



# Northern Virginia Transportation Authority

## Responsibilities

### Membership

#### **14 Voting Members:**

- ⇒ Counties of Arlington, Fairfax, Loudoun and Prince William
- ⇒ Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park
- ⇒ 2 Virginia House of Delegates
- ⇒ 1 Virginia Senator
- ⇒ 2 Governor's Appointees

#### **3 Non-Voting Members:**

- ⇒ 1 Town Representative
- ⇒ Virginia Department of Transportation
- ⇒ Department of Rail & Public Transportation

#### **Primary Responsibilities:**

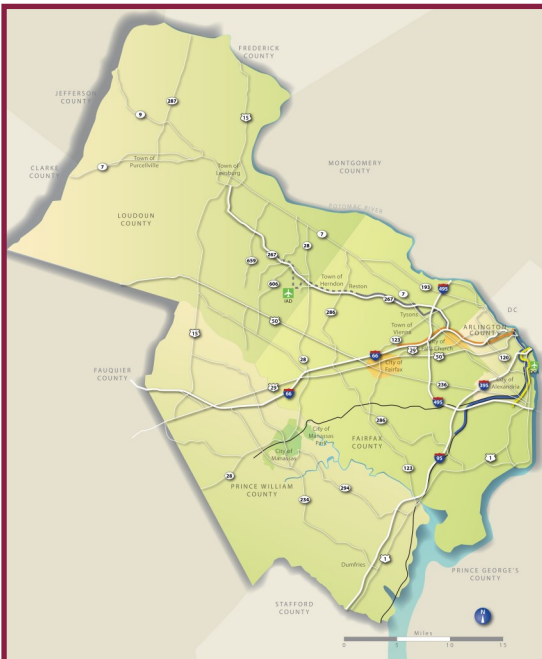
- Develop and update long range Transportation Plan in Northern Virginia → TransAction
- Prioritize and Fund regional transportation projects.
- Give priority to projects that provide greatest level of congestion relief relative to cost.

#### **Additional Responsibilities:**

- Provide general oversight of regional programs involving mass transit or congestion mitigation, including carpooling, vanpooling and ridesharing.
- Issue bonds or other debt in such amounts as it deems appropriate.
- Act as a responsible public entity under the Public-Private Transportation Act of 1995.
- Serve as an advocate for the transportation needs of Northern Virginia before the state and federal governments.
- Recommend to the Commonwealth Transportation Board priority regional transportation projects for receipt of federal and state funds.

## Statutory Requirements

SB576, the Authority's enabling legislation, states: "The Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia. In carrying out this responsibility, the Authority shall, on the basis of a regional consensus, whenever possible, set regional transportation policies and priorities for regional transportation projects. The policies and priorities shall be guided by performance-based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost-effective manner."





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## Examples of Regional Coordination

The NVTA has coordinates with its member jurisdictions and agencies to fund more than \$185M in projects for the Washington Metropolitan Area Transit Authority (WMATA). These projects include construction of the Innovation Center Metrorail Station and traction power upgrades for the Orange and Blue lines.



The Authority has funded more than \$115M in congestion-relieving transportation projects along Route 28. These improvements and road widenings were funded through the Authority's FY2014-2017 programs, which required coordination with Fairfax County, Loudoun County, Manassas, Manassas Park and Prince William County.

## Funding

The NVTA's revenues result from legislation enacted by the Virginia General Assembly in 2013 (HB 2313). HB 2313 separates these funds into "70% Regional Revenues," which are allocated by the Authority to regional transportation projects; and "30% Local Distribution Revenues," which are distributed to localities for locally determined transportation projects and purposes.

The NVTA's current funding sources are three existing taxes – Sales Tax, Grantor's Tax, and Transient Occupancy Tax. These taxes were increased in Northern Virginia to generate the NVTA's annual revenues of approximately \$330 million. In addition, the NVTA can finance projects through the issuance of long term bonds. NVTA revenues can be used to repay debt service on the bonds.

Since July 2013 when its revenue stream started, the NVTA has approved \$990 million to fund 79 regional projects. This excludes the local projects being funded by the NVTA's member jurisdictions using the 30% revenues. NVTA-funded regional projects include, but are not limited to, roadway widenings, new roads and other interchange improvements, new Metrorail stations, new bus acquisitions, rail infrastructure improvements, and intelligent transportation systems.

## Regional Coordination

The NVTA's regional success thus far is largely a result of direct collaboration with the counties and cities that make up the region, as well as the transit agencies that serve Northern Virginia. In particular, the NVTA's committees provide a platform for coordination across the region. These committees include two statutorily mandated committees – the Planning Coordination Advisory Committee (PCAC) and the Technical Advisory Committee (TAC). In addition, the Authority's Bylaws require three standing committees; Finance, Planning and Programming, and Governance and Personnel.

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