

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY 2024 LEGISLATIVE PRIORITIES

Adopted December 14, 2023



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



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



**SECURE SHORT AND LONG TERM FINANCIAL AND
OPERATIONAL STABILITY FOR THE WASHINGTON
METROPOLITAN AREA TRANSIT AUTHORITY (METRO)**



**PROTECT VIRGINIA'S DEDICATED
TRANSPORTATION FUNDING**



**SUPPORT USE OF EFFECTIVE
TRANSPORTATION TECHNOLOGY**

Page intentionally left blank



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

The Northern Virginia region has significant transportation needs requiring sustainable dedicated funding for multimodal solutions. 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. Through the passage of HB2313 (2013), using dedicated revenues to fill funding needs the Commonwealth is unable to meet, to date, the Authority and its member localities have invested approximately \$4.1 billion in transportation solutions that ensure the state and regional economy remains robust and support a high quality of life.

The Authority will work with the General Assembly and the Administration to ensure 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 as 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 HB2313 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 support 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/Metro) to improve safety and reliability. Efforts to restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.



SECURE SHORT AND LONG TERM FINANCIAL AND OPERATIONAL STABILITY FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (METRO)

For over forty years Metro has served as an integral part of the Commonwealth's and Northern Virginia's multimodal transportation system. Along with local bus and bus rapid transit systems, Metro provides much needed capacity for non-Single Occupancy Vehicle (SOV) trips and is a focal point for market driven mixed use transit-oriented development. As such, Metro is an investment that now requires critical resetting to insure it can evolve to meet the Commonwealth's short, mid and long-term transportation needs. Per the Northern Virginia Transportation Commission's (NVTC) "Value of Northern Virginia Transit to the Commonwealth" study, every \$1 invested by the Commonwealth of Virginia toward transit in Northern Virginia returns that original dollar and generates an additional \$1.60 in state sales and personal income tax revenue. Additionally, it is estimated that in 2025 approximately \$1 billion of state sales and income tax revenue can be attributed to Metrorail. Further, Metrorail, which attracts jobs, housing and other community benefits, advances mixed use development allowing the state and region to grow mixed use economic activity.

As Metro faces a financial crisis, it is essential that stakeholders - local, regional, state and federal, and the public and private sector – work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure. Metro leadership should continue its work to create one-time and ongoing operating efficiencies and take use of interested stakeholders to help think through elements needed to create long-term stability.

The Metro bus and rail system must continue during this time to provide safe and reliable service during development of long-range solutions. A well-functioning Metro supports the region's transportation infrastructure and billions in corporate and public sector investments made into the system. Sufficient state, federal and regional funding and changes in operations must be found and implemented.

Specific goals of any Metro related funding decisions during the 2024 General Assembly session:

- Secure an administrative or legislative opportunity to permit WMATA to re-baseline its FY 2025 operating subsidy bill to reflect the impact of the COVID-19 pandemic on the transit system without financially penalizing NVTC jurisdictions.
- Secure additional funding from the Commonwealth of Virginia that matches local funding in an effort to close Virginia's portion of the FY 2025 operating funding gap. Efforts to secure additional state aid should be made to avoid devastating service cuts and should not result in financial penalties toward transportation agencies.



PROTECT VIRGINIA’S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for the region’s transportation network. An efficient multimodal transportation system 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 advance decarbonization of the transportation system. TTSP activity will be grounded in the Authority’s vision and core values including Equity, Safety, and Sustainability. The Authority’s TTSP provides a foundation for the organization and its members to participate in implementing federal and state plans and funding to advance use of low or zero emission vehicles for personal and commercial use in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.