



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of October 13, 2007**

DATE: October 1, 2007

SUBJECT: County Board Endorsement of Northern Virginia Transportation Authority and State Six-Year Transportation Priorities

C. M. RECOMMENDATION:

Endorse priorities for the Northern Virginia Transportation Authority's FY 2009 Six-Year Program and the State's FY 2009 Six-Year Improvement Program for discretionary projects as shown in Table 1, pending final Capital Improvement Program approval.

ISSUES: None.

SUMMARY: With the passage of House Bill 3202 ("HB 3202") the Northern Virginia Transportation Authority ("NVTA") was given authority to impose a number of tax and fee increases in the region to fund transportation projects in the locality in which the funds will be collected. This provides for a steady stream of revenue for transportation projects in the region and for Arlington. The legislation in HB 3202 also provided localities with the opportunity to enact a transportation service district/districts in which an additional ad valorem real estate tax could be applied to the properties in the district. The additional ad valorem tax would be applied to properties used for or zoned to permit commercial and industrial uses, not to exceed \$0.25 per \$100 of assessed value. In addition to the local and regional funding options authorized by HB 3202, Arlington also has the opportunity to submit projects for a statewide bond.

In addition to the new revenue sources, the Commonwealth Transportation Board ("CTB") annually develops the Six-Year Improvement Program ("SYIP"), which includes funding plans for the National Highway System ("NHS") and primary roads. Elected officials are invited to testify on jurisdictional priorities; a representative from Arlington will testify on FY 2009 - 2014 SYIP priorities in the fall hearing before the CTB.

In order to make the most efficient use of funds, an Arlington six-year transportation plan is being developed. Priorities for the NVTA Six-Year Program and the state's SYIP will be drawn from this plan. The full plan will be discussed and integrated into the County's Capital Improvement Program ("CIP"). It is currently proposed that the following projects be given priority for NVTA funding:

County Manager: _____

County Attorney: _____

Staff: Tamara Ashby, DES, Division of Transportation, x3833

- Rosslyn Metro Station Access Improvements
- Columbia Pike Streetcar
- Crystal City Potomac Yard Transitway
- Ballston-MU Metro Station Access Improvements - West Entrance
- Complete Arlington Streets
- Arterial Street Safety Program
- ART Bus Fleet Replacement and Expansion
- WALKArlington
- BikeArlington

For the state SYIP, ongoing funding is being requested for the following projects so that these projects may continue toward construction:

- Washington Boulevard Bridge and Interchange at Columbia Pike
- Arlington Boulevard at Courthouse Road
- Glebe at Arlington Blvd. Bridge Replacement

Funding is requested to initiate the following project:

- Arlington Boulevard between Washington Boulevard and Glebe Road

Finally, we would like to request consideration of the following projects for the statewide bond:

- Rosslyn Metro Station Access Improvements
- Ballston-MU Metro Station Access Improvements - West Entrance
- Columbia Pike Streetcar
- ART Fleet Replacement and Expansion
- Complete Arlington Streets

BACKGROUND: Arlington has traditionally funded transportation with County Pay-As-You-Go (“PAYG”) and County bonds, as well as a mix of federal and state grants. The amounts from each source have varied from year to year. With the passage of House Bill 3202, NVTA has the authority to implement seven different taxes and fees that collectively could raise more than \$300 million per year for transportation. The bill also provided localities the option of adopting a commercial real estate tax of up to \$0.25 per \$100 of assessed value and a \$10 local vehicle registration fee.

On July 12, 2007 the NVTA adopted all seven of the taxes and fees, with collection scheduled to begin January 1, 2008. This money must be spent on transportation projects in the jurisdiction in which it was raised. At the same meeting, NVTA adopted a set of “ready-to-go” projects for an initial bond issuance. This initial list includes:

- Crystal City Potomac Yard Transitway - \$3 million
- Wilson Boulevard: Oakland to Randolph Phase 2 - \$2 Million

- Old Dominion Drive Multimodal Improvements Phases 2-5 - \$1.5 Million
- Lee Highway at Harrison - \$800,000

In addition to the new NVTA funding, HB 3202 increased statewide funding that is allocated by the CTB. In particular, the state is authorized to issue up to \$3 billion in bonds, of which at least 20 percent will be for transit. Each year in the fall, the state holds hearings to receive requests for funding of priority projects, as the initial step in developing its SYIP. The Northern Virginia hearing is scheduled for November 13, 2007, and this is the best opportunity to request funding that the CTB allocates to projects, including state primary road funds, and the potential bonds authorized by HB 3202.

DISCUSSION: Now that there is likely to be a more predictable stream of funding for transportation, a six-year transportation plan is being developed by the County's Division of Transportation. This plan is intended to provide guidance when developing priorities for the NVTA's six-year program, as well as for the State's SYIP development.

For the NVTA portion of the funding, 40 percent of the total amount raised in Northern Virginia will flow directly to the jurisdiction in which it was raised to be spent on transportation projects; the other 60 percent will remain at NVTA to be spent on debt service first, followed by earmarks for Metro (\$50 million annually) and the Virginia Railway Express (\$25 million annually), and finally, on projects that benefit the jurisdiction in which the funding will be raised.

Of the total amount of the seven taxes and fees collected in Northern Virginia, it is estimated that \$31.3 million will be collected in Arlington in the first year. Based on the allocation sequence outlined above, approximately \$12.5 million will come back to Arlington directly, approximately \$15 million will be considered Arlington's share of the WMATA earmark, and approximately \$3.8 million will be programmed by the NVTA for use on projects in Arlington. These numbers are estimates of taxes and fees for which there is no funding history yet, so they are subject to considerable variation.

If Arlington chooses to adopt a commercial real estate tax in CY 2008, then the distribution will change, since the commercial real estate tax is required to be included in the calculation of the 60/40 percentage split. In that case, more money would stay within the County and more funding would be included in the NVTA's six-year program. As such, the recommended priorities for the NVTA six-year program total well over the estimated \$3.8 million generated by the seven taxes and fees. This is being done so that these projects can later be included in the program, should the adoption of the commercial real estate tax increase our share of the money included in the NVTA Six-Year Plan.

The attached table (Table 1) provides an overview of Arlington's six-year planning priorities, specifically as they relate to new NVTA funding, as well to state SYIP requests. They are consistent with, but do not include all the detail of a draft full six-year plan, as shown in Attachment A, which will continue to be refined through the County CIP process.

The priorities recommended for FY 2009 NVTA funding are as follows:

- Rosslyn Metro Station Access Improvements
- Columbia Pike Streetcar
- Crystal City Potomac Yard Transitway
- Ballston-MU Metro Station Access Improvements - West Entrance
- Complete Arlington Streets
- Arterial Street Safety Program
- ART Bus Fleet Replacement and Expansion
- WALKArlington
- BikeArlington

These are all priorities previously identified by the Board, or identified in the September 2007 Draft Master Transportation Plan (“MTP”), and are projects that are “ready to go”. “Complete Streets” in particular is a priority emphasized by the MTP, and is a category of projects to transform the network of auto-centric arterial roads into a finer-grain street network that serves alternative modes better, and is better integrated with existing and planned development. The principles and tools outlined in the 2004 Arterial Transportation Management (ATM) Study are employed so as to emphasize pedestrian safety and convenience. Funding approved in the most recent bond issue was used to reconstruct Wilson Boulevard west of George Mason Drive, and previously-funded projects for North Quinn Street between Clarendon and Wilson Boulevards, Lee Highway in Cherrydale, Glebe Road at Pershing Drive, and Wilson Boulevard in Virginia Square are examples of complete-street efforts. The primary project has been and will continue to be Columbia Pike where the streetscape is being rebuilt consistent with the plan and form-based code, and complementary to the streetcar project. Additional projects such as more segments of Wilson Boulevard, and the segments of Four Mile Run Drive and Carlin Springs Road that were priorities under the ATM study will be considered and prioritized for available funding.

In terms of the state’s draft FY 2009-2014 SYIP, several of the County’s priorities are shown as fully funded over the six-year period, including cost escalations. These projects are:

- Arlington Boulevard at Courthouse Road. Preliminary engineering (PE) is complete and right-of-way (ROW) has been authorized. The Virginia Department of Transportation (VDOT) is working with Arlington on features including public art, utility undergrounding and lighting with a scheduled construction start in 2009.
- Washington Boulevard Bridge and Interchange at Columbia Pike. For the past year, VDOT has been analyzing connecting Queen Street to Columbia Pike at a traffic signal, as residents prefer, and reviewing the traffic analysis with the Federal Highway Administration. The present schedule is to advertise a construction start in 2010.
- Glebe Road Bridge Replacement. This project is fully funded in FY 2011. PE is complete, ROW is underway, and construction is scheduled to start in 2012.

Staff is requesting that the State continue to fund these projects as shown in the out-years of the SYIP adopted last year by the CTB.

In addition to those projects in the adopted SYIP, the following project is also a priority for the County:

- Arlington Boulevard between Washington Boulevard and Glebe Road. In 2006 VDOT began bridge rehabilitation which will be completed in 2007; however, because funding has not been available, there are no present plans to address the issues of ramp safety, pedestrian and bicycle needs and transit stops, as well as necessary safety and drainage improvements. The estimated cost for Arlington Boulevard improvements is \$25 million.

Finally, we would like to request consideration of the following projects for the statewide bond, as part of the SYIP development:

- Rosslyn Metro Station Access Improvements
- Ballston-MU Metro Station Access Improvements - West Entrance
- Columbia Pike Streetcar
- ART Fleet Replacement and Expansion
- Complete Arlington Streets

FISCAL IMPACT: There is no fiscal impact in the endorsement of priorities for Northern NVTA's FY 2009 Six-Year Program and the State's FY 2009 SYIP. Specific funding and timing of the transportation projects listed in the attached tables will be determined as part of the County's operating and capital budget process, the NVTA's FY 2009 Six-Year Program, and the State's FY 2009-2014 SYIP .

TABLE 1

Arlington Six-Year Transportation Priorities (In \$1,000s)											
Project/Program	Total Project Cost	Previous Allocations*	NVTA		Other**		State PAYGO SYIP		State Bond		6 Year Total
			FY 09	FY 10 - FY 14	FY 09	FY 10 - FY 14	FY 09	FY 10 - FY 14	FY 09	FY 10 - FY 14	
<u>NVTA Priorities</u>											
Rosslyn Metro Station Access Improvement Project	\$36,685	\$8,000	\$8,000	\$5,000	\$3,000	\$4,452	\$0	\$0	\$3,781	\$4,452	\$28,685
Crystal City-Potomac Yard Transit way	\$12,312	\$10,750	\$781	\$0	\$781	\$0	\$0	\$0	\$0	\$0	\$1,562
Columbia Pike Streetcar	\$138,500	\$1,000	\$1,000	\$53,704	\$1,000	\$34,946	\$0	\$0	\$1,000	\$45,850	\$137,500
Ballston-MU Metro Station Access Improvements - West Entrance	\$61,410	\$22,500	\$0	\$18,000	\$0	\$10,910	\$0	\$0	\$575	\$9,425	\$38,910
Complete Arlington Streets	\$101,100	Ongoing Program	\$3,300	\$29,900	\$2,950	\$39,400	\$0	\$0	\$2,000	\$23,550	\$101,100
Arterial Street Safety Program	\$6,550	Ongoing Program	\$950	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$6,550
ART Fleet Replacement & Expansion	\$14,169	Ongoing Program	\$908	\$4,538	\$454	\$2,269	\$0	\$0	\$2,588	\$3,412	\$14,169
WalkArlington	\$27,500	Ongoing Program	\$2,000	\$5,000	\$2,000	\$18,500	\$0	\$0	\$0	\$0	\$27,500
BikeArlington	\$5,500	Ongoing Program	\$500	\$2,500	\$0	\$2,500	\$0	\$0	\$0	\$0	\$5,500
Total	\$403,726	\$42,250	\$17,439	\$124,242	\$10,185	\$112,977	\$0	\$0	\$9,944	\$86,689	\$361,476
* Could include funding from initial NVTA Bond, state, local, private and/or federal funding.											
**Could include federal earmarks, CMAQ, RSTP, State Transit Reimbursement, State Revenue Sharing, potential local Commercial Real Estate, etc.											

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			FY 09	FY 10 - FY 14	FY 09	FY 10 - FY 14	FY 09	FY 10 - FY 14	FY 09	FY 10 - FY 14	
Primary Road Projects											
Washington Boulevard /Col Pike Bridge Interchange	\$39,415	\$11,783	\$0	\$0	\$0	\$0	\$8,694	\$18,938	\$0	\$0	\$27,632
Arlington Boulevard at Courthouse Rd. Intersection	\$32,270	\$27,516	\$0	\$0	\$0	\$0	\$2,093	\$2,661	\$0	\$0	\$4,754
Glebe at Arlington Blvd. Bridge Replacement	\$14,407	\$5,174	\$0	\$0	\$0	\$0	\$3,686	\$5,547	\$0	\$0	\$9,233
Arlington Boulevard between Washington Boulevard and Glebe Rd	\$25,000	\$0	\$0	\$0	\$0	\$5,000	\$2,000	\$18,000	\$0	\$0	\$25,000
Total	\$111,092	\$44,473	\$0	\$0	\$0	\$5,000	\$16,473	\$45,146	\$0	\$0	\$66,619
Total NVTA and State Priorities	\$514,818	\$86,723	\$17,439	\$124,242	\$10,185	\$117,977	\$16,473	\$45,146	\$9,944	\$86,689	\$428,095
* Could include funding from initial NVTA Bond, state, local, private and/or federal funding.											
**Could include federal earmarks, CMAQ, RSTP, State Transit Reimbursement, State Revenue Sharing, potential local Commercial Real Estate, etc.											

Attachment A

Total Program Capital Costs (in FY09 \$1,000s)*							
	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	6 Year Total
Arterial Street Safety Program	950	850	1,250	1,000	1,250	1,250	6,550
New and Upgraded Traffic Signals	500	500	500	500	500	500	3,000
Intelligent transportation System/Fiber Optics	960	960	960	1,160	880	680	5,600
Signal Optimization	1,000	-	-	1,000	-	-	2,000
Pole Rehab/Span Pole Conversion	500	-	500	-	500	-	1,500
Multi-Space Meters/Parking-Curbside Management Master Plan Study	1,250	300	300	-	-	-	1,850
Arterial Streetlights/Backlight Street Name Signs	385	385	220	220	220	220	1,650
LED/Pedestrian Countdown Signal Improvement/RTC Flashers	385	385	330	330	330	330	2,090
Neighborhood Traffic Calming Program (NTC)	1,500	1,500	1,500	1,500	1,500	1,500	9,000
ART House (ART Bus Facility)	1,200	-	-	2,000	11,000	12,000	26,200
Bus Stop & Shelter Program	400	400	500	500	500	500	2,800
Crystal City-Potomac Yard Transitway	1,562		-	-	-	-	1,562
Ballston-MU Metro Station Access Improvements - West Entrance		2,875	9,995	10,735	13,005	2,300	38,910
ART Fleet Replacement & Expansion	3,950	3,454	742	2,096	162	3,765	14,169
Transit ITS Program	200	200	400	400	500	500	2,200
WALKArlington Projects	4,000	2,500	7,000	2,500	9,000	2,500	27,500
Primary Road Projects	16,473	21,625	13,521	5,000	5,000	5,000	66,619
Complete Streets	8,250	13,770	15,130	17,750	20,250	25,950	101,100
Bike Arlington Projects	500	1,000	1,000	1,000	1,000	1,000	5,500
Columbia Pike Super Stops	3,000	2,900	1,910	-	-	-	7,810
Columbia Pike Streetcar	3,000	10,950	16,500	30,900	40,500	35,650	137,500
Pentagon City Multi-Modal Improvements	920	4,715	5,175	5,865	-	-	16,675
Rosslyn Metro Station Access Improvement Project	14,781	8,120	5,784		-	-	28,685
ACCS	6,000	6,000	6,000	6,000	6,000	6,000	36,000
Metro Station Access Improvements - Design		500	500	500	500	500	2,500
Total Recommendation	71,666	83,889	89,717	90,956	112,597	100,145	548,970