

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

- RESOLUTION 22-08 -

URGING THE GENERAL ASSEMBLY TO TAKE EXPEDITIOUS ACTION TO PROVIDE FUNDING FOR THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

WHEREAS, on July 12, 2007, the Northern Virginia Transportation Authority proceeded to implement the seven taxes and fees authorized by the General Assembly in Chapter 896 of the 2007 Acts of Assembly; and,

WHEREAS, on February 29, 2008, the Virginia Supreme Court ruled that “the General Assembly may not delegate its taxing power to a non-elected body such as NVTA Therefore, such taxes and fees that NVTA has already imposed are null and void”; and,

WHEREAS, the Court’s decision invalidated the seven taxes and fees that were anticipated to raise approximately \$300 million per year for transportation projects and services in Northern Virginia;

WHEREAS, without this funding numerous highway, transit, and multimodal projects and services can not proceed; and

WHEREAS, dedicated funding for the Washington Metropolitan Area Transit Authority and the Virginia Railway Express that the region has worked for years to achieve has also been eliminated; and

WHEREAS, delaying these projects will result in increased construction costs and congestion;

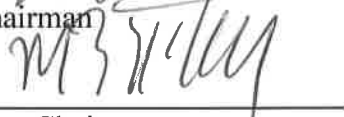
NOW THEREFORE BE IT RESOLVED THAT the Northern Virginia Transportation Authority:

urges the General Assembly to act expeditiously before adjourning the 2008 Session to implement the seven taxes and fees previously authorized for the Northern Virginia in Chapter 896 of the 2007 Acts of Assembly at the state level or provide alternative funding strategies; and

urges the General Assembly to provide increased transportation funding for all modes from a stable, reliable, and permanent source(s) to address Northern Virginia’s and the Commonwealth’s transportation needs, including maintenance, not covered by any regional transportation funding packages that might be adopted.

Adopted by the Northern Virginia Transportation Authority on this 6th day of March 2008.

By: 
Chairman

Attest: 
Vice Chairman

**Statement of Principles Regarding the Proposed Transportation Plan in
the General Assembly
Adopted February 2007**

The Northern Virginia Transportation Authority (NVTA), Northern Virginia Transportation Commission and the Northern Virginia Regional Commission appreciates the efforts made during the General Assembly session to provide a permanent dedicated source of funding for transportation in order to meet the Commonwealth's future economic competitive needs. We believe that this is a step toward a workable solution. At their meetings on February 1, 2007, the NVTA, NVTC and NVRC will affirm their support for the following principles that will guide them in assessing transportation legislation in the General Assembly:

1. The legislation must provide significant increases in transportation funding for all modes from a stable, reliable, and permanent source(s).
2. Transportation is a state responsibility, and therefore, enactment of new Northern Virginia transportation revenue sources must include a substantial state financial commitment. Any regional/local funding effort should include a broad array of options for choosing among a number of revenue sources.
3. NVTA opposes the devolution of the secondary road systems to counties as proposed. Such action shifts funding responsibilities from the state to the local tax base and home owners associations and will lead to a disparity in the level of road maintenance around the Commonwealth.
4. NVTA does not support language that requires the local government and NVTA to consult with General Assembly members when selecting projects to be funded with new Northern Virginia revenues. There are General Assembly members on NVTA, and the TransAction 2030 Long Range Transportation Plan, adopted unanimously by all nine local governments in the region, already prioritizes Northern Virginia investments.
5. Any change in the existing land use authority of local governments should also be based on a deliberative, consultative process and must include the ability to deny development on the basis of inadequate public facilities.

Further, NVTA respectfully calls on the General Assembly to:

- A. Provide a fair share of funding for Northern Virginia in the statewide package.
- B. Limit the use of General Fund dollars, so as to protect current and future funding for core state obligations, such as K-12, higher education, public safety and human services.
- C. Allocate bond funds to all modes, including transit capital, based on the Transportation Trust Fund formula. *In the substitute for HB 3202, the proposed \$2.0 Billion in bonds are being allocated only to highways.*
- D. Continue to match federal interstate and primary road earmarks with state funds, not shift this responsibility to Northern Virginia regional funds.
- E. Provide an on-going revenue stream of at least \$50 million in capital funding for the Washington Metropolitan Area Transit Authority (WMATA) with no sunset, and no federal match requirement. This will provide flexibility beyond matching federal funds, and will ensure that WMATA's on-going capital needs will be funded.