe injuries
- **Congestion (45%)** – reduce person hours of delay and increase person throughput
- **Accessibility (15%)** – increase access to jobs and travel options
- **Economic Development (5%)** – support economic development and improve goods movement
- **Environmental Quality (10%)** – improve air quality and avoid impacts to the natural environment
- **Land Use (20%)** – support and improve non-work accessibility

SMART SCALE Summary



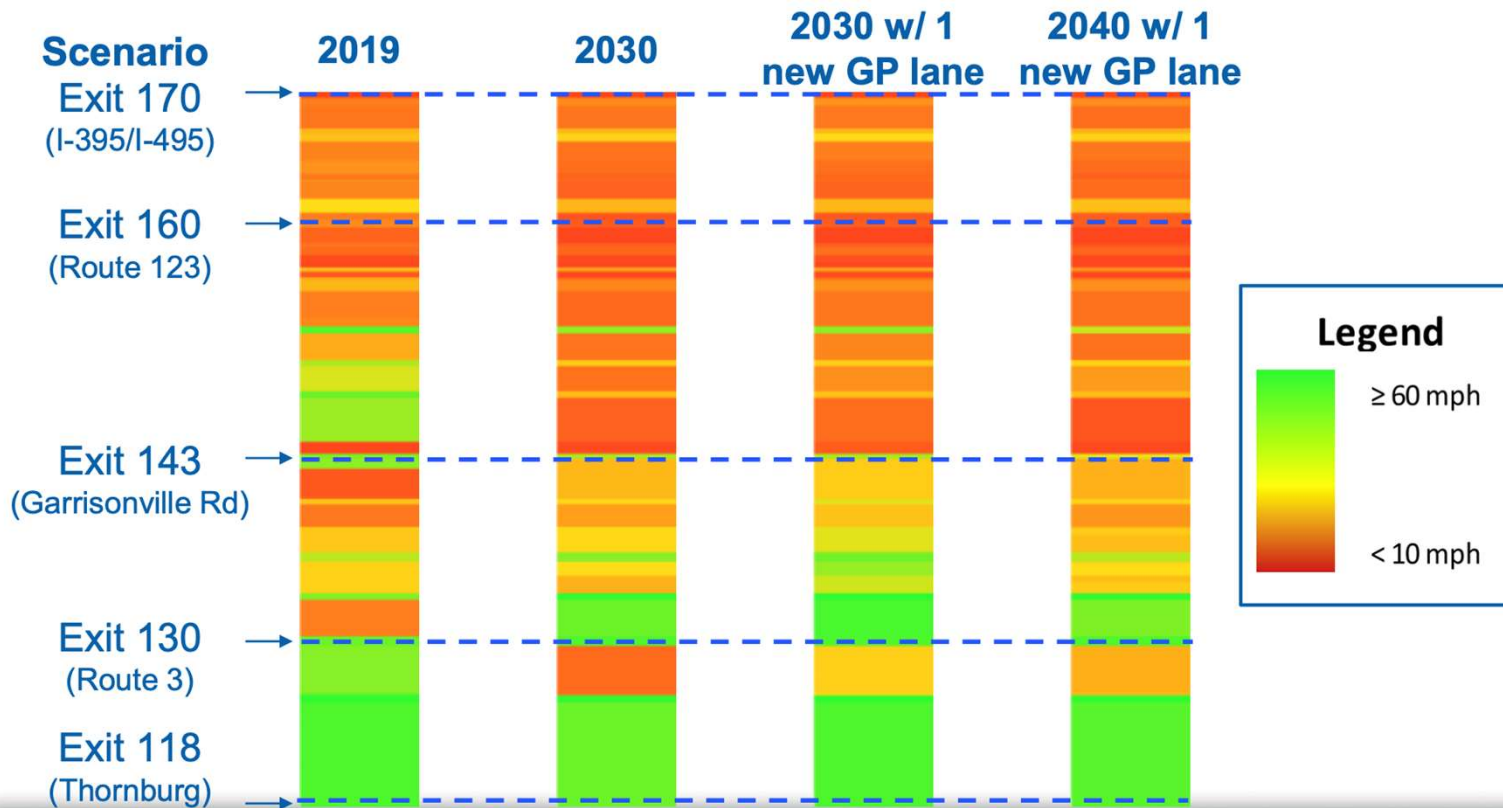
	Round 1	Round 2	Round 3
Total # Submitted	321	436	468
Requested Funding	\$7.2B	\$9.7B	\$8.3B
Available Funding	\$1.4B	\$1B	\$0.87B
Max # Apps from Locality	12	33	10
Avg # Apps per Locality	2.2	2.8	3.1

Other Improvements in Northern Virginia

Over the last 4 years more than \$4.5 billion has been programmed to major highway projects

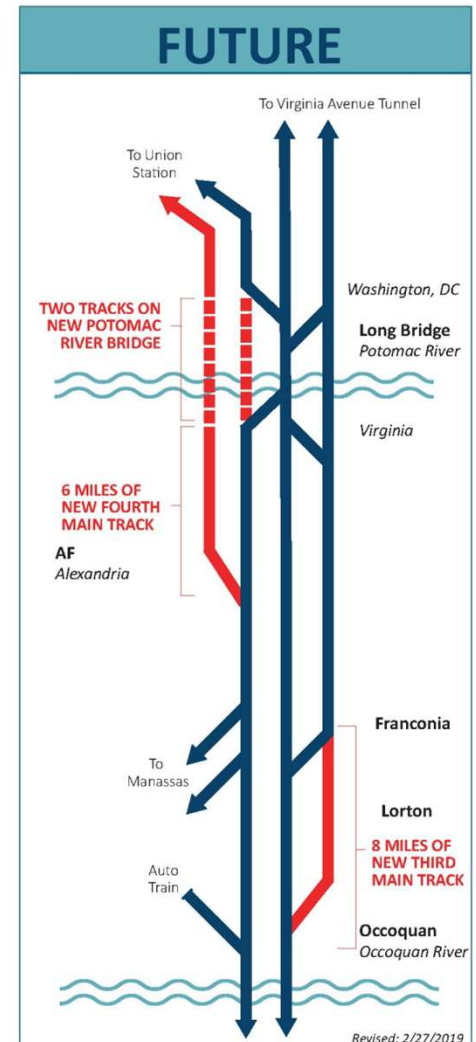
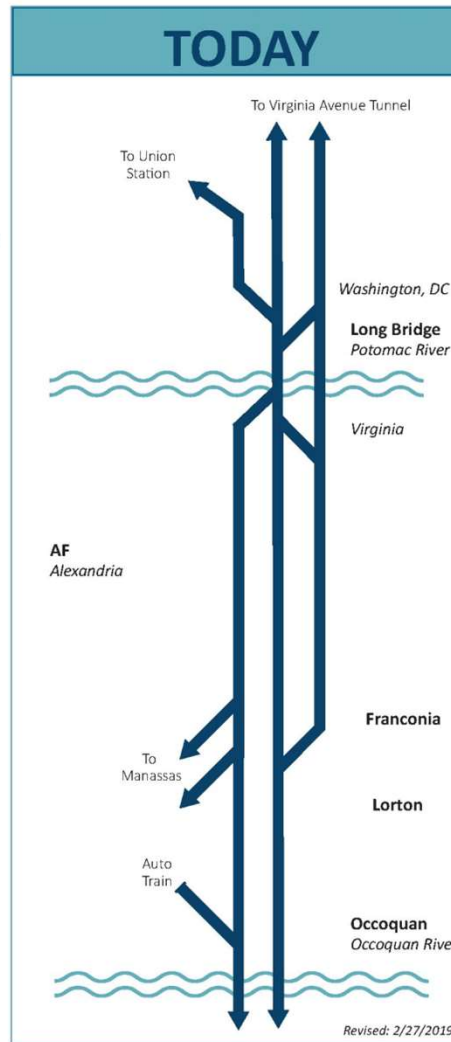
- \$2.4B for Transform66: Outside the Beltway
- \$500M for 395 Express Lanes
- \$500M for 95 Express Lanes “Fred-Ex”
- \$550M for 495 Express Lanes – “Project NEXT”
- \$175M for Transform66: Inside the Beltway
- \$500M from 66 P3 Concession Payment

95 Corridor Improvement Plan



Long Bridge

All VRE and Amtrak service in Virginia must travel across Long Bridge

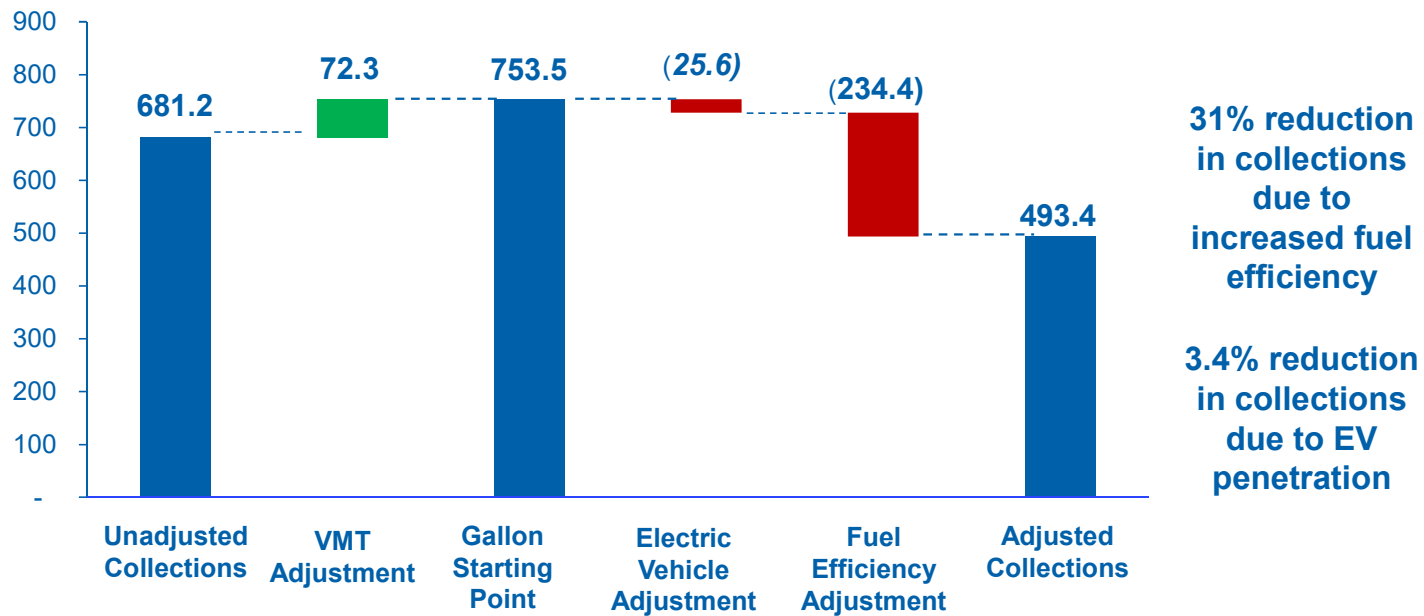


Fuel Tax – Forecasts versus Actuals

Fiscal Year	Forecasts	Actuals
FY16	\$883.5M	\$860.1M
FY17	\$868.9M	\$872.2M
FY18	\$898.7M	\$857.2M
FY19 (May 2019)	\$905.5M	\$856.6M

Forecasted Gas Tax Collections in 2030

(Millions of dollars)





The Northern Virginia Transportation Authority funds regional, multimodal transportation projects that reduce congestion.



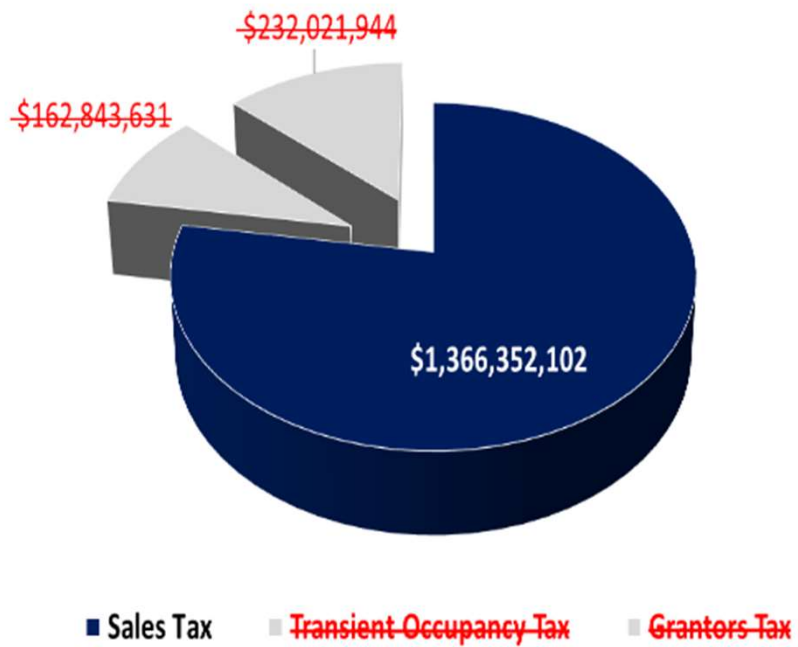
- **4 Funding Programs**
- **94 Regional Multimodal Transportation Projects**
 - totaling **\$2 Billion**
- **FY2018-2023 Six Year Program: 44 projects**
 - totaling **\$1.3 Billion**
 - **\$2.5 Billion** requested
- **FY2020-2025 Six Year Program**
 - **ESTIMATED \$400 Million available** for FY2024-2025
 - **Project Applications Received: 46 projects**
 - **\$1.7 Billion in requests**
 - **Anticipated NVTA action June 2020**



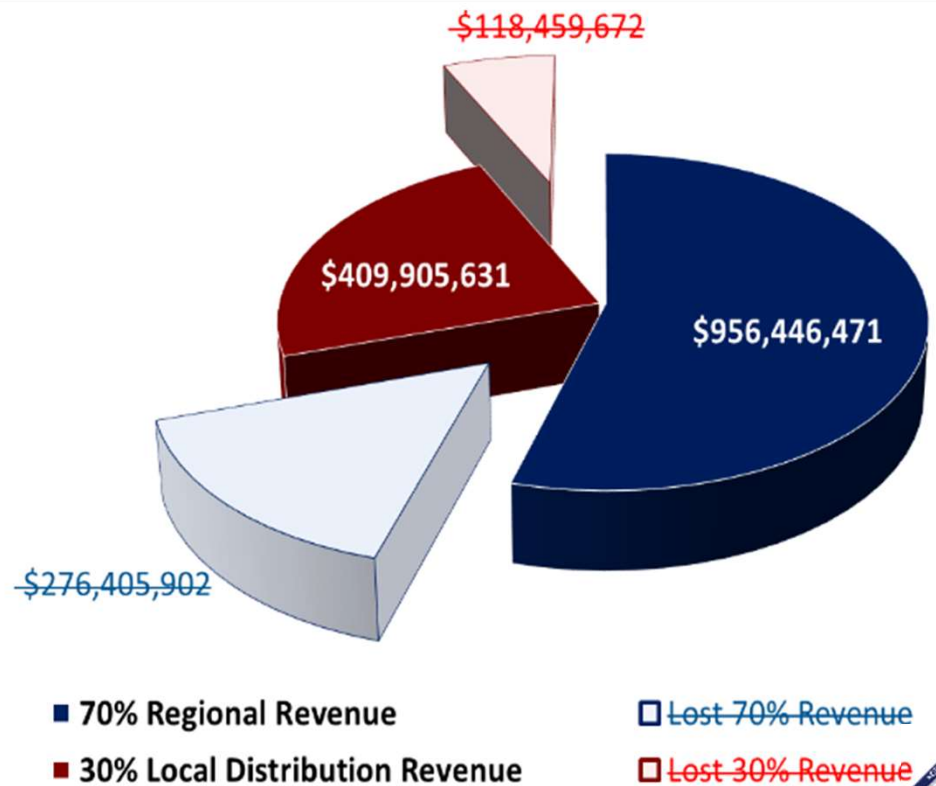
Diversion of Revenues



FY2019-2023 Estimated Revenue Breakdown by Tax Type: REVISED



FY2019-2023 Estimated Revenue Allocation REVISED



NVTA 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 - \$9.3M
 - FY21 - \$13.7M
 - FY22 - \$20M
 - \$20M – Down payment on Authority restoration

*Restoration of Long-Term Funding to the Authority



Regional Revenues Making A Difference Economic Impact Analysis of HB 2313



Economic Impacts of

\$3 BILLION¹

in Regional Funding through the

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

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

Creating Jobs



Of the **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

NVTA's projects are expected to save Virginia citizens

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.

=

\$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.

Regional Revenues Making a Difference 2019 Groundbreakings/Ribbon Cuttings



4 Groundbreakings:

- OmniRide W. Maintenance and Bus Storage Facility (PRTC)
- Rt. 7 Widening (Fairfax Co.)
- W. Falls Church Multimodal Transportation Project (City of Falls Church)
- Rt. 7/Battlefield Pkwy Interchange (Town of Leesburg)

3 Ribbon Cuttings and/or Completions:

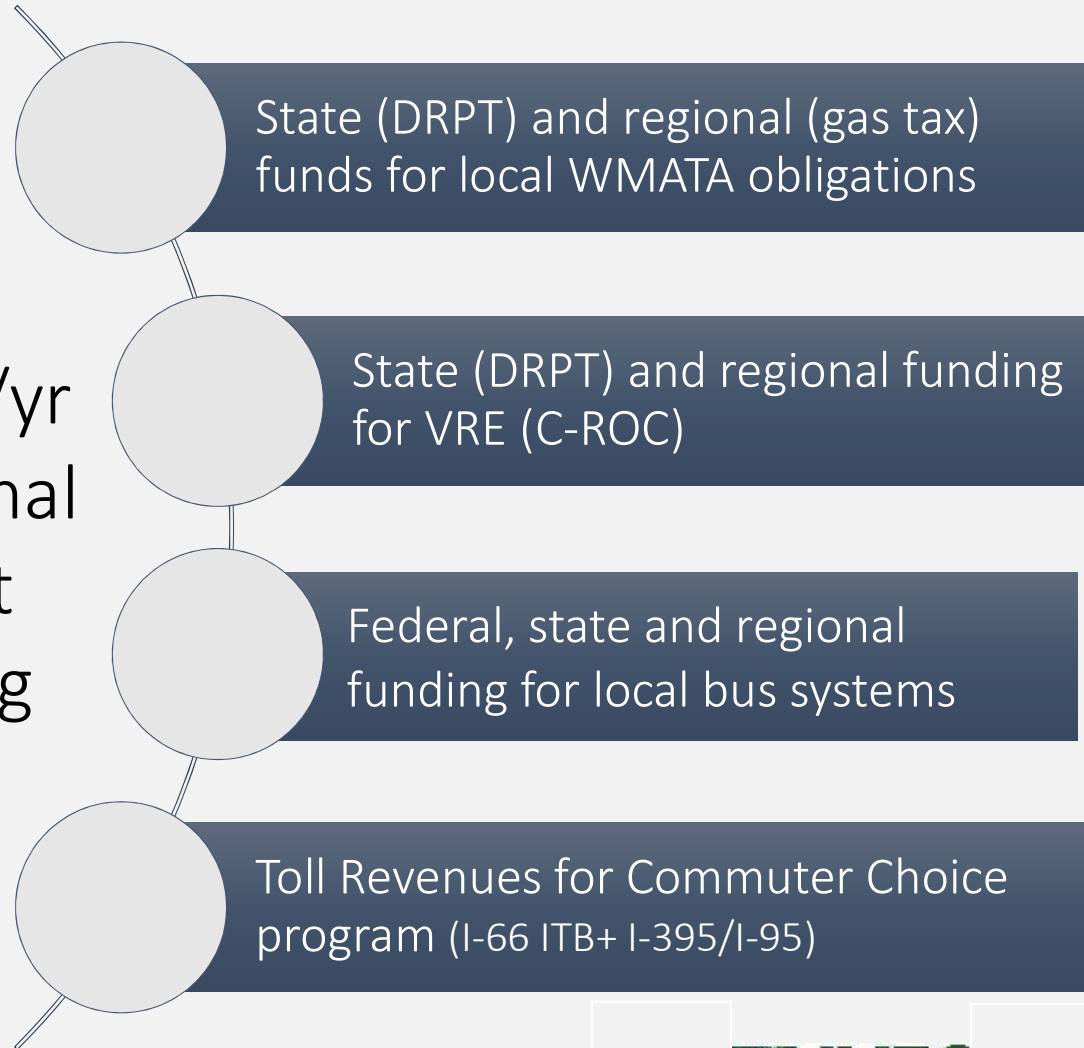
- Northfax Intersection Improvements (City of Fairfax)
- Rt. 28 Improvements (Prince William Co.)
- Slaters Lane Rail Crossover (VRE)





The Northern Virginia Transportation Commission administers regional, state, and federal funding for transit capital and operations.

\$300M/yr
in regional
transit
funding



NVTC Articulates Priorities to WMATA

- ✓ Demonstrate accountability to Virginia's investment
- ✓ Control operating costs (<3% annual growth)
- ✓ Increase system ridership/revenue
 1. Maximize use of 8-car trains
 2. Improve weekend rail service
 3. Develop parking pass products
 4. Optimize parking facilities
 5. Expand fare products



NVTC Fosters an Integrated Approach to our Transit Network

NVTC actively coordinates Northern Virginia's bus and rail agencies on a range of operational and planning issues

6

Bus Systems

90

Miles of Commuter Rail

25

Virginia Metrorail
Stations

200+

Local and Express Bus
Routes



Regional Transit Coordination

Mobile ticketing / fare
box technologies

Bus service optimization

Envision Route 7 BRT

Transit performance
measures

Metro station shutdown
response

NVTC's Commuter Choice Program Reinvests Toll Revenues

Invested \$60M (46 projects) on I66 & I395/95 Express Lanes

- ✓ Taking 9,000 cars off the road each day
 - ✓ Connecting 30 activity centers across Northern Virginia and the District of Columbia
 - ✓ To date, removed 1+ million annual hours of delay from commuters
-
- 12 new express bus routes (9 new routes on I-66 and 3 new routes on I-395/95)
 - Added service to 12 existing routes (7 new routes on I-66 and 5 new routes on I-395/95)
 - Helped construct Stone Ridge Park and Ride lot
 - Set up Capital Bikeshare programs near existing transit hubs
 - Funded bus amenities, including significant ADA-compliant upgrades



Key Takeaways

- Transportation funding is a **collaborate effort** across all levels of governments
- **No single funding program** can meet the needs of a growing Northern Virginia
- Projects are funded based on performance metrics
- Construction costs are unpredictable
- With reduced revenues but increasing transportation needs, **we will always need your help**

Questions? PLEASE CONTACT US!



Monica Backmon, Executive Director
Northern Virginia Transportation Authority
www.thenovaauthority.org | 703.642.4652



Kate Mattice, Executive Director
Northern Virginia Transportation Commission
www.novatransit.org | 703.524.3322



Or contact your local jurisdiction

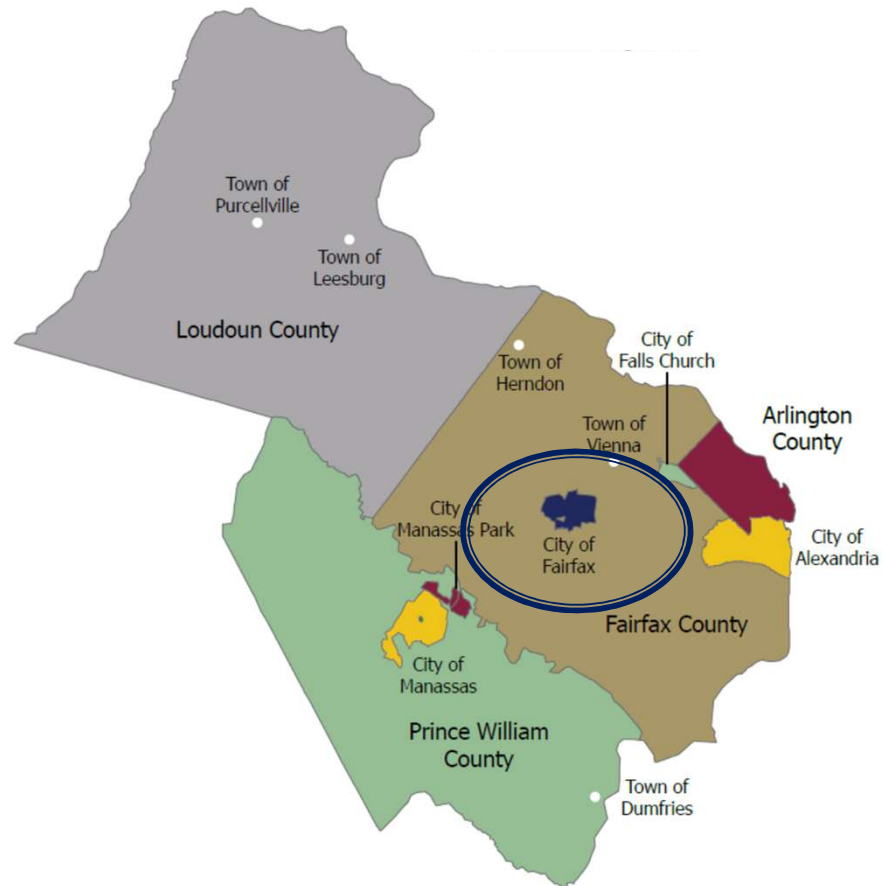
NOVA Elected Leaders Seminar City of Fairfax Case Study

November 2019



Regional Context

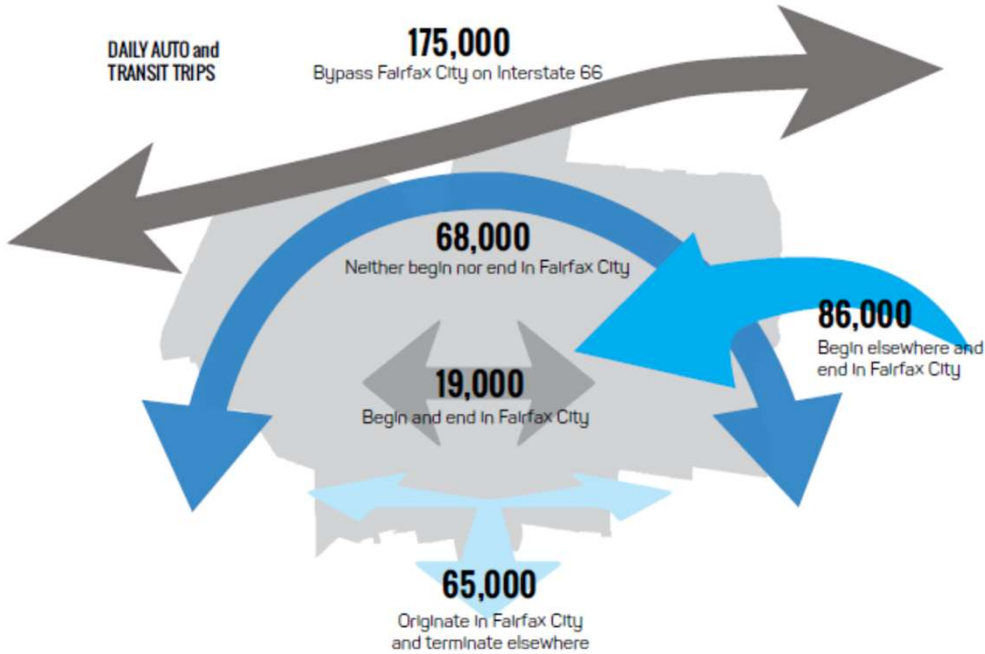
- Population of 24,000
- 9,000 HH
- 6.3 square miles



Regional Context



68,000 daily trips made through the city without stopping



Performance Metrics

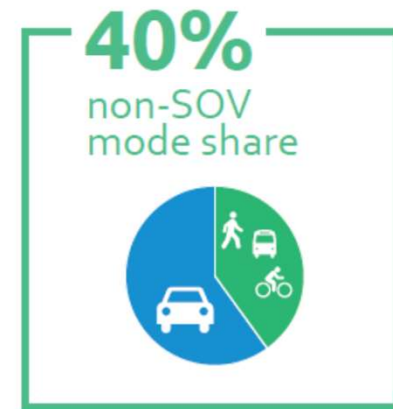
The City has developed performance metrics that focus on the resident experience while also recognizing the needs of the larger region

Create a city of “15-minute neighborhoods” – ensure that 100% of residents can access a local activity center via a safe 15-minute walk from home (currently 44%).

Ensure 100% of residents are connected to green space, trails, or open space via a safe 15-minute walk of home (currently 88%).

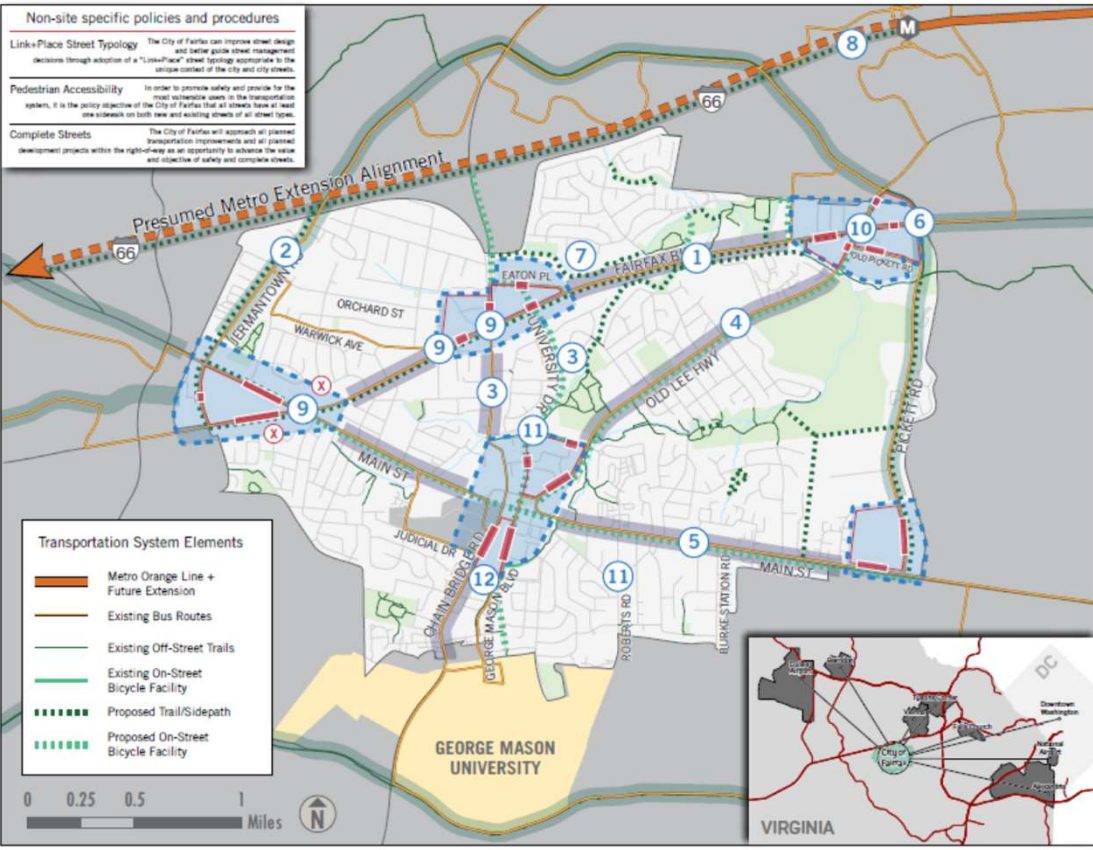
Ensure 100% of residents have access to transit by providing a transit stop within a safe 10-minute walk of each residence (currently 79%).

Increase choice, reliability, and efficiency in travel by achieving at least a 40% non-drive alone mode share for commute to work trips (currently 28%).



Recommended Projects and Policy Map

- Regional Corridors**
- Continue to participate in regional planning efforts to improve the Blake Lane-Jermantown Road corridor, pursue improvements to Braddock Road to facilitate its operation as a critical regional corridor, complete the Government Center Parkway, and improve safety and ensure continued efficiency of Pickett Road as a regional north-south corridor and important truck route.
- City Major Corridors**
- Implement complete streets improvements to safely accommodate all roadway users on Fairfax Boulevard, Chain Bridge Road, Old Lee Highway, and Main Street.
- Local Activity Centers**
- Within Local Activity Centers:
- Break up large blocks to a more walkable scale. Pursue expanded secondary, tertiary, and non-motorized network opportunities.
 - X Consolidate vehicular access points
 - X Provide new pedestrian only connections
- Specific Projects**
1. Implement Fairfax Boulevard multimodal improvements
 2. Widen Jermantown Road
 3. Construct adequate pedestrian facilities from Old Town to Fairfax Boulevard
 4. Implement Old Lee Highway multimodal improvements
 5. Study Main Street bicycle facility feasibility
 6. Improve pedestrian crossing at Fairfax Blvd and Pickett Road
 7. Complete the George T. Snyder Trail
 8. Support the study of a MetroRail extension to serve Fairfax City stakeholders
 9. Address safety and operational deficiencies at major intersections
 10. Improve vehicular and pedestrian safety at Fairfax Circle
 11. Address neighborhood intersection deficiencies
 12. Extend South Street between University Drive and Chain Bridge Road



Recommended projects include larger regional projects (i.e. Jermantown Road Corridor Improvements, Fairfax Circle Improvements) as well as more localized projects (i.e. sidewalks and bike lanes)

Why We're Here Today

- ▶ What process does the City of Fairfax use to identify projects that are consistent with the Comprehensive Plan?
- ▶ How do we determine which funding source(s) to pursue for those projects?

Two Year Program Process

- ▶ Spring: Develop draft list of potential projects to apply for over next two years (add one out year each year)
- ▶ Late Spring/Summer: Seek public input on draft list
- ▶ Late Summer: Finalize Two Year Program
- ▶ Starting in Fall: Applications (and endorsement resolutions) due
- ▶ Spring: Add one out year to Two Year Program



- MM ACTION 1.1.6** Support Fairfax County in pursuing improvements to Braddock Road to facilitate its operation as a critical regional corridor.
- MM ACTION 1.1.7** Complete the Government Center Parkway.
- MM ACTION 1.1.8** Improve safety and ensure continued efficiency of Pickett Road as a regional north-south corridor and important truck route.
- MM OUTCOME 1.2:** Improved safety and operations in the regional network
- MM ACTION 1.2.1** Conduct a detailed study of Fairfax Circle to improve safety and operations, potentially including geometric changes to the existing circle configuration.
- MM ACTION 1.2.2** Complete improvements to Kamp Washington intersection (Main Street and Fairfax Boulevard).
- MM ACTION 1.2.3** Complete improvements to the Northfax intersection of Fairfax Boulevard and Chain Bridge Road.
- MM ACTION 1.2.4** Simplify multi-leg and offset intersections, such as the intersection of McLean Avenue, Warwick Avenue, and Fairfax Boulevard.
- MM ACTION 1.2.5** Continue city participation on regional transportation boards.
- MM ACTION 1.2.6** Promote a regional approach to public transportation planning.
- MM ACTION 1.2.7** Participate in the regional process for evaluation and recommendation of projects to be applied for state and federal funding.


Project Identification

- ▶ What are the City's transportation priorities for the next ten years?
 - Comprehensive Plan Implementation Guide identifies priorities for short and long term

MM ACTION 1.1.6	Support Fairfax County in pursuing improvements to Braddock Road to facilitate its operation as a critical regional corridor.
MM ACTION 1.1.7	Complete the Government Center Parkway.
MM ACTION 1.1.8	Improve safety and ensure continued efficiency of Pickett Road as a regional north-south corridor and important truck route.
MM OUTCOME 1.2:	Improved safety and operations in the regional network
MM ACTION 1.2.1	Conduct a detailed study of Fairfax Circle to improve safety and operations, potentially including geometric changes to the existing circle configuration.
MM ACTION 1.2.2	Complete improvements to Kamp Washington intersection (Main Street and Fairfax Boulevard).
MM ACTION 1.2.3	Complete improvements to the Northfax intersection of Fairfax Boulevard and Chain Bridge Road.
MM ACTION 1.2.4	Simplify multi-leg and offset intersections, such as the intersection of McLean Avenue, Warwick Avenue, and Fairfax Boulevard.
MM ACTION 1.2.5	Continue city participation on regional transportation boards.
MM ACTION 1.2.6	Promote a regional approach to public transportation planning.
MM ACTION 1.2.7	Participate in the regional process for evaluation and recommendation of projects to be applied for state and federal funding.

Action	Work Type	Lead Responsibility	Initiation	Completion	Status	
Multimodal Transportation						
Goal 1: Connect with the region.						
Metrics:						
• Traffic on City arterials with neither origins nor destinations in the City - 60% existing (MWC0G model)						
• Transit commute mode share - 11% existing (American Community Survey)						
• Crashes on major and minor arterials involving pedestrians or bicyclists						
• Crashes of all types on major and minor arterials - 837 current (VA State Police)						
• CUE on-time performance - 86% current average for all routes (CUE)						
OUTCOME MM.1.1: Corridors for regional travel and better connections to regional networks and destinations are enhanced and improved.						
MM 1.1.1	Continue to participate in regional planning efforts to increase connectivity in the regional road, transit, and trail networks.	Base Work	CDP, Trans.	Ongoing	Ongoing	The City participates in regional planning efforts with NVTA, NVTC, MWC0G/TPB, WMATA, and VDOT.
MM 1.1.2	Collaborate with WMATA and regional partners to support a western extension of Metro's Orange Line, including a station location at I-66 and Route 123 (near Northfax) to benefit City of Fairfax stakeholders with improved access to the Metrorail system.	Specific Project	CDP, Trans.	Long-Term	Long-Term	
MM 1.1.3	Increase connectivity to the existing Vienna/Fairfax-GMU Metrorail station including:	See Sub-Actions				
MM 1.1.3-1	Improve pedestrian connections from the Fairfax Circle area to the Metro station area.	Base Work	CDP, Trans.	Short-Term	Long-Term	The Pickett Road Trail is funded for FY2024.
MM 1.1.3-2	Improve bicycle facility connections and crossings across Fairfax Boulevard from the City to the Metro station.	Base Work	CDP, Trans.	Short-Term	Short-Term	The Pickett Road Trail is funded for FY2024, and the Two-Year Transportation Program includes the George Snyder Trail underpass.
MM 1.1.3-3	Continue collaboration with George Mason University to enhance bicycle and transit connections between the University and the Metrorail system.	Base Work	CDP, Trans.	Ongoing	Ongoing	Examples of collaboration include the Mason shuttles, CUE service updates, and the bikeshare study.
MM 1.1.3-4	Implement the recommendations of the Old Lee Highway "Great Street" conceptual plan.	Specific Project	Trans.	Ongoing	Short-Term	sofi plans are under development.

Project Prioritization

- ▶ Too many projects to pursue and implement over the next few years
 - ▶ Need to prioritize projects based on need (and potential funding – but that comes later)
 - ▶ Seeking feedback from Council and community on projects
- 

Two Year Program Process

- ▶ Spring: Develop draft list of potential projects to apply for over next two years (add one out year each year)
- ▶ **Late Spring/Summer: Seek public input on draft list**
- ▶ Late Summer: Finalize Two Year Program
- ▶ Starting in Fall: Applications (and endorsement resolutions) due
- ▶ Spring: Add one out year to Two Year Program

TWO-YEAR TRANSPORTATION PROGRAM




The City of Fairfax is developing the next Two-Year Transportation Program and we want your feedback!

www.fairfaxva.gov/transportationprogram



Discussion Questions

- ▶ Does this list capture the City's priorities?
 - ▶ Are certain projects more important than others?
 - ▶ Which projects meet local goals?
 - ▶ Which projects meet regional goals?
 - ▶ Which projects meet both?
- 

Transportation Funding 101

- ▶ Many different sources of funds
- ▶ Each has different specifications
 - ▶ Project eligibility requirements
 - ▶ Application timelines (annual, biannual)
 - ▶ Funding available (1, 2, 6 or 7 years out)
 - ▶ Local match requirement
 - ▶ Complexity of application
 - ▶ Source of funds (federal, state, regional)
 - ▶ Funding maximum

Funding Summary

Administering Agency	Program Name	Description	Eligible Projects	Source of Funds	Local Match Required	Available Funding Amount Program-wide	Funding Application Limitations	Timing (Applications Due)	Funding Year	Council Resolution Required?	Funding Authority	Examples of Projects Funded
VDOT	Smart Scale	Replaces formula state funding for transportation with competitive application process. Projects are chosen based on objective, out-come based scoring,	Highway, transit, rail, road, bike/ped operational improvements and transportation demand management projects that meet a need identified in VTrans 2040 for a Corridor of Statewide Significance, Regional Network or Urban Development Area.	Federal and State	No	\$1B available statewide for FY 22-23	No funding maximum. Projects awarded funding based on statewide prioritization process to select projects that provide the maximum cost/benefit. SMART SCALE utilizes evaluation measures for six factor areas: safety, congestion mitigation, accessibility, environmental quality, economic development and land use. Four different weighting typologies were established for the state. In NOVA congestion mitigation has a higher weighting than in the rest of state.	Sept, even years (i.e. 2016, 2018)	6 and 7 years out	Yes	§33.2-358 of the Code of Virginia. Funding subject to Smart Scale comes from two pathways: the construction District Grants Program (DGP) and the High-Priority Projects Program (HPPP). Projects applying for the DGP funds compete with other projects from the same construction district. Projects applying for HPP funds compete with projects from across the Commonwealth.	<ul style="list-style-type: none"> Government Center Parkway Extension University Drive Extension
	Revenue Sharing	Provides dollar for dollar matching funding for construction, reconstruction or maintenance projects. Projects awarded funding based on priority tiers.	Construction, reconstruction, improvement or maintenance projects	State	Yes, 50%	FY 18 statewide allocation is \$100M. FY 17 allocation was \$150M.	Maximum of \$10 million per year per locality. First priority to construction projects that have previously received Revenue Sharing funding. Second priority to projects that meet a transportation need identified in the Statewide Transportation Plan or to projects that can accelerate a project in a locality's capital plan.	Sept, odd years (i.e. 2017, 2019)	Next 2 Years	Yes	Section 33.2-357 of the Code of Virginia. CTB currently reviewing program. Changes expected prior to FY 19 funding cycle.	<ul style="list-style-type: none"> Burke Station Road Improvements Chain Bridge Road Sidewalk Fairfax Blvd Roadbed Reconstruction
	Primary Extension Paving	Provides funding for paving or reconstruction of extensions of Primary roadways that have a combined condition index (maintenance rating) of less than 60. Projects awarded funding in order of ranked priority.	Primary Extension Roadways with CCI's less than 60. Routes 123, 29/50 and 236 qualify in the City.	State	No	In FY 17, \$17M awarded statewide.	Maximum of \$1 million per year per locality. Project scoring on a statewide competitive basis based on CCI, traffic volume, NHS designation and prior year maintenance pavement expenditures. Allocations ranked statewide and awarded in the order or ranked priority. Projects must be advertised within 6 months of award.	March, annually	Next Year	No	Section 33.2-358 (C) of the Code of Virginia authorizes a set-aside of \$500M for certain transportation purposes. Of that amount 25% is set aside for reconstruction of interstate, primary and primary extension routes that have a CCI of less than 60. Primary extensions represent approximately 14% of the total lane miles for this	<ul style="list-style-type: none"> Pickett Road Route 123 Fairfax Blvd
	Congestion Mitigation and Air Quality (CMAQ)	Provides federal funding for projects that improve air quality (CMAQ) or surface transportation. In Northern Virginia, the NVTA provides funding recommendation to CTB for CMAQ/RSTP allocations.	Transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution	Federal	No	\$29M in FY 23 for Northern Virginia	City typically receives \$800,000 - \$1,000,000 per year total for RSTP/CMAQ. Funding allocated based on population (per NVTA).	December, annually	6 years out	Yes	Fixing America's Surface Transportation Act (FAST Act) Section 1114; 23 U.S. C. 149. Directs FHWA to apportion funding for programs as lump sums for each state. CTB then allocates Virginia's allocation. Northern Virginia allocations made per recommendation from NVTA.	<ul style="list-style-type: none"> George Snyder Trail
	Regional Surface Transportation Program (RSTP)		Most flexible program among all Federal-aid highway programs.		No	\$53M in FY 23 for Northern Virginia						<ul style="list-style-type: none"> Multimodal Transportation Plan Roberts Road Sidewalk Chain Bridge Road
	Transportation Alternatives Program (TA)	Provides funding for capital projects that implement regional priorities and complement planning activities. Projects recommended by COG TPB.	<ul style="list-style-type: none"> Trail Construction Bikeshare Sidewalk Construction Multimodal Improvements 	Federal	Yes, 20%	\$2.5M available annually	Funding awards between \$200K and \$600K Regional selection criteria include: <ul style="list-style-type: none"> Transportation Options 10 pts Regional Activity Centers 10 pts Safe Routes to School 5 pts Disadvantaged communities 5 pts Persons with disabilities 5 pts Local commitment 5 pts 	November, odd years	Next 2 Years	Yes	Fixing America's Surface Transportation Act (FAST Act) Section 1109 provides a portion of funding for the TA Set Aside Program.	<ul style="list-style-type: none"> University Drive Road Diet

Administering Agency	Program Name	Description	Eligible Projects	Source of Funds	Local Match Required	Available Funding Amount Program-wide	Funding Application Limitations	Timing (Applications Due)	Funding Year	Council Resolution Required?	Funding Authority	Examples of Projects Funded
NVTA	70% Regional Funds	Provides regional funding for transportation projects evaluated in the NVTA's long range transportation plan.	<ul style="list-style-type: none"> Regional projects that are included in TransAction or subsequent TransAction updates Projects that have also been evaluated by VDOT as part of the HB 599 Rating and Evaluation Study Mass transit capital projects that increase capacity. 	Regional Taxes (Sales Tax, Grantor's Tax, and Transient Occupancy Tax)	No	Estimated \$1.5B available for FY 18-23 SYIP (approximately \$300M per year)	No funding maximum. Projects awarded funding based on competitive scoring process. Long term benefit for each jurisdiction will be calculated after ten years to ensure regional equity.	December, even years	6 and 7 years out	Yes	HB 2313 (2013); 70% of the revenues received by the NVTA are allocated by the Authority for regional transportation projects.	<ul style="list-style-type: none"> Northfax Kamp Washington Jermantown Road CUE buses
NVTC	I-66 Inside the Beltway Toll Revenue	Provides local toll revenue for eligible projects that benefit users of the facility.	Multimodal projects that benefit toll-paying users: transit services, technology upgrades, carpools and vanpools	Local Tolls	No	\$5M -10M available	Funding awards between \$200K and \$2M. Project must benefit toll-paying users.	TBD	Next Year	Yes	Per an MOA between NVTC and VDOT, NVTC has the responsibility to select and implement projects/components to be funded by the toll revenues collected on I-66 Inside the Beltway.	
Virginia Department of Rail and Public Transportation (DRPT)	Transit Operating Assistance	Provides state funding for eligible local transit operating expenses.	<ul style="list-style-type: none"> Public transportation administrative expenses Vehicle fuels Lubricants Tires Maintenance Parts and Supplies 	State	No	Approximately 35% of operating cost	Statutory limit of 95% of eligible expenses but funding typically in the 35-50% range per year due to resource limitations. All DRPT funding managed and reallocated by NVTC according to the Subsidy Allocation Model (SAM) in Northern Virginia.	February, annually	Next Year	No	DRPT's State Aid Operating Assistance Program provides support for public transportation operating costs. The first \$160M of funding is awarded to existing public transportation providers in Virginia on the basis of total eligible operating expenses incurred during the most recently completed fiscal year. State revenues above \$160M are awarded on a performance-based system.	<ul style="list-style-type: none"> Portion of annual CUE operating assistance
	Transit Capital Assistance	Provides state funding for eligible local transit capital expenses.	<ul style="list-style-type: none"> Tier 1: Expansion/replacement/rehabilitation of rolling stock Tier 2: New/replacement facilities, new service, or service expansion Tier 3: Other projects (i.e. software, hardware, support vehicles) 	State	No	Between 15 and 60% of capital cost	Maximum of 95% of eligible expenses, but typically in the 30-50% range; also based on the tier to which the capital project is assigned and by the amount of available funding. All DRPT funding managed by NVTC and re-allocated according to the Subsidy Allocation Model (SAM) in Northern Virginia.	February, annually	Next Year	No	DRPT's Capital Assistance Program provides support for public transportation capital projects that maintain, improve or expand public transportation services. Funds awarded based on project tiers.	<ul style="list-style-type: none"> Fare vault Replacement Batteries for Hybrid Buses Video Surveillance Cameras for Buses
COG Transportation Planning Board (TPB)	Transportation/Land Use Connections Program (TLC)	Provides technical assistance for small planning studies.	<ul style="list-style-type: none"> Bike/ped access studies Corridor studies Streetscape Improvement Plans Disadvantaged communities 5 pts Trail Planning and Design Transit-oriented development studies 	Regional	No	\$500,000 available annually.	\$30,000 - \$80,000 in technical assistance. No direct financial assistance given. Priority Criteria <ul style="list-style-type: none"> Regional Policy Goals Cross Jurisdictional Collaboration Activity Centers Access to Transit Diversity and Equity 	February, annually	Next Year	Yes	Funding authority is provided through COG.	<ul style="list-style-type: none"> Old Lee Highway Concept Planning
City of Fairfax	30% Local Funds	Provides local funding for transportation projects in the local jurisdiction where the HB 2313 taxes and fees were generated.	<ul style="list-style-type: none"> Urban or secondary road construction; Capital improvements that reduce congestion; Projects included in TransAction 2040 or other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or, Public transportation purposes 	Regional Taxes (Sales Tax, Grantor's Tax, and Transient Occupancy Tax)	N/A	\$2.4 M	City receives full amount since C&I (or equivalent) imposed at full rate.	N/A	N/A	N/A	HB 2313 (2013); 30% of the revenues received by the NVTA are distributed, on a pro-rata basis, with each locality's share being the total of such fees and taxes that are generated or attributable to the locality. Allocation of 30% funds is at locality's discretion provided that funds are used for eligible projects. Full share received only if jurisdiction imposes full amount of C&I tax.	<ul style="list-style-type: none"> Revenue Sharing Match CUE operations Old Town Traffic Study Smart Scale application preparation
	Commercial and Industrial Tax (C&I)	Provides local funding for transportation projects in the local jurisdiction where the tax is imposed for eligible transportation purposes.	<ul style="list-style-type: none"> New or expanded road construction that add capacity New public transit construction Other capital costs related to new transportation projects that add new capacity, service, or access and the operating costs directly related to the foregoing 	Local Tax	N/A	\$2.4 M	City supplements C&I with transfer to reach full \$0.125 tax equivalent.	C&I collected twice a year (June and December) as part of the real estate assessment.	N/A	N/A	N/A; Tax imposed by local jurisdiction	§ 58.1-3221.3 of the Code of Virginia (2008); Localities embraced by the NVTA may impose an additional real property tax of up to \$0.125 per \$100 of assessed value on properties zoned commercial or industrial to be used solely for certain transportation purposes.

Project and Funding Match

Project Name	Approximate Cost	Available Funding	Project Description	Eligible Funding Source(s)								
				Smart Scale	Revenue Sharing	CMAQ	RSTP	Transportation Alternatives (TAP)	NVTA 70%	I-66 Inside the Beltway Toll Revenue	Transportation/Land Use Connections (TLC)	Local C&I or 30%
				No maximum 6 and 7 yrs out	\$5M/year Next 2 years	\$800,00/year combined 6 years out		\$200-\$600K Next 2 years	No Maximum Next 6 years	TBD Next 2 years	\$30-80K Next year	\$2M/year Next year
Projects with Partial Funding												
Eaton Place/Chain Bridge Road Intersection Improvements	\$32,000,000	\$10,700,000	Improve safety and vehicular flow along Route 123 and the adjacent service drives						★ 21,300,000			
Government Center Parkway Extension	\$5,000,000	\$3,144,000	Complete roadway connection between Jermantown Road and Waples Mill Road		★ \$600,000		★ \$800,000		★ \$600,000			
Old Lee Highway Multimodal Improvements	\$20,000,000	\$14,000,000	Provide separated bicycle and pedestrian facilities and streetscape improvements along Old Lee Highway		★ \$3,000,000				★ \$3,000,000			
Old Town Sidewalk Widening	TBD	\$500,000	Widen sidewalks in Old Town consistent with Main Street Streetscape recommendations		★							★



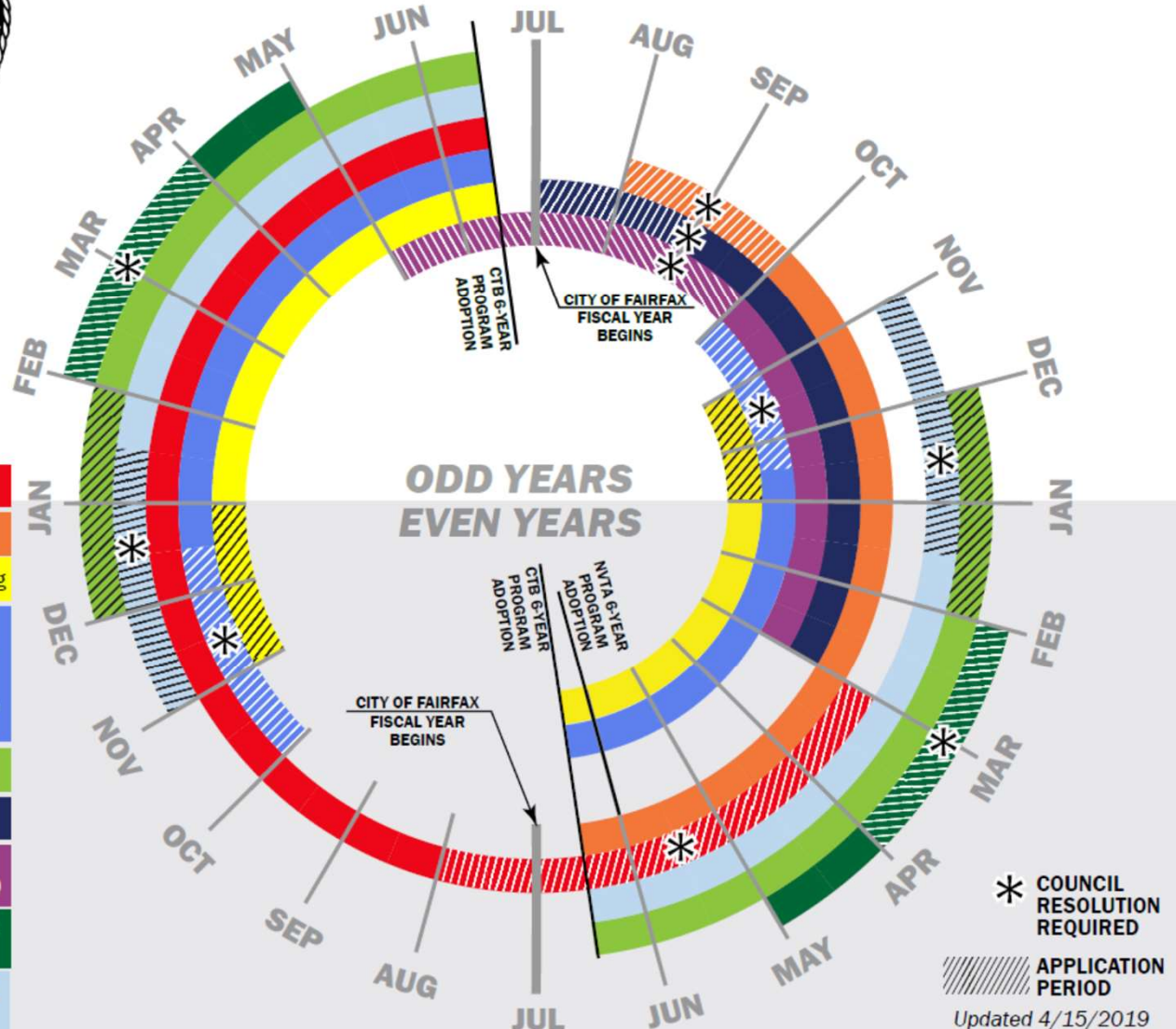
- ▶ Project not eligible or not a good match with funding source
- ▶ Staff preliminary recommendation for funding source



2-YEAR TRANSPORTATION FUNDING TIMELINE

LEGEND

Smart Scale
Revenue Sharing
Primary Extension Paving
Congestion Mitigation and Air Quality (CMAQ)
Regional Surface Transportation Program (RSTP)
Transit Assistance
NVTA 70% Funds
Transportation Alternatives Program (TAP)
Transportation/Land-Use Connections (TLC)
I-66 Inside the Beltway Toll Revenue

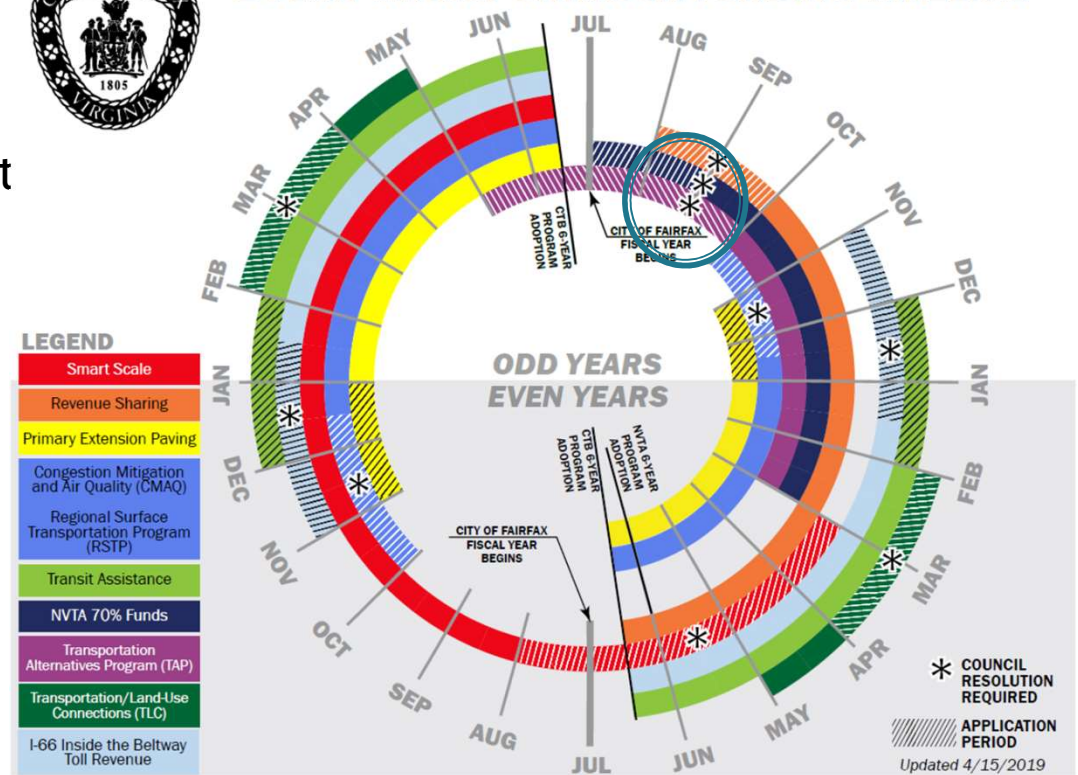


Two Year Program Process


- ▶ Spring: Develop draft list of potential projects to apply for over next two years (add one out year each year)
- ▶ Late Spring/Summer: Seek public input on draft list
- ▶ Late Summer: Finalize Two Year Program
- ▶ Starting in Fall: Applications (and endorsement resolutions) due
- ▶ Spring: Add one out year to Two Year Program




2-YEAR TRANSPORTATION FUNDING TIMELINE




Staff Responsibilities

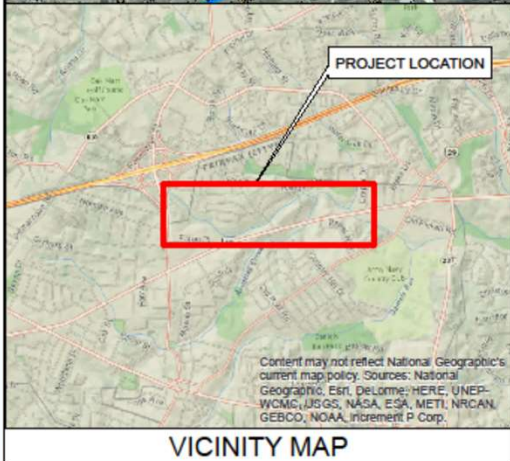
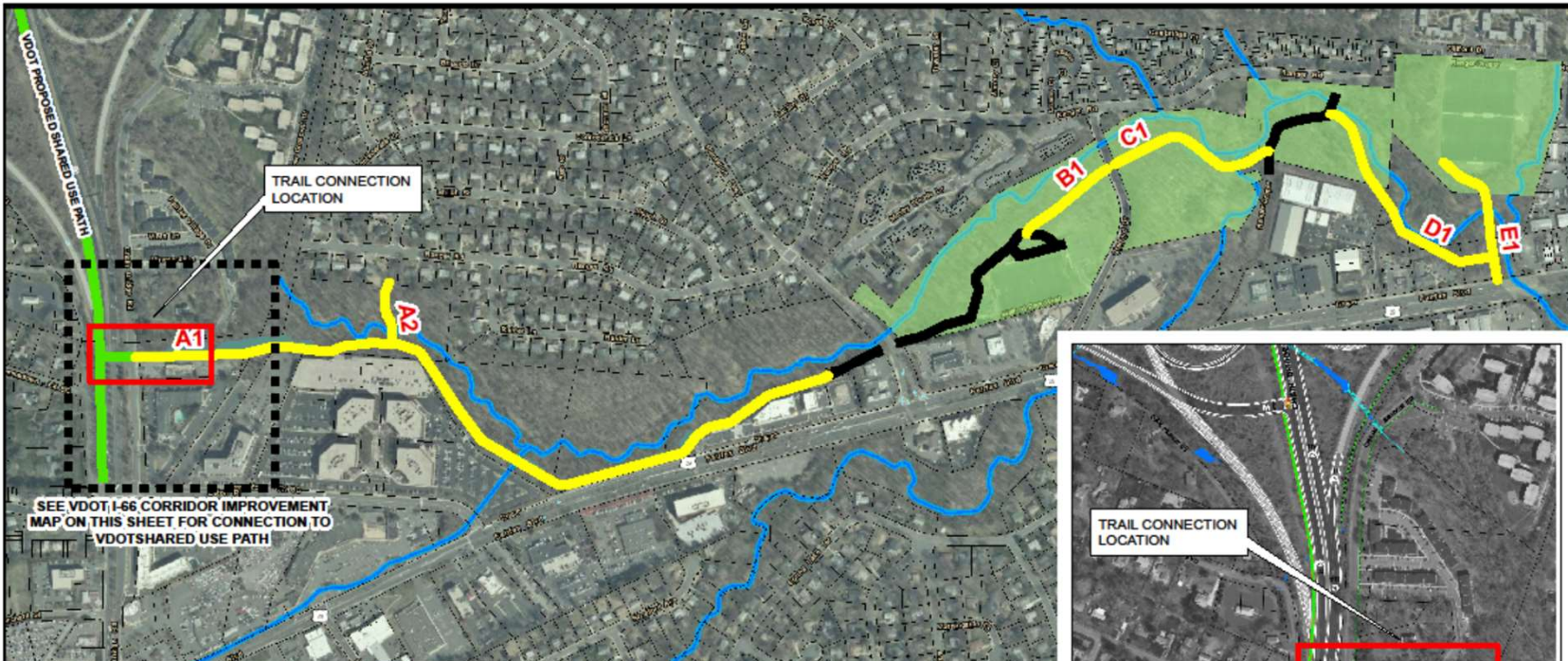
- ▶ Identify transportation projects that meet adopted goals and that will stand the test of time
 - ▶ Set expectations and communicate effectively with elected officials and the public about funding opportunities, limitations, timelines
 - We are applying Apply for projects now that, if awarded, will not begin for 5–6 years
 - ▶ Implement projects that were endorsed by a prior elected body
- 

Elected Officials Responsibilities

- ▶ Balance the needs of residents with regional transportation pressures
 - ▶ Set expectations and communicate effectively with elected officials and the public about funding opportunities, limitations, timelines
 - We are applying Apply for projects now that, if awarded, will not begin for 5–6 years
 - ▶ Utilize staff resources in an efficient manner
 - ▶ Think transportation all the time!
- 

Example: George Snyder Trail

- ▶ This project has been in Comp Plan for 10+ years
 - ▶ City constructed small pieces of the trail as funding or opportunities arose
 - ▶ In FY 16 City paid a consultant to develop plans for the full 1.5 mile trail
 - ▶ Applied for Smart Scale; Not awarded funding
 - ▶ Then in FY 17, I-66 OTB funding became available
 - ▶ City applied and was awarded \$13.6M in funding
- 

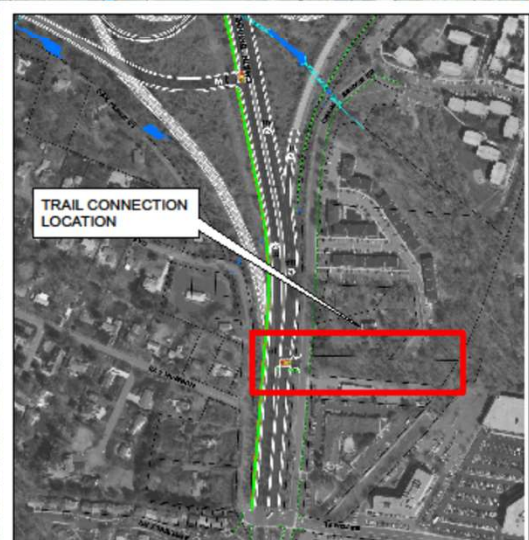


PROPOSED GEORGE SNYDER TRAIL SECTION LENGTHS

TRAIL SECTION ID	LENGTH
A1	3837
A2	310
B1	510
C1	847
D1	1185
E1	668
TOTAL	7357



- Legend**
- A1 PROPOSED GEORGE SNYDER TRAIL
 - PROPOSED VDOT SHARED USE PATH
 - EXISTING GEORGE SNYDER TRAIL
 - CITY OWNED PARKS
 - Streams Line



I-66 CORRIDOR IMPROVEMENTS SEGMENT 3 - PHASE 1

66 **OUTSIDE the Beltway**
VDOT DRPT
Multinational Solutions - 495 to Haymarket

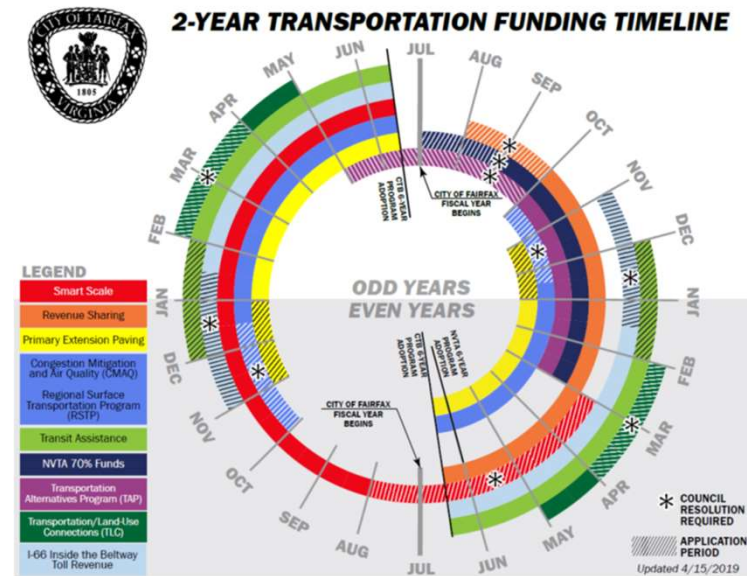
TIMMONS GROUP

PROPOSED GEORGE SNYDER TRAIL TRAIL CONNECTION AND LAYOUT MAP

DATE: 08/20/2024
SCALE: AS SHOWN
PROJECT: I-66 CORRIDOR IMPROVEMENTS SEGMENT 3 - PHASE 1

Key Messages

- ▶ Always think about transportation
- ▶ Think 6 months to 6 years ahead about projects
- ▶ Invest in good plans and good cost estimates
- ▶ Pursue multiple funding sources for the same project
- ▶ Communicate to citizens the project timeline from idea to completion



Discussion

