

# 2023 NVT A Legislative Priorities

## PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

The Northern Virginia region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet and keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers to make decisions that reduce traffic congestion for residents and businesses of the region.

The Authority will work with the General Assembly and the Administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community. The Authority funds regionally significant multimodal transportation projects using a prioritization process required by law. We oppose any action that bypasses this process by mandating the spending of dedicated regional revenues outside of the prioritization process or dedicated locally controlled revenues by requiring set asides or any other action.

Any action to divert or remove dedicated revenue sources that generate revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

## RESTORE ANNUAL LONG- TERM FUNDING TO THE AUTHORITY TO PRE-2018 LEVEL

An additional \$38.5 million in annual revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The passage of HB 2313 was clear that dedicated regional revenues be used for regionally significant, multimodal transportation projects that reduce congestion. As such, the Authority and the region strongly supports statewide revenue as the first source of funding to replace diverted regional revenues. Previously diverted dedicated regional revenue sources could be returned to the Authority and its member localities if the Commonwealth were to take on a larger role in providing funding to the Metro Capital Fund.

With the 2018 action to create dedicated revenue for the Metro Capital Fund, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure, and with local funds, provides 2/3 of the dedicated revenues to the Metro Capital Fund which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA) to improve safety and reliability. Efforts to restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.

## PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for the region's multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Resources that keep transportation projects moving forward need to continue and grow to ensure the Commonwealth can support the infrastructure that moves the goods and people that support the region's businesses, residents, and visitors. A replacement vehicle should be adopted to restore loss of state transportation funding resulting from the elimination of the state sales and use tax on food and personal hygiene products.

## SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

Strategies		Intent of Strategy (long term)
1	Reduce congestion and increase throughput	Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system
2	Maximize access to jobs, employees and housing	Support deployment of transportation technologies that increase travel options and awareness of them
3	Maximize cybersecurity and privacy for members of the public	Monitor concerns on behalf of Northern Virginians, and leverage NVTA processes where appropriate and feasible
4	Enhance operations of the multimodal transportation system through connectivity and automation	To maximize the potential benefits of Connected and Automated Vehicles, while addressing avoidable increases in passenger vehicle miles traveled.
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options	Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection
7	Enhance regional coordination and encourage interoperability in the transportation system	Leverage regional synergies in the deployment of transportation technologies
8	Advance decarbonization of the transportation system	Support deployment of transportation technologies that reduce greenhouse gas emissions and synergistic technologies that improve resiliency.
9	Enhance mobility in the region through innovation and emerging technologies in transit	Support an array of transit innovations, in a manner that is flexible enough to adapt to future innovation.

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and nine strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority’s vision and core values including equity, sustainability, and safety. The Authority’s TTSP provides a foundation for the organization and its members to participate in implementing the Commonwealth’s National Electric Vehicle Infrastructure (NEVI) Plan to advance use of low or zero emission vehicles in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.

## BACKGROUND ON DEDICATED REGIONAL TRANSPORTATION FUNDING SOURCES

### NVTA Vision Statement:

“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia’s transportation dollars by bringing regional jurisdictions and agencies together to plan and program regional multimodal transportation projects focused on relieving congestion.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority’s three revenue sources. The two percent Transient Occupancy Tax and the fifteen cents per \$100 Grantor’s Tax are now assigned to the WMATA Capital Fund.

The annual impact was a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$275 million from initial projections, resulting in partial funding for multiple projects with high scores of reducing congestion.

In 2019 and 2020, actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing a total of **122 regional multimodal transportation projects, totaling \$3.1 billion**, for congestion reduction throughout the region. The Authority has distributed an additional \$868 million to member localities for transportation needs within their jurisdiction.

Primary - Secondary Mode(s)	Number of Projects	NVTA Regional Funds
Roadway Projects	45	\$1,838,884,346
Roadway Only	7	\$107,794,000
Roadway - Pedestrian-Bicycle	16	\$601,915,670
Roadway - Pedestrian-Bicycle; Intersection-Interchange	16	\$766,128,037
Roadway - Pedestrian-Bicycle; Bus-BRT	6	\$363,046,639
Bus-BRT Projects	21	\$570,680,661
Bus-BRT Only	15	\$117,880,661
Bus-BRT - Pedestrian-Bicycle; Transportation technology	6	\$452,800,000
Intersection-Interchange Projects	21	\$271,028,000
Intersection-Interchange Only	3	\$30,000,000
Intersection-Interchange - Pedestrian-Bicycle	18	\$241,028,000
Metrorail-Virginia Railway Express (VRE) Projects	13	\$323,421,209
Metrorail-VRE Only	11	\$298,221,209
Metrorail-VRE - Pedestrian-Bicycle; Bus/BRT	2	\$25,200,000
Parking/Park-and-Ride Projects	3	\$5,800,000
Transportation Technology Projects	7	\$19,695,491
Transportation Technology Only	4	\$8,350,000
Transportation Technology - Bus-BRT	3	\$11,345,491
Pedestrian Project	2	\$1,000,000
Pedestrian-Bicycle Project	10	\$90,568,959
Pedestrian-Bicycle Facility Only	5	\$38,850,000
Pedestrian-Bicycle - Intersection-interchange, Bus-BRT	5	\$51,718,959
<b>Total</b>	<b>122</b>	<b>\$3,121,078,666</b>