



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 Appointees
- ⇒ 1 Virginia Senator
- ⇒ 2 Governor's Appointees

3 Non-Voting Members:

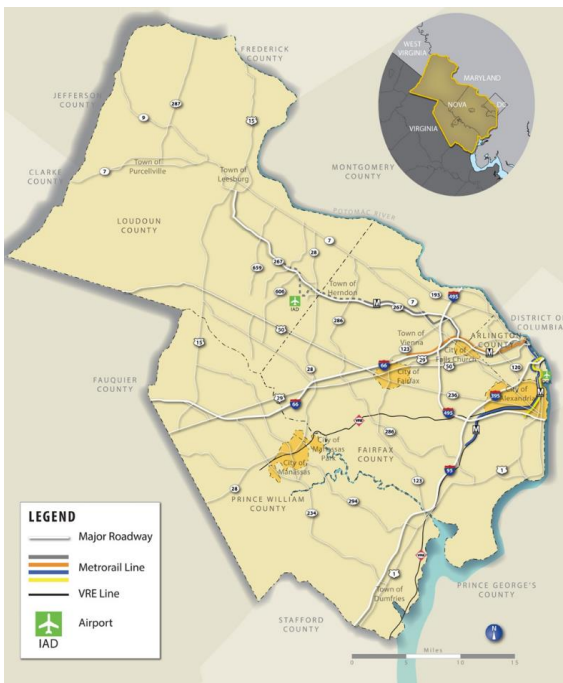
- ⇒ 1 Town Representative
- ⇒ Virginia Department of Transportation
- ⇒ Department of Rail & Public Transportation

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."



Funding

HB2313 (2013) established a funding stream for transportation in Northern Virginia enabling the Authority to begin fulfilling its mission to address regional transportation challenges. HB2313 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 priorities. On July 24, 2013, the Authority approved its first funding program, the FY2014 Program, setting in motion a new era of transportation investments for Northern Virginia. The Authority adopted its next two programs, the FY2015-16 Program and the FY2017 Program on April 23, 2015, and July 14, 2016, respectively. On June 14, 2018, the Authority adopted its inaugural Six Year Program (FY2018-2023 SYP) with 44 projects totaling \$1.285 billion in funding. **Since July 2013 when its revenue stream started, the NVTa has approved \$1.9 Billion to fund 122 regional projects.**

Examples of Regional Coordination

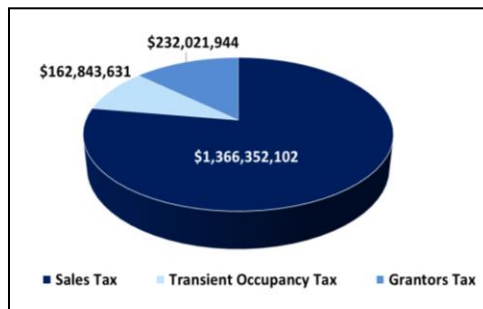
The NVTa coordinates with its member jurisdictions and agencies funding more than \$185M in projects for the Washington Metropolitan Area Transit Authority (WMATA). These projects include construction of the Innovation Center Metrorail Station and traction power upgrades for the Orange and Blue lines.

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.

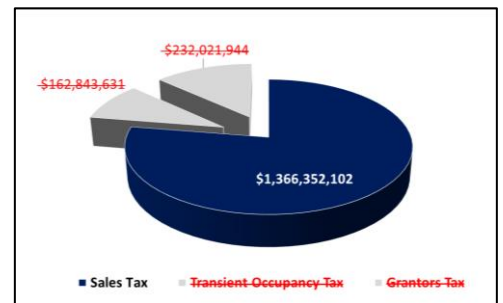
On July 1, 2018, two of the Authority's three revenue streams were repealed as a result of the implementation of the WMATA Funding Bill (HB1539). As of July 1, 2018, the Authority continues to receive Sales Tax revenues, but longer receive revenues from Transient Occupancy Tax and Grantor's Tax. This change in revenue structure reduces the regional (70%) revenues that the Authority allocates directly to regional multimodal projects. **These changes will likely result in increased competition between candidate regional projects in future programming cycles.** In addition, this change reduces the local (30%) revenues that the Authority distributes to its nine member jurisdictions, for their subsequent allocation to eligible local projects.



NVTa-funded regional projects are multimodal in nature and include, but are not limited to, new and expanded roads, new and expanded Metrorail stations, new bus acquisitions, bike and ped facilities, rail infrastructure improvements, and intelligent transportation systems.



FY2019-2023 Estimated Revenue Breakdown by Tax Type: ORIGINAL



FY2019-2023 Estimated Revenue Breakdown by Tax Type: REVISED

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