

Role in the Region

The Northern Virginia Transportation Commission (NVTC) serves as a regional forum for discussion and analysis of transit issues that are critically important to Northern Virginia’s economy and quality of life. NVTC’s efforts include:

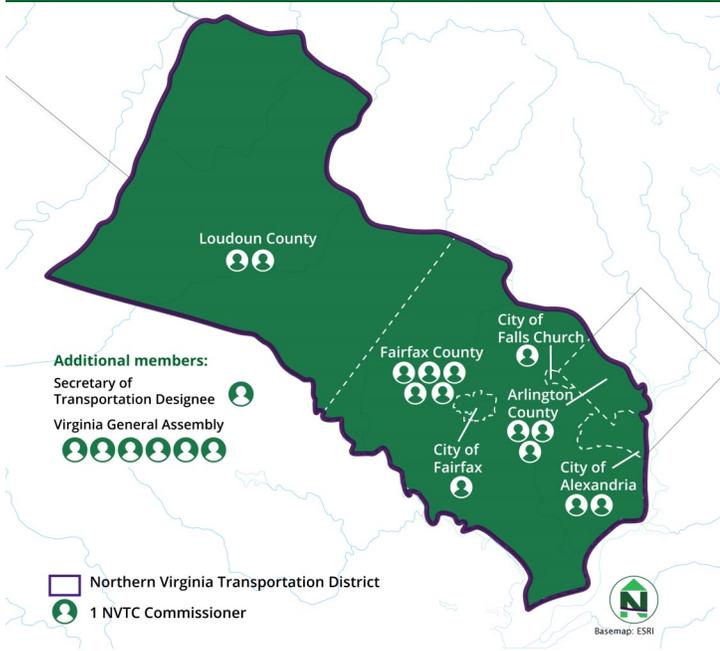
- ◆ Funding and stewardship of Metro and Virginia Railway Express
- ◆ Managing state and regional funding for six bus systems
- ◆ Working across jurisdictional boundaries to coordinate transit service
- ◆ Administering the I-66 Commuter Choice program
- ◆ Directing efforts for new fare box technologies
- ◆ Analyzing regional transit ridership to identify trends and opportunities
- ◆ Providing Northern Virginia-focused transit research and technical expertise

Statutory Requirements

NVTC was established to manage and control the functions, affairs, and property of the Northern Virginia Transportation District, by the 1964 Acts of Assembly of the Commonwealth of Virginia, Chapter 630, and the Transportation District Act. The purpose of the Act is to facilitate “planning and developing a transportation system for Northern Virginia and for the safety, comfort and convenience of its citizens and for the economical utilization of public funds.” The duties and powers of the commission are set in *Sections 33.2-1900 through 33.2-1934* of the Virginia Code.

NVTC also administers the regional motor vehicle fuels tax, *Section 58.1-2295*, which provides dedicated capital and operating funds for WMATA.

Membership



NVTC’s governing body consists of 21 commissioners from across Northern Virginia. Fourteen are locally elected officials from NVTC’s six member jurisdictions.

- Fairfax County — five members
- Arlington County — three members
- City of Alexandria -- two members
- City of Fairfax — one member
- City of Falls Church — one member
- Loudoun County — two members

The General Assembly appoints six commissioners, two senators and four delegates, and Virginia’s Secretary of Transportation appoints one commissioner.

NVTC officers are elected in January and serve for one year.

Transit Systems Serving NVTC Jurisdictions



FINANCIAL MANAGEMENT

NVTC manages more than \$260 million annually in state transit assistance for WMATA, VRE and five bus systems. In addition, NVTC administers the regional motor vehicles fuel tax (totaling \$30.6 million in fiscal year 2017) to support WMATA operating and capital needs. NVTC awards around \$10 million each year to multimodal projects through its I-66 Commuter Choice program. NVTC also manages and conducts compliance reviews of federal transit grant funds on behalf of several Northern Virginia jurisdictions.

FINANCIAL & POLICY ANALYSIS

Sustained federal, state and local funding is essential for high-quality, high-capacity transit to flourish in Northern Virginia. To ensure such funding, NVTC performs financial analyses of transit projects, documents transportation funding needs, and works with the commonwealth to develop new funding sources. NVTC also analyzes policy options and serves on the state's Transit Service Delivery Advisory Committee (TSDAC).

FARE COLLECTION TECHNOLOGY

NVTC works with local transit agencies and regional partners to maintain an operational, cost-effective regional fare collection system that meets current and future needs. NVTC is coordinating regional upgrades to extend the useful life of the regional fare collection program (Smarttrip) and analyzing future regional fare collection needs and options.

I-66 COMMUTER CHOICE

To move more people more efficiently and reliably through the I-66 corridor between the Capital Beltway and Potomac River, NVTC funds a variety of transit and roadway enhancement projects. The goals of the I-66 Commuter Choice program are straightforward: to support projects that move more people, increase opportunities to connect from one mode of travel to another, improve transit service, reduce roadway congestion, and increase travel options. Tolls will provide revenue to fund new projects well into the future. These projects are specifically designed to benefit I-66 toll payers.



ENVISION ROUTE 7 BRT

NVTC manages Envision Route 7, an effort to deploy financially sustainable new transit along Route 7 between Alexandria and Tysons. NVTC has recommended bus rapid transit (BRT), which is expected to attract 9,500 new daily transit riders to Route 7. BRT is proposed to run 11 miles between the Spring Hill Metrorail Station and the Mark Center, connecting to the East Falls Church Metrorail Station. NVTC has engaged in a conceptual engineering study as the next step toward providing faster and more reliable service.



RESEARCH & DATA ANALYSIS

NVTC performs cutting edge research and data analysis to inform policy and budgetary decisions and transit service planning. Many of its reports, most recently on the economic value of rail transit to Virginia, are widely cited. NVTC's adaptation of a transit planning tool, known as TBEST, allows staff to estimate transit demand for its member jurisdictions and bus systems.

REGIONAL BUS AGENDA

To ensure access to safe, efficient, quality bus service throughout Northern Virginia, NVTC identifies opportunities for enhanced or new service that often transcends jurisdictional boundaries in order to connect communities. Using GIS, NVTC develops tools to help localities plan, develop and implement an innovative regional bus investment strategy.

EMERGENCY PREPAREDNESS

NVTC serves as a convening body for regional transit responses to Metrorail station closures and other service disruptions. During Safe-track, NVTC facilitated the movement of people from Metrorail to alternatives, such as bus and VRE, during track closures. NVTC also supports periodic updates to station-specific plans to ensure the safe evacuation of Virginia's 25 Metrorail stations in an emergency. Accompanying maps – which feature bus and pedestrian routes, as well as gathering locations – facilitate evacuations.