The Voice of Transit in Northern Virginia

Kate Mattice, NVTC Executive Director
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The General Assembly established NVTC in 1964. NVTC is authorized in the Transportation District Act of 1964 (VA Code 33.2-1900-1935)

NVTC’s six jurisdictions are members of the Washington Metropolitan Area Transit Zone:
- Arlington County
- Fairfax County
- Loudoun County
- City of Alexandria
- City of Fairfax
- City of Falls Church
NVTC’s Role in the Region

For over 50 years, NVTC has provided exceptional:

- Financial and grants management
- Research and technical expertise
- Regional coordination and collaboration
- Regional forum for transit issues

NVTC enjoys a special relationship with Metro and Virginia Railway Express (VRE), as it is charged with the funding and stewardship of both.

NVTC ensures Northern Virginia benefits from high-performing transit.
NVTC and WMATA share a 51-year history.

- NVTC was founded in 1964, in part to represent the interests of the Commonwealth during the establishment of WMATA (1967).
- NVTC’s six jurisdictions are members of the Washington Metropolitan Area Transit Zone.
- NVTC’s role in relationship to WMATA includes:
  - funding/grants management
  - governance
  - regional collaboration

NVTC employs its financial and technical expertise to benefit Metro.
HOW WMATA IS FUNDED IN VIRGINIA - FISCAL YEAR 2019

Virginia Department of Motor Vehicles (DMV)
- Regional Motor Vehicle Fuels Sales Tax revenue
- Gain from establishing a floor for the Regional Motor Vehicle Fuels Sales Tax

Department of Rail and Public Transportation (DRPT)
- DRPT contracts Operating and Capital Assistance with NVTC. This assistance is used to pay a portion of the local jurisdictions' capital and operating subsidy commitments to WMATA
- DRPT contracts with WMATA for the Virginia Match to Federal PRIIA

Northern Virginia Transportation Commission (NVTC)
- Special Revenue Fund - Gas Tax Allocation
- Special Revenue Fund - Subsidy Allocation Model (SAM)

WMATA Capital Fund - Provides dedicated funding directly to WMATA
- Non-Restricted Account - for capital purposes including debt service. Funding sources include regional Grantsor's Tax, regional TOT, regional Motor Vehicle Fuels Tax and local transportation support funds.
- Restricted Account - for capital purposes other than debt service. Funding sources include the NVTD fund and the statewide Motor Vehicle Rental Tax.

NVTC Jurisdictions
- Arlington Local Funds (General Funds & Bond Revenue)
- Alexandria Local Funds (General Funds & Bond)
- City of Fairfax Local Funds (General Funds & Bond Revenue)
- Fairfax Local Funds (General Funds & Bond Revenue)
- Falls Church Local Funds (General Funds & Bond Revenue)

Jurisdictions instruct NVTC to make payments to WMATA on their behalf out of their respective NVTC Trust fund balance.

Operating Program
- Operating Expense
- Less Operating Revenue
- Equals Subsidy Requirement
- Calculated by Mode and Allocated by WMATA Formula to NVTC Jurisdictions, MD and DC

Capital Improvement Program
- Federal: Formula Programs
- PRIIA
- Other Grants
- Match to Federal Funds: Allocated by the CIP formula to NVTC jurisdictions, MD and DC
- System Performance Funds: Allocated by the CIP formula to NVTC jurisdictions, MD and DC
- Debt Service: Allocated by the CIP formula in place at time of financing to NVTC jurisdictions, MD and DC
- Dedicated Funding: VA funding proportional to funding provided by MD and DC relative to their respective share
- PRIIA Match: Allocated 1/3rd to VA, MD, and DC
NVTC and VRE

NVTC founded the Virginia Railway Express.

- NVTC and PRTC jointly own all VRE assets
- NVTC holds complex agreements related to VRE with federal, state and local governments; freight railroad; and Amtrak
- NVTC manages $22 million in state funding for VRE
- NVTC and PRTC Commissioners comprise the VRE Operations Board

VRE is NVTC – legally and financially.
I-66 Commuter Choice Program

40-year Partnership with the Commonwealth Uses Toll Revenues to:
- Move more people
- Enhance transportation connectivity
- Improve transit service
- Reduce roadway congestion
- Increase travel options

Initial 10 Projects ($9.8 Million):
- Funded three new bus routes and increase service on two existing routes
- Helped construct new park and ride lot
- Set up Capital Bikeshare near Metro
- Supported two countywide TDM programs and funded transit screens
- Funded major ADA/bus stop upgrades
NVTC identifies new transit options, maximizes the integration of transit services, and explores new funding sources that benefit the whole region.

Recent Products:

- Economic value of Metrorail/VRE
- Regional bus gap analysis
- Route 7 alternatives analysis
- Ridership analyses
- Mapping and visualization
NVTC represents the interests of transit agencies and programs.
For additional information contact:

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