

ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item Meeting of October 16, 2021

*****DRAFT FOR TRANSPORTATION COMMISSION*****

DATE: September 24, 2021

SUBJECT: Funding Application to the Northern Virginia Transportation Authority (NVTA) for the Fiscal Year (FY) 2022-2027 Six Year Program (SYP) for the Ballston-MU Metrorail Station West Entrance

C. M. RECOMMENDATION:

1. Adopt the resolution (Attachment A) authorizing Arlington County's application to the NVTA for \$80 million in regional transportation funding for the subject project.
2. Authorize the County Manager, or his designee, to execute all documents associated with a Standard Project Agreement (SPA) for the subject project upon funding award and subject to approval of such agreement as to form by the County Attorney.

ISSUES: None at the time of this report.

SUMMARY: County Board authorization and a resolution of support are required to submit applications for regional transportation funding to the NVTA for the FY 2026 and FY 2027 SYP update.

The attached resolution (Attachment A) authorizes and directs that an application be submitted to the NVTA for the FY 2026 and FY 2027 SYP update for the following project and indicates the Board's support for the application:

1. Ballston-MU Metrorail Station West Entrance: \$80,000,000

BACKGROUND: The County [applied](#) to the NVTA for \$33,510,000 in funding for the subject project two years ago during the FY 2024 and FY 2025 SYP update; that application was not awarded funding by the Authority. Applications for the FY 2026 and FY 2027 SYP update were due to the NVTA on October 1 and staff submitted the application for Ballston West by this deadline; however, staff had been awaiting an updated project cost estimate from an independent third-party consultant, which was provided to County staff on September 22. Since that updated cost estimate impacted the funding requested of the NVTA, staff submitted the application by

County Manager:

County Attorney:

Staff: Rich Roisman, DES-Transportation

October 1 and is seeking concurrence from the County Board afterward for authorization and resolution of support. Resolutions of support are due to the NVTA on December 3.

Additional background information on the NVTA's funding sources and application evaluation process may be found in a [staff report](#) accompanying the County's 2019 funding requests.

DISCUSSION: Since the County's 2019 application to the NVTA, staff and County on-call consultants have continued to advance project development. A Design Support Agreement and Project Coordination Agreement (PCA) have been executed with the Washington Metropolitan Area Transit Authority (WMATA). The updated 35 percent design plans for the project are nearly completed and work on bridging documents for a planned design-build procurement will soon be under way. The updated design work, including detailed discussions with WMATA on required project elements and design waivers, has allowed the County's external cost estimator to refer to a greatly updated plan set and working assumptions for the project to provide a much firmer cost estimate that will ultimately serve as the basis for the project's next CIP update later this year. Cost items that were unknown in the previous cost estimate and subject to WMATA design waivers are now known and accounted for in the upcoming estimate, as well as items required by WMATA that were also not known previously. The updated cost estimate for the Ballston West Entrance is \$140,000,000, a \$10,000,000 increase over the 2019 cost estimate. The use of the known information on items such as station entrance layout and elevator location from the design updates instead of previous assumptions in the 2019 cost estimate, along with the impact of inflation, are the two drivers of the cost increase.

The County's funding plan for Ballston West Entrance has shifted since the onset of the COVID-19 pandemic and its associated impacts to local, regional, and state funding. The Virginia Department of Rail and Public Transportation (DRPT) will be focusing its limited resources on providing transit operating assistance and State of Good Repair (SGR) funding for the foreseeable future. Additionally, the Northern Virginia Transportation Commission (NVTC) has seen a significant decrease in the funding available for the I-66 Commuter Choice Program, which is generated by toll revenues from I-66 inside the Beltway. The County will apply to NVTC during the I-66 Commuter Choice Round Five (FY 2023 and FY 2024) call for projects expected in November, but at a reduced funding level based on as still yet unknown available program revenue. Therefore, a proportion of planned project funding for the Ballston West Entrance now unrealized from DRPT and NVTC is now being covered by the County's application to the NVTA. The \$10,000,000 project cost increase is covered in the funding plan by equally allocating another \$5,000,000 to the NVTA application, and increasing the local funding commitment by \$5,000,000, from \$25,000,000 to \$30,000,000. Staff recommends applying to NVTA for \$80,000,000 in funding for the Ballston-MU Metrorail Station West Entrance, which was reflected in the application submitted on October 1.

The funding request for the expansion of the Ballston-MU Metrorail Station will build upon a previous request to NVTA, awarded in 2016 for design. This request for the SYP update is a component of the construction funding plan. The project provides a second entrance to the station at North Fairfax Drive and North Vermont Street, almost a quarter of a mile west of the existing entrance, greatly expanding multimodal access to the station and providing greater capacity to and efficiency for Metrorail. The project will include two street-level elevators and

stairs connecting to an underground passageway and a new mezzanine with stairs and elevators to the train platform.

To demonstrate the importance of the Ballston-MU Metrorail West Entrance to the regional transportation network and to further underscore the County Board's commitment to the successful completion of the project, there are two clauses in the attached resolution that outline the County's financial commitment to the project until it can be included in the next ten-year Capital Improvement Plan (CIP) update:

WHEREAS, the County Board has demonstrated its financial commitment to the Ballston-MU Metrorail West Entrance by identifying an additional \$30,000,000 in local funding that will be programmed to the Ballston-MU Metrorail Station West Entrance during the FY 2023 – FY 2032 update to the County's Capital Improvement Program ("CIP").

BE IT FURTHER RESOLVED THAT the County Board hereby identifies this project as a top priority for the allocation of the Commercial and Industrial ("C&I") Tax under the County's Transportation Capital Fund ("TCF") for the exclusive purpose of developing the County's FY 2023 – FY 2032 CIP and directs the County Manager to use the above guidance when preparing the proposed CIP.

The next full ten-year CIP will be the FY 2023 – FY 2032 CIP, expected to be proposed by the County Manager in spring 2022 and adopted by the County Board in summer 2022.

PUBLIC ENGAGEMENT:

Level of Engagement: Communicate

Outreach Methods: Candidate projects for the NVTA SYP Update are selected based on reviewed program eligibility requirements and project evaluation criteria as well as major County, State and regional transportation plans. The resulting list of projects is reviewed for each bi-annual funding cycle by the Transportation Commission (TC).

Community Feedback: The TC reviewed this item at their regular meeting on September 30, 2021 and **voted X to Y to INCLUDE TC ACTION.**

FISCAL IMPACT: This project was included in the County's adopted FY 2019 – FY 2028 Capital Improvement Plan (CIP) and is included in the currently adopted FY 2022 – FY 2024 CIP. The Ballston-MU Metrorail West Entrance will be included in the County Manager's proposed FY 2023 – FY 2032 CIP that is expected to be presented in Spring 2022. The updated total project cost received from the outside estimator will be used to update the project in the CIP as the plan is developed. The total estimated project cost is \$140,000,000. No local matching funds are required for NVTA Regional Revenue Funds (70 percent monies). The balance of project funding is covered by existing SMART SCALE and NVTA awards, developer contributions, local funding (TCF-C&I), and the future request to the I-66 Commuter Choice Program.

Attachment A

**RESOLUTION AUTHORIZING AN APPLICATION
TO THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY 2026 – FY 2027 SIX YEAR PROGRAM UPDATE**

WHEREAS, the County Board of Arlington County, Virginia (“County Board”) desires to submit an application to the Northern Virginia Transportation Authority (“NVTA”) for one project totaling \$80,000,000 as part of the FY 2026 – FY 2027 Six Year Program Update; and

WHEREAS, \$80,000,000 of these funds will be requested for the Ballston-MU Metrorail West Entrance (TransAction Project Title and ID: Ballston-MU Additional Entrance, 63); and

WHEREAS, the County Board has demonstrated its financial commitment to the Ballston-MU Metrorail West Entrance by identifying an additional \$30,000,000 in local funding that will be programmed to the Ballston-MU Metrorail Station West Entrance during the FY 2023 – FY 2032 update to the County’s Capital Improvement Plan (“CIP”).

NOW, THEREFORE, BE IT RESOLVED THAT the County Board hereby supports the making of applications and authorizes and directs the County Manager to make an application to the Northern Virginia Transportation Authority for \$80,000,000 for the above described project as part of the FY 2026 – FY 2027 Six Year Program Update, and further authorizes the County Manager, or his designee, to execute a Standard Project Agreement for each approved project subject to approval of such agreement as to form by the County Attorney.

BE IT FURTHER RESOLVED THAT the County Board hereby identifies this project as a top priority for the allocation of the Commercial and Industrial (“C&I”) Tax under the County’s Transportation Capital Fund (“TCF”) for the exclusive purpose of developing the County’s FY 2021 – FY 2030 CIP and directs the County Manager to use the above guidance when preparing the proposed CIP.

ADOPTED this 16th day of October, 2021.