



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Wednesday, September 26, 2018

12:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

AGENDA

I. Call to Order Chair Randall

II. Approval of the Meeting Summary of the March 22, 2018 Meeting

Action Item

III. Adoption of Committee Meeting Schedule

Ms. Backmon, Executive Director

Discussion/Information

IV. Preparation for the 2019 General Assembly Session

Ms. Backmon, Executive Director
Ms. Baynard, Legislative Liaison

Closed Session

(If Required)

Adjournment

V. Adjournment

Next Meeting

The next meeting of the Governance and Personnel Committee will be determined during the meeting.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, March 22, 2018

9:00am

3040 Williams Drive, Suite 200

Fairfax, VA 22031

MEETING SUMMARY

I. Call to Order

Chair Randall

- Chair Randall called the meeting to order at 9:09AM.
- Attendees:
 - ✓ Members: Chair Randall: Councilmember Snyder (Vice Chairman), Chair Cristol,
 - ✓ Authority Members: Chairman Bulova; Mayor Silberberg, Mayor Rishell; Ms. Hynes; Senator Black,. Mr. Kolb
 - ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Yolanda Thomas-Jones (Board Clerk).
 - ✓ Other Attendees: Tracy Baynard (McGuire Woods Consulting LLC); Noelle Dominguez (Fairfax County); Cindy Mester (Falls Church); Yon Lambert (Alexandria) Todd Horsley (DRPT); Tim Hemstreet (Loudoun County); Ellen Posner (Council of Counsels - Fairfax County); Tom Biesiadny (Fairfax County); Kate Mattice (NVTC); Bob Brown (Loudoun County); Rob Dickerson (Council of Counsels - Prince William County); Steve MacIsaac (Council of Counsels – Arlington County); Sarah Crawford (Arlington).

II. Approval of Meeting Summary

- Motion to approve the minutes of the February 28, 2018 meeting of the GPC was made by Chair Cristol, seconded by Chair Randall.

Discussion/Information

III. 2018 Legislative Update

Monica Backmon, Executive Director/Tracy Baynard, Legislative Liaison

- Ms. Backmon introduced the side-by side document from the meeting packet, which notes the differences between the House, Senate and Conference Bills.

- Ms. Backmon noted that an updated revenue impact analysis for the House, Senate and Conference versions was also attached.
 - Ms. Backmon reminded the Committee of the Authority's three revenue sources:
 - Sales Tax
 - Grantor's Tax
 - Transient Occupancy Tax(TOT)
 - ✓ She noted the Conference Bill repealed two revenues (Grantor's Tax and TOT).
 - ✓ Ms. Backmon noted the Governor is considering amendments to the Bill and those amendments are due April 9, 2018.
 - ✓ The Authority has designated the Governance and Personnel Committee (GPC) as the lead Committee regarding legislative issues. The Committee is meeting to formulate prospective amendments to the Conference Bill.
- Ms. Backmon asked Ms. Baynard to describe the current situation.
- Ms. Baynard summarized that:
 - ✓ Governor Northam, Cabinet Secretaries and staff are reviewing all Bills and Resolutions.
 - ✓ The Governor has stated he wants to amend the negative impact that the Conference Report has on the Authority.
 - ✓ The Administration is very interested in comments from jurisdictions.
 - ✓ The Governor still has strong support for moving forward with the \$154 million for WMATA.
 - ✓ Ms. Baynard noted there are a variety of ideas for maintaining the \$154 million, but reducing the impact on the Authority.
 - ✓ Those amendments are to be put forth by the Governor by the April 9, 2018 deadline.
 - ✓ The General Assembly returns on April 18, 2018, to vote on the amendments.
 - ✓ The amended version is returned to Governor and he can sign or veto.
 - ✓ Ms. Baynard noted we have between now and April 9, 2018, to gather comments and to the Administration.
 - ✓ Ms. Baynard noted the Northern Virginia CTB members expressed concern about the impact of the Conference Report on the NVTA. She expressed that those concerns were heard by the General Assembly members on March 10, 2018.
 - ✓ Senator Black, Delegate LaRock and Delegate Roem all raised questions about the impact on the NVTA.
 - ✓ It was clear that time was limited, and they needed to vote to secure the \$154 million as a pool of money from Virginia for Metro.
 - ✓ Members of the Northern Virginia Delegation, who voted for the Conference Report, were not happy about aspects of the report.

- ✓ Ms. Baynard encouraged the NVTa to send comments to the Governor (in-writing, in-person, or via telephone calls) highlighting the impact of the current bill, proposing alternatives which could be as simple as requesting the return of the Grantor's Tax.
 - ✓ Ms. Baynard advised the NVTa should also express interest in being part of the discussion on how to fill the remaining gap in reaching the \$154 million goal.
- Chair Randall inquired about potential points the Authority is in agreement with, those points are:
 - ✓ Everyone is excited about the revenue source for Metro.
 - ✓ A stable, bondable, reliable revenue source for Metro is important.
 - ✓ The goal should remain at \$154 million.
 - ✓ There should have been a substantially larger contribution from the state of Virginia.
 - ✓ Not happy with the Conference Report.
 - ✓ It would be more helpful to have a united Northern Virginia voice from NVTa
 - ✓ Localities should talk to the Administration and advocate about what they believe is best for their jurisdiction.
 - ✓ There should be a shared set of principles that are widely held throughout Northern Virginia and which comes through this body (GPC/Authority).
 - ✓ Chair Randall shared these comments as a starting point for the discussion.
- Chair Randall advised Councilmember Snyder had a schedule conflict and so asked for his comments first.
- Councilmember Snyder thanked Chair Randall and shared he thought her summary of things agreed on was accurate.
- Councilmember Snyder shared he thought the Conference Report would do a lot of positive things.
 - ✓ The Gas Tax Floor being put in place via the conference bill reduces the significant increase in Metro capital expenditures faced by localities.
 - ✓ He acknowledged partner jurisdictions may not be in agreement, but are anxious to work with colleagues on solutions that are beneficial for all, without losing the financial ground the Conference bill provides.
 - ✓ He emphasized the lack of meaningful Statewide participation.
 - ✓ Councilmember Snyder noted his support for additional Statewide funding to reduce the burden on the region and that reflects the true benefit to the Commonwealth that Metro provides.
- Mayor Silberberg agreed with the Councilmember Snyder's comments. She noted the funding solution should have been in place 40 years ago when WMATA was created. She encouraged the push for increasing the money received from Gas Tax Floor.
 - ✓ Senator Black offered a General Assembly perspective noting there is common agreement that the goal needs to be \$154 million. He mentioned,

the House will not accept tax increases. He noted Delegate LaRock and he voted against the Bill that repeals 22% of NVTA funds.

- ✓ He further noted he and Delegate LaRock are in the process of developing a letter for the Governor that offers alternatives.
 - ✓ Senator Black noted that he does not generally favor tax increases, he thought the proposal in the Saslaw Bill with TOT and Grantors Tax increases had merit, as they had support from the industry.
 - ✓ Senator Black then outlined his and Delegate LaRock's proposal for the use of local funds and in further years, a potential increase in the State's share to fund Metro.
- Chair Randall expressed a need to better understand the proposal with a financial analysis.
 - Mayor Silberberg comment that a proposal which increases the reliance on local funds would be difficult to absorb financially.
 - There was general discussion on the impact on NVTA in terms of credit ratings, debt capacity and the ability to fund future priority projects in member jurisdictions.
 - Chair Cristol summarized that the Senate appeared generally positive about the pre-conference bill that relied on small increases to TOT and Grantors to reduce the impact on localities.
 - Chairman Bulova noted trying to raise revenue is difficult and so it appears the push is on the localities to fill the hole. Noting the legislation takes away the ability to complete local jurisdiction projects.
 - Senator Black noted that while not typically in favor of new taxes, the TOT and Grantor's rates appeared reasonable and well thought through, but will not receive enough House support.
 - Chair Randall opened a general discussion on how quickly the legislative environment changed during the Session.
 - Chairman Bulova opened a general discussion on the economic benefits of WMATA and Northern Virginia to the Commonwealth.
 - Senator Black described some of the additional statewide financial issues such as Federal Tax changes on State revenue and how that uncertainty will not be resolved until May 2018. Noting this may account for some State leaders being reluctant to commit State funds.
 - Chair Cristol shared how in addition to the loss of the two taxes funding NVTA, the legislation requires jurisdictions to contribute more to WMATA, based on the subsidy allocation formula.
 - Chair Randall introduced Loudoun County, County Administrator Tim Hemstreet who shared a financial analysis based on the proposal presented by Senator Black and Delegate LaRock. A discussion of the analysis followed.

- Councilmember Snyder offered for discussion purposes, the idea to consolidate the areas of agreement, areas of concerns and requests for changes into a document which represents the regional consensus. There was general agreement.
- Chair Randall started to recap, for consensus, the discussions noting that if Metro is important to Northern Virginia then it has to be important to the Commonwealth.
- Chairman Bulova offered a letter adopted by the Fairfax County Board as a starting point for discussion and convenience. Printed copies of the letter were distributed to the meeting attendees.
- Discussion continued with the addition of being sure to include in the NVRTA position specifics about revenue impacts and the upcoming FY 2018-2023 Six Year Program.
- Chair Randall pointed out that it was important to include that NVRTA has already provided \$184 million in projects which benefit the WMATA system.
- Chair Randall noted there is also a need to communicate the NVRTA's purpose, role and actions to the new Northern Virginia State Delegates to inform, educate and motivate them as advocates.
- Ms. Hynes noted the need to have individual signatures and seals on the letter, to emphasize the regional and jurisdictional aspects. She also emphasized the need to communicate the final letter across the General Assembly, not just the Northern Virginia members. Chair Randall requested Ms. Backmon coordinate getting the signatures and seals from all member jurisdictions as part of coordinating the development of the letter.
- After further discussion on the content of the letter, Chair Randall offered a Motion for the Committee which instructed NVRTA staff to prepare a letter based on the meeting discussions which will include:
 - ✓ Appreciation for having achieved the \$154 million in funding.
 - ✓ The need to increase the State share of funding.
 - ✓ Preference to revert to the preconference version of Senator Saslaw's Bill.
 - ✓ Restoration of Grantor's Tax.
 - ✓ Strong objection to the requirement of additional funding obligations being placed on localities.
 - ✓ Information on the Authority's inaugural Six Year Program and prior funding committed to the WMATA system.
- Chair Randall made the above Motion, seconded by Councilmember Snyder. Motion carried unanimously by GPC members present, other Authority members in attendance did not vote.

IV. Adjourned 10:20AM

Next Meeting
TBD



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Randall and Members of the NVTA Governance and Personnel Committee

FROM: Monica Backmon, Executive Director

SUBJECT: Adoption of Committee Meeting Schedule

DATE: September 21, 2018

1. **Background:** The Northern Virginia Transportation Authority (NVTA) Governance and Personnel Committee (GPC) has previously found benefit in meeting on the same evenings as the monthly Authority meetings.
2. **Suggested Motion:** *I move the Governance and Personnel Committee adopt the meeting schedule proposed below, with modifications agreed to on September 26, 2018.*
3. **Discussion:**
 - a. The Authority adopted a meeting schedule through December 2018 as noted below.
 - b. The Authority has not adopted a meeting schedule for 2019. However, it has maintained a 'second Thursday evening' of the month routine over the last several years.
 - c. The table below is presented as an option for GPC meetings from October 2018 through April 2019, to cover the 2019 General Assembly Session.

Adopted Authority Schedule		Proposed GPC Schedule	
October 11, 2018	7:00PM	October 11, 2018	5:30PM
November 8, 2018	7:00PM	November 8, 2018	5:30PM
December 13, 2018	7:00PM	December 13, 2018	5:30PM
		January 10, 2019	5:30PM
		February 14, 2019	5:30PM
		March 14, 2019	5:30PM
		April 11, 2019	5:30PM

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Randall and Members of the NVTA Governance and Personnel Committee

FROM: Monica Backmon, Executive Director
Tracy Baynard, Legislative Liaison

SUBJECT: Preparation for the 2019 General Assembly Session

DATE: September 21, 2018

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) Governance and Personnel Committee (GPC) information regarding the 2019 General Assembly Session (2019 Session) for consideration and discussion.
- 2) **Background:**
 - a) The 2019 Session is a "Short" session of 46 days.
 - b) In 2019, all 140 members of the General Assembly are up for re-election in November.
 - c) The Federal Court decision rejecting lines drawn around approximately 11 House of Delegates seats and pending appeals may require action by the General Assembly in October 2018.
 - d) How and if, will the Administration seek to provide the \$154 million for Metro capital repairs and return some or all of the Authority's repealed revenue sources?
 - e) The Authority Finance Committee at their September 20, 2018 meeting directed staff to forward to the GPC the attached Monthly Revenue Report (dated September 14th) included as Attachment 1.
 - i) This Finance Committee noted the Commonwealth obligation to WMATA is a fixed \$154 million per year.
 - ii) For FY2018 growth in the Grantor's Tax exceeded projections by \$9.4 million, or 21% above estimate.
 - i) For FY2018 growth in the Transient Occupancy Tax (TOT) exceeded projections by \$1.1 million or 3.72%.
 - ii) The Finance Committee requested GPC be aware that the two revenues redirected from NVTA to WMATA starting in FY2019 have experienced substantial growth, yet were redirected to meet a fixed obligation for a 10 year period.
 - b) The Commonwealth Transportation Board is expected to propose a strategy, projects and financing plan for improving the I-81 Corridor. The plan is due November 30, 2018.
 - i) The financing plan will require working within the current structure of SMART SCALE and likely drive interest in creating a regional authority in the corridor.
 - ii) An I-81 authority may re-energize efforts for additional regional authorities in the Fredericksburg and Richmond regions.

- c) Response to the U.S. Supreme Court decision authorizing states to require the collection of sales and use tax from online sales results in questions for the 2019 Session:
 - i) Will policymakers in Richmond consider amending HB 2313 provisions tying collection of online sales tax revenue to a reduction in the gas tax increase?
 - ii) Will they keep revenues for transportation or divert to other needs?
 - iii) Could these new revenues be used to address the Metro capital funding – Authority revenue sources challenge?
- 2) 2019 Session Preparation: Update the 2018 Legislative Program (Attachment 2)**
- a) Add HB 599 initiative to amend HB 599 and transfer responsibility of the analysis to the Authority:
 - i) Draft legislation
 - ii) Secure patrons
 - b) Revise state funding section
 - i) Reaffirm commitment to SMART SCALE and opposing efforts to get around the process – we don't state this directly and I want to be on record as the I-81 plan is discussed.
 - ii) Develop a position on the online sales tax matter as it pertains to HB 2313.
 - c) Revise Metro section to acknowledge the funding achieved and recognize the need to return some portion of revenue to the Authority.
 - d) Revise/remove section on transit capital funding since the fiscal cliff has been pushed back and there is no longer urgency on this issue.
 - e) Remove call for fixing regional gas tax floor, since the 2018 legislation passed.
 - f) Review/revise section calling for Metrorail Safety Commission. Since the Commission is currently standing up and but has not yet been certified by Congress.
 - g) Hold meetings with members of Northern Virginia Delegation and key members of the House and Senate Transportation Committees about NVTA's 2019 General Assembly priorities.
- 3) Next Steps.**
- a) September/October 2018
 - i) Draft legislative language to amend HB 599.
 - ii) Share draft HB 599 legislative language with Deputy Secretary Donahue, and appropriate VDOT staff.
 - iii) Secure Administration sign off on legislation.
 - iv) Introduce HB 599 change concept and proposed language.
 - v) Review initial thoughts on amending Legislative Program.
 - vi) Provide overview of 2019 General Assembly influencing issues/initiatives.
 - vii) Seek recommendations for additional policy positions.
 - b) October 11 – Governance and Personnel Committee meeting
 - i) Approval of draft 2019 Legislative Program.
 - ii) Approval of draft legislative language for HB 599 changes.
 - iii) Secure House and Senate patrons for HB 599 revision legislation.
 - c) November/December 2018
 - i) November 8 – Authority Board meeting.

- ii) Approval of 2019 Legislative Program.
- iii) Ensure HB 599 bill patrons submit draft legislative language to LIS by December 3rd deadline.

Attachments:

Attachment 1 - NVTA Monthly Revenue Report (Dated September 14th)

Attachment 2 - NVTA 2018 Legislative Program

Attachment 1

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Parrish and Members of the NVTA Finance Committee
FROM: Michael Longhi, Chief Financial Officer
DATE: September 14, 2018
SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) Finance Committee on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received or in process through August 2018. August receipts represent FYE June 30, 2018 final accrued revenues.
3. **Fiscal Analysis:**
 - a. As reported in detail below, revenue for FY2018 is projected as being 3.87% above estimate or \$12.7 million on total revenues of \$340.9 million.
 - i. Grantors Tax generated \$9.4 million or was 21.12% above estimate.
 - ii. Transient Occupancy Tax (TOT) generated \$1.1 million or is 3.72% above estimate.
 - b. Sales Tax had a .85% positive variance.
 - c. Starting in FY2019, the loss of TOT and Grantors taxes introduces increased risk of revenue fluctuations and decreased resiliency to changing econometrics.
 - d. The 2018 General Assembly action eliminated two of the three smallest, yet fastest growing revenues, as part of an annual fixed amount, dedicated to the Washington Metropolitan Area Transit Authority.
 - e. The increased risk of a single revenue source will be considered when the FY2019 through FY2025 revenue estimates are prepared this Fall.
 - f. The revenue estimate process will change from a six year range to an eight year range in support of the Six Year Program with two year updates (FY2019 to FY2025).
4. **Comments:**
 - a. **FY2018 Revenues (Attachment A)**
 - i. The Authority has received or accrued approximately \$340.9 million through the August 2018 transfers from the Commonwealth. These are effectively the unaudited ending revenue numbers for FY2018.
 - ii. Actual to estimate comparison for revenues through June year end show a 21.1% positive variance in Grantors Tax, a .85% positive variance in Sales Tax and a 3.7%

positive variance in Transient Occupancy Tax compared to the adopted revenue estimates.

- iii. This report reflects 12 months of collections (accrual basis) for Sales Tax and Grantors Tax. Transient Occupancy Tax is still in the accrual stages, due to routine differences in the collection cycles.
- iv. Overall revenue receipts are 3.87% above estimates for FYE June 30, 2018.

b. FY2018 Distribution to localities (Attachment B)

- i. Through the month of August, the Authority was still receiving FY2018 Sales Tax and Transient Occupancy Tax revenues.
- ii. Of the \$340.9 million received or accrued by the Authority through August for FY2018, approximately \$102.3 million represents 30% local funds.
- iii. Of the \$102.3 million eligible 30% local funds, \$99.6 has been distributed to the member jurisdictions as of the end of August. As the accrued revenue amounts for FY2018 arrive, those funds will be transferred to the appropriate jurisdictions.

c. FY2015 to FY2018 Year over Year Revenue Comparison (Attachment C).

- i. This chart reflects a month-to-month comparison of revenue by tax type and a year-to-year comparison of total revenues received or accrued through August 2018.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTA Estimates, Through August 2018
- B. FY2018 30% Distribution by Jurisdiction, through August 2018
- C. Month to Month Comparison By Tax Type and YTD Receipts for August 2015 to 2018

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET
 Based on: Revenue Data Through August 2018
 FYE June 30, 2018

Grantors Tax		Received		NVTA		Projected Variance
Transaction Months	12	To Date	Annualized	FY2018 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 5,590,769	\$ 5,590,769	\$ 3,360,000	\$ 2,230,769	
Arlington County		\$ 5,340,307	\$ 5,340,307	\$ 4,650,000	\$ 690,307	
City of Fairfax		\$ 422,164	\$ 422,164	\$ 432,500	\$ (10,336)	
Fairfax County		\$ 23,471,111	\$ 23,471,111	\$ 21,021,600	\$ 2,449,511	
City of Falls Church		\$ 316,401	\$ 316,401	\$ 257,704	\$ 58,697	
Loudoun County		\$ 10,927,606	\$ 10,927,606	\$ 9,200,000	\$ 1,727,606	
City of Manassas		\$ 490,300	\$ 490,300	\$ 370,000	\$ 120,300	
City of Manassas Park		\$ 238,109	\$ 238,109	\$ 152,820	\$ 85,289	
Prince William County		\$ 7,243,233	\$ 7,243,233	\$ 5,172,000	\$ 2,071,233	
Total Grantors Tax Revenue		\$ 54,039,999	\$ 54,039,999	\$ 44,616,624	\$ 9,423,375	21.12%
Regional Sales Tax*		Received		NVTA		Projected Variance
Transaction Months	12	To Date	Annualized	FY2018 Budget	Annualized - Actual To Budget	
City of Alexandria		\$15,691,652	\$ 15,691,652	\$ 15,741,728	\$ (50,076)	
Arlington County		\$25,974,931	\$ 25,974,931	\$ 25,927,100	\$ 47,831	
City of Fairfax		\$7,251,258	\$ 7,251,258	\$ 7,359,015	\$ (107,757)	
Fairfax County		\$110,313,409	\$ 110,313,409	\$ 109,062,127	\$ 1,251,282	
City of Falls Church		\$2,528,208	\$ 2,528,208	\$ 2,546,900	\$ (18,692)	
Loudoun County		\$49,456,502	\$ 49,456,502	\$ 49,460,000	\$ (3,498)	
City of Manassas		\$5,089,614	\$ 5,089,614	\$ 5,000,000	\$ 89,614	
City of Manassas Park		\$1,451,111	\$ 1,451,111	\$ 1,439,384	\$ 11,727	
Prince William County		\$37,815,218	\$ 37,815,218	\$ 36,885,240	\$ 929,978	
Total Sales Tax Revenue		\$ 255,571,902	\$ 255,571,902	\$ 253,421,494	\$ 2,150,408	0.85%
Transient Occupancy Tax (TOT)		Received		NVTA		Projected Variance
Transaction Months		To Date	Annualized	FY2018 Budget	Annualized - Actual To Budget	
City of Alexandria	Months	12.00	\$ 3,510,854	\$ 3,510,854	\$ 3,496,154	\$ 14,700
Arlington County	Months	12.00	\$ 10,012,186	\$ 10,012,186	\$ 9,886,298	\$ 125,888
City of Fairfax	Quarters	3.00	\$ 298,951	\$ 398,601	\$ 400,000	\$ (1,399)
Fairfax County	Quarters	4.00	\$ 12,328,595	\$ 12,328,595	\$ 11,584,628	\$ 743,967
City of Falls Church	Months	12.00	\$ 200,708	\$ 200,708	\$ 187,900	\$ 12,808
Loudoun County	Quarters	4.00	\$ 3,152,200	\$ 3,152,200	\$ 3,020,000	\$ 132,200
City of Manassas	Months	12.00	\$ 63,822	\$ 63,822	\$ 61,000	\$ 2,822
City of Manassas Park	n/a		\$ -	\$ -	\$ -	\$ -
Prince William County	Quarters	4.00	\$ 1,675,768	\$ 1,675,768	\$ 1,583,000	\$ 92,768
Total TOT Revenue			31,243,085	31,342,735	\$ 30,218,980	1,123,755
						3.72%
Total Revenue Received			\$ 340,854,986	\$ 340,954,637	\$ 328,257,098	\$ 12,697,539
			\$ 340,854,986			3.87%

*The Regional Sales Tax is reported net of fees when applicable.

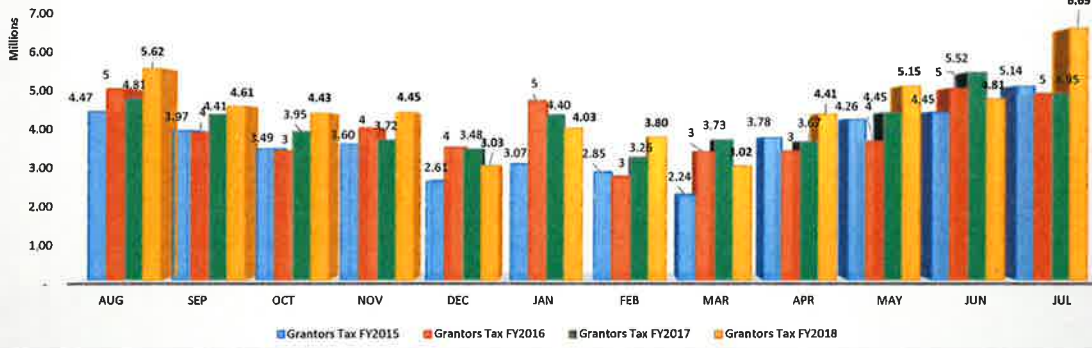
Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2018 30% DISTRIBUTION BY JURISDICTION
Based on: Revenue Data Through August 2018

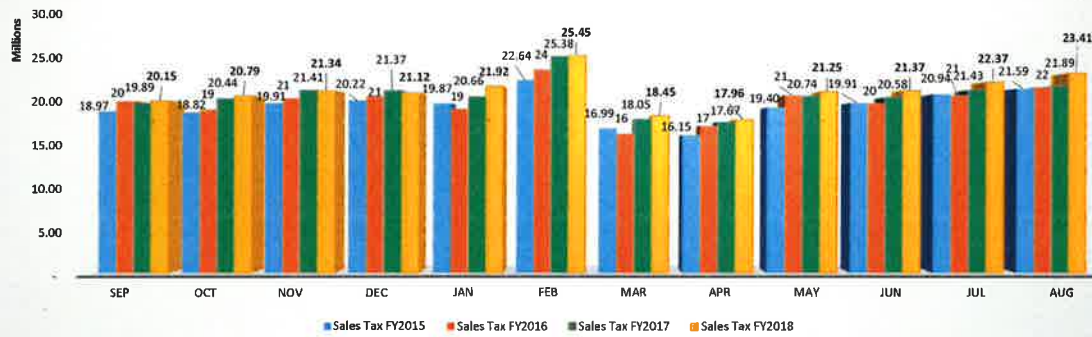
Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Occupancy Tax (2)	NVTA Fund Interest	Cumulative Total	30% Funds	FY2019		Thru 6/30/18 Accrued Interest (3) (+)	8/20/2018		Current Month Distribution	Total Funds Transferred
							NVTA Operational Budget Contrib	NVTA Operational Budget Contrib		Prior Distributions	Prior Distributions		
City of Alexandria	\$ 5,590,769.10	\$ 15,691,651.71	\$ 3,510,854.34	\$ 23,444.03	\$ 24,816,719.18	\$ 7,445,015.75	\$ 144,313.00	\$ 2,566.10	\$ 7,303,268.85	\$ -	\$ 7,303,268.85	\$ -	\$ 7,303,268.85
Arlington County	\$ 5,340,306.76	\$ 25,974,930.51	\$ 10,012,185.85	\$ 99,627.68	\$ 41,367,050.80	\$ 12,410,115.24	\$ 212,173.00	\$ 4,399.03	\$ 12,202,341.27	\$ -	\$ 12,202,341.27	\$ -	\$ 12,202,341.27
City of Fairfax	\$ 422,164.05	\$ 7,251,258.24	\$ 298,951.11	\$ 7,734.98	\$ 7,980,108.38	\$ 2,394,032.51	\$ 20,931.00	\$ 733.17	\$ 2,373,834.68	\$ -	\$ 2,373,834.68	\$ -	\$ 2,373,834.68
Fairfax County	\$ 23,471,110.91	\$ 110,313,408.89	\$ 12,328,594.99	\$ 138,335.63	\$ 146,251,450.42	\$ 43,875,435.13	\$ 1,021,646.00	\$ 15,030.00	\$ 41,906,020.68	\$ 962,798.45	\$ 42,868,819.13	\$ 962,798.45	\$ 42,868,819.13
City of Falls Church	\$ 316,401.29	\$ 2,528,207.55	\$ 200,708.43	\$ 2,873.88	\$ 3,048,191.15	\$ 914,457.35	\$ 12,779.00	\$ 366.59	\$ 902,044.94	\$ -	\$ 902,044.94	\$ -	\$ 902,044.94
Loudoun County	\$ 10,927,605.83	\$ 49,456,502.32	\$ 3,152,199.96	\$ 59,984.53	\$ 63,596,292.64	\$ 19,078,887.79	\$ -	\$ 6,965.12	\$ 19,085,852.91	\$ -	\$ 19,085,852.91	\$ -	\$ 19,085,852.91
City of Manassas	\$ 490,299.80	\$ 5,089,614.25	\$ 63,822.13	\$ 5,445.56	\$ 5,649,181.74	\$ 1,694,754.52	\$ -	\$ 733.17	\$ 1,695,487.69	\$ -	\$ 1,695,487.69	\$ -	\$ 1,695,487.69
City of Manassas Park	\$ 238,108.95	\$ 1,451,110.68	\$ -	\$ 1,624.93	\$ 1,690,844.56	\$ 507,253.37	\$ 14,101.00	\$ 733.17	\$ 493,885.54	\$ -	\$ 493,885.54	\$ -	\$ 493,885.54
Prince William County	\$ 7,243,232.70	\$ 37,815,218.16	\$ 1,675,767.70	\$ 44,377.53	\$ 46,778,596.09	\$ 14,033,578.83	\$ 400,991.00	\$ 5,132.20	\$ 13,637,720.03	\$ -	\$ 13,637,720.03	\$ -	\$ 13,637,720.03
Total Revenue	\$ 54,039,999.39	\$ 255,571,902.31	\$ 31,243,084.51	\$ 323,448.75	\$ 341,178,434.96	\$ 102,353,530.49	\$ 1,826,934.00	\$ 36,658.55	\$ 99,600,456.59	\$ 962,798.45	\$ 100,563,255.04	\$ 962,798.45	\$ 100,563,255.04

1 Net of Dept. of Taxation Fees
2 County TOT includes any town collections
3 Interest earned through 6/30/2018

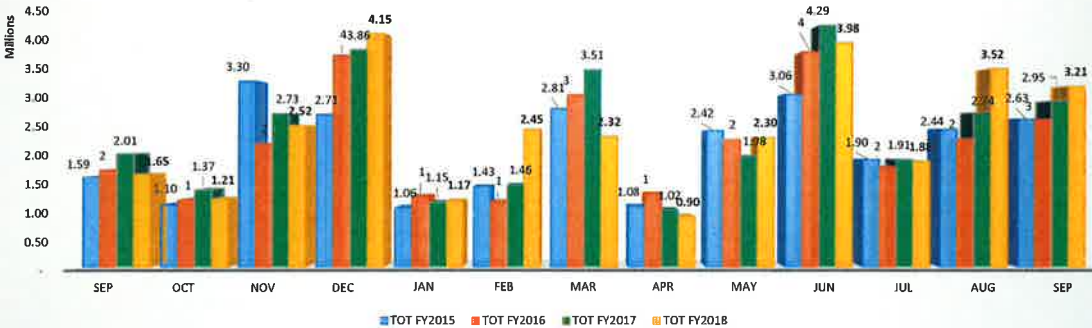
Grantors Tax (month received)



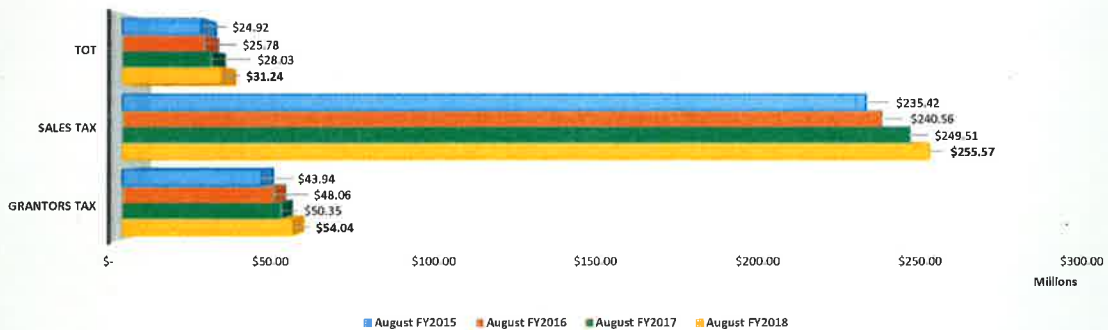
Sales Tax (month received)



Transient Occupancy Tax (month received)



YTD Receipt Comparison August FY2015 to FY2018





Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

2018 State and Federal Legislative Program

STATE

TRANSPORTATION FUNDING

The passage of HB 2313 (2013) was the result of bipartisan cooperation throughout the Commonwealth. The regional funding provided through HB 2313 is a significant step towards addressing the transportation needs of Northern Virginia. The Authority will continue to work with the Commonwealth to ensure that we are all fully utilizing the resources provided by HB 2313 to implement the necessary improvements to Northern Virginia's transportation infrastructure.

A modern, efficient, multimodal transportation system is essential to the Commonwealth, and is intrinsically tied to continued economic development and the ability to compete in a global economy. We must all work together to maintain and build the multimodal infrastructure that Virginia needs to remain an active and dynamic participant in a 21st Century economy. (Revises and reaffirms previous positions)

STATE FUNDING

Allocation of Statewide Revenues: It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

A. **State of Good Repair: The Authority recommends an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.**

- The Authority is concerned that Northern Virginia is currently expected to receive 10.6 percent of State of Good Repair funds, while as of May 2017 only 39.4 percent of all secondary roads in Northern Virginia are in Fair or Better Condition, far less than the Commonwealth's average of 60 percent. With statewide funding for State of Good Repair increasing from \$80 million to over \$300 million in FY 2021, the Authority hopes that some of this increased funding can be dedicated to repairing critical secondary road pavement in our region. As millions of people drive on our roads every day, these deteriorated pavements will only get worse until something is done to address them.

B. **Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below its current level of \$100 million.**

- The Authority is concerned about efforts to decrease funding for the Revenue Sharing Program over the next several years. By design, the Revenue Sharing Program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds with local sources. Reducing the funding in this program will slow efforts to improve

our transportation system.

- C. **Transit Capital Funding:** The Authority supports efforts to fully address this anticipated state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services. Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges. The Commonwealth's projected available funds for transit capital projects are expected to drop 44 percent by 2021 unless another source of revenue is identified. Revised
- D. **Regional Gas Tax Floor:** The Authority supports establishing a floor on the regional gas tax that would put it on par with the floor for the statewide gas tax established in HB 2313. Currently a 2.1 percent motor vehicle fuels tax is levied on fuels sold/delivered in bulk in Northern Virginia. The revenues from these taxes, which must be spent on transportation purposes have not met expectations when compared to state gas tax revenues in the same time period. The Revenue Advisory Board estimated that this change could bring \$25 million/year to Northern Virginia Transportation jurisdictions.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. WMATA's Virginia jurisdictional partners are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yards station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- A. **Safety:** The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders. The Authority applauds work being done to stand up the Metro Safety Commission to ensure adequate oversight of WMATA's efforts.
- The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.
- B. **Sustainable Governance, Operating and Funding Reforms:** The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources to address WMATA's current and long term challenges.
- Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the

federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

- The system staff, board and stakeholders must identify, adopt and implement reforms in all three areas in order to provide the Commonwealth, Northern Virginia and the National Capital Region with a transit system capable of supporting continued economic and population growth and national security response.
- WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
- Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

C. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Revises and Reaffirms Previous Position)

VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for capital and operating remains a critical need to sustain the current level of service and meet future demand.
- VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.

PEDESTRIAN AND TRANSIT SAFETY

The Authority supports revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools.

Strong safety records depend on strong safety practices and training and **the Authority supports training programs for transit systems, pedestrians and bicyclists.** (*Revises and reaffirms previous position*)

LAND USE PLANNING

The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.

Land use provisions included in legislation during the 2012 Session provide that VDOT and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's current priorities. If they decide this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. (Reaffirms previous position)

The Authority supports the ability of its member jurisdictions to collect both in-kind and cash proffers that assist with providing necessary transportation facilities and infrastructure to serve new development and help address transportation congestion and accessibility. Proffers have been a critical element in leveraging local, regional, state, and federal funds, which come together to fully fund necessary transportation projects in our region. Member jurisdictions and their landowner partners should have sufficient flexibility to explore all options to provide critical transportation facilities. (Reaffirms previous position)

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

MAXIMIZING USE OF FACILITIES AND OPERATIONS

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, and teleworking, safe pedestrian and bicyclist movement; and encourage user friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

FEDERAL
SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION

In December 2015, Congress passed the Fixing America's Surface Transportation Act (FAST Act), a five-year package that provides \$305 billion in new spending obligations from the Highway Trust Fund spanning fiscal years 2016 through 2020: \$225.2 billion for highways, \$48.7 billion for mass transit, and \$7 billion for highway and motor carrier safety. The U.S. Department of Transportation (USDOT) is currently implementing the FAST Act. As the implementation of the FAST Act occurs, **the Authority believes that a number of significant issues should be considered, including:**

- The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly; it is essential **that programs receive the funding amount authorized in the FAST Act.**

USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to implement the FAST Act, specifically, during the development of rules to establish performance measures and standards for numerous programs;

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

To recognize the uniqueness of metropolitan areas, **greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and Safety and security must continue to be an important focus of transportation projects.**
(Revises and reaffirms previous position)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING

A. **Extending Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** **The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.**

- The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
(Reaffirms Previous Position)

B. **Maximize Metrorail's Existing Infrastructure:** **The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional**

passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
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- Federal funding and cooperation is critical to the expansion of the Long Bridge, currently a significant impediment to enhancing passenger and freight rail service in the Northeast Corridor. Expanding the Long Bridge is identified in VRE's 2040 Plan.
- The Authority urges the Federal government to complete implementation of the Positive Train Control initiative in order to improve employee and passenger safety in rail corridors used by VRE.

FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. (Reaffirms previous position)

FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. (Reaffirms previous position)

FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The

MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. *(Reaffirms previous position)*

FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. *(Reaffirms previous position)*