

Northern Virginia Transportation Authority



The Authority
for Transportation in Northern Virginia

Solving the Challenges of Traffic in Northern Virginia

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DISCUSSION OUTLINE

- The Context
- The Challenge
- The Response
 - Northern Virginia Transportation Authority (NVTA)
 - TransAction 2030
 - Plan Implementation
- Current Situation
- Principles



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THE BIG PICTURE

- **The federal context**

- 2009 a critical year for federal transportation funding
 - ✓ 6-year reauthorization
 - ✓ Planned spending will exceed cash available
 - ✓ 6 year plan assumes little growth of federal revenues
- National Surface Transportation Infrastructure Financing Commission
 - ✓ System demands outpacing investments
 - ✓ Fuel tax no longer sufficient at current rate
 - ✓ Envision more user charges
 - ✓ Need intelligent investments to improve system

- **The state context**

- Principal revenue source (gas tax) unchanged since 1986
- Law requires that maintenance and operations are first priority
- First “maintenance deficit” in 2002; by FY14 will be >\$575 million
- Construction costs climbing – 40% since 2005

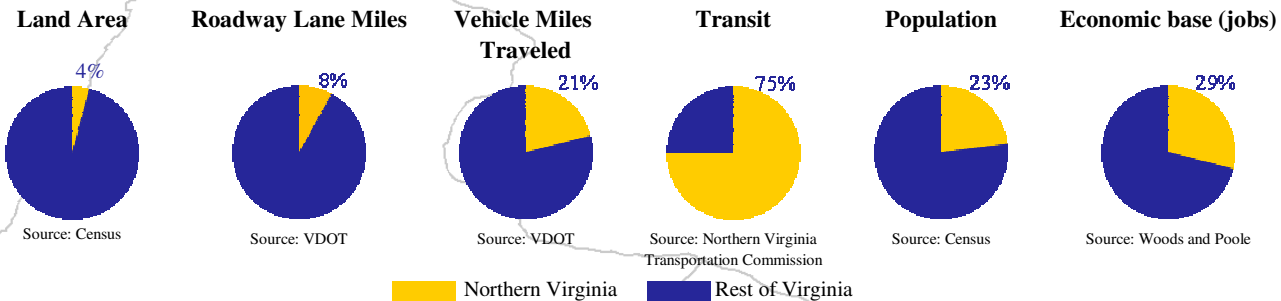
VDOT projects 47% cut in construction; more cuts coming

DRPT projects 10% cut in funding



NORTHERN VIRGINIA CONTEXT

• In the context of the Commonwealth



• In the context of the Metropolitan Washington region

- The Nation's second most congested metropolitan region
- Half the region's growth over next 20 – 30 years will be in Northern Virginia
- Jobs/Housing imbalance shifting workers from “core” to outer suburbs

• In the context of the next 25 years

- Add 650,000 new jobs (to existing 1.2 million jobs)
- Add 900,000 new residents (to existing 2.2 million people)

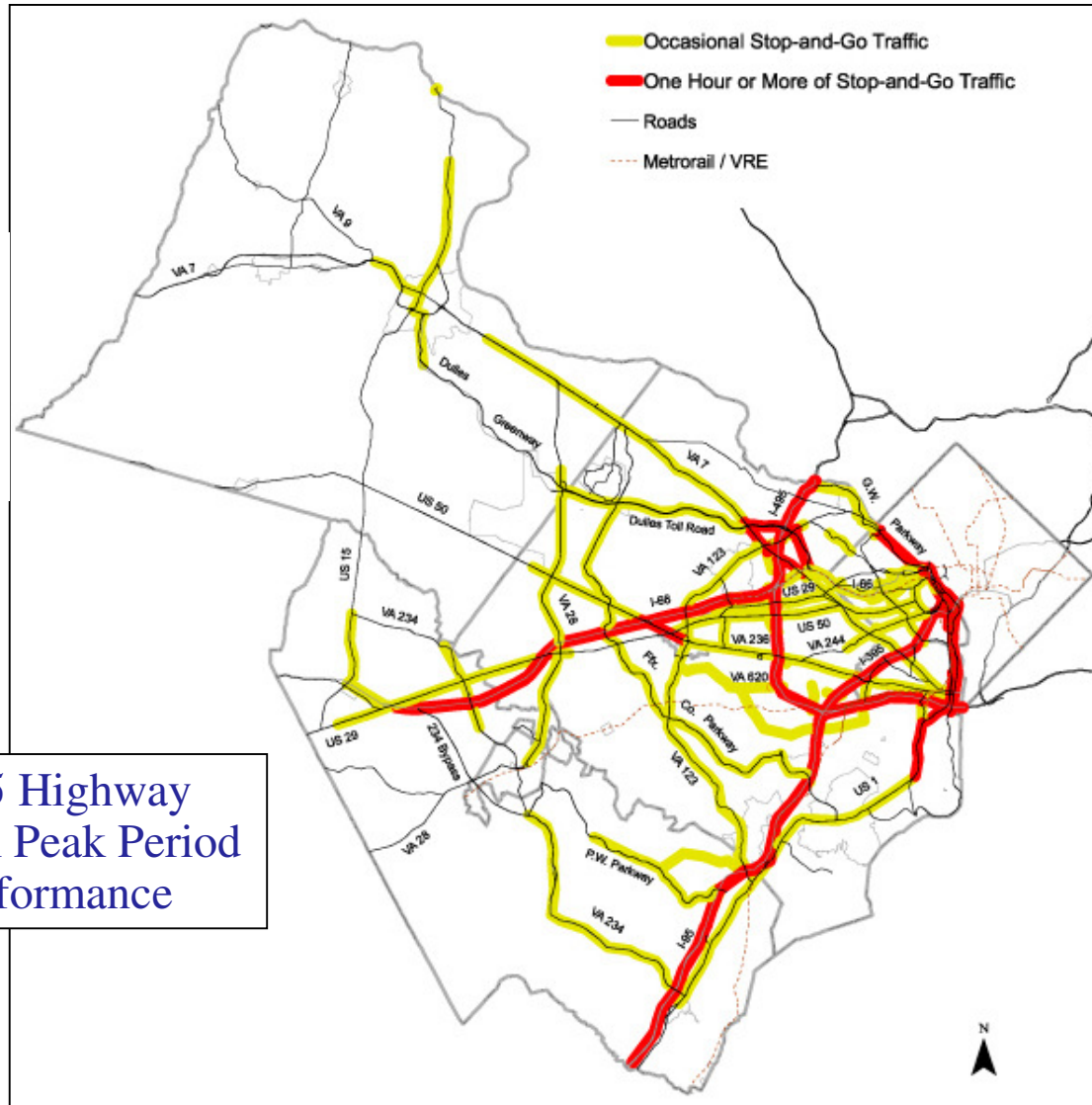
“By the mid-21st Century, Baltimore and Richmond will join with the stronger Washington [regional] economy to form the Chesapeake megapolitan region.” – Charting the Future of the National Capital Region.



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THE CHALLENGE

HIGHWAY SYSTEM PERFORMANCE



2005 Highway System Peak Period Performance

THE RESPONSE

- **A structure** – Northern Virginia Transportation Authority (2002)
 - Charter
 - Composition
 - Committees
 - Decision Making
- **A plan** – TransAction 2030 (2005)
 - Key findings
 - Fundamental concept – corridors
 - Corridors
- **Funding** (2007)
- **A program** – Priority to projects “ready to go”

NVTA is prepared to make a difference



NVTA – CHARTER

- Is a political subdivision of Commonwealth
- Prepares regional transportation plan; establishes regional priorities
- Issues bonds and recommends tolls to Commonwealth Transportation Board (CTB)
- May apply for, and negotiate, federal and state grants
- May construct or acquire the transportation facilities specified in plan
- May enter into agreements/leases with public/private entities for operation of facilities
- May provide transportation facilities or services
- Prepares plan for mass transportation

Powerful charter!



NVTA - COMPOSITION

- Chief elected officer of each jurisdiction (or elected designee)
- Two members of the House of Delegates
- One member of the Senate
- Two gubernatorial appointees
 - One from the Commonwealth Transportation Board
 - Transportation-experienced person
- Three non-voting members
 - VDOT representative
 - DRPT representative
 - Town representative

Strong role for “mayors and chairs”, balanced with state perspective



NVTA - COMMITTEES

• Required

- Technical Advisory Committee (TAC)
 - 9 members (6 appointed by jurisdictions; 3 by Secretary of Transportation)
 - Experience in relevant disciplines
 - Advise on development of project and funding strategies
- Planning Coordination Advisory Committee (PCAC)
 - At least one elected official from each jurisdiction
 - At least one elected official from each (eligible) town

• Additionally

- Joint Jurisdictional and Agency Advisory Committee (JACC)
 - Technical staffs from jurisdictions and agencies
- Finance Committee

Multiple perspectives are engaged



NVTA – DECISION MAKING

- **Quorum**

- Majority of Authority (9 of 16)
- Majority of jurisdictions (5 of 9)

- **Decisions**

- 2/3 of members present and voting
- 2/3 of jurisdictional representatives representing 2/3 of population (6 of 9)

- **Constraint**

Cannot approve a project in a jurisdiction if not agreed by jurisdiction

Ensures the “buy-in” of all jurisdictions



TRANSACTION 2030

KEY FINDING

- All modes experiencing increased congestion
- Over \$15 billion (2005 dollars) needed
- Completing items in the region's constrained long range plan (CLRP) does not improve the highway level of service (LOS)
- The highway LOS improves only with completion of TransAction 2030 projects
- Transit LOS analysis shows that more areas have the density to support transit service
- Both highway and transit projects are needed to address Northern Virginia congestion

And situation has only worsened since 2005



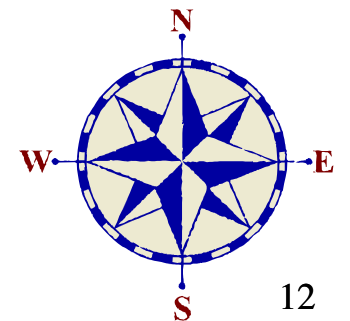
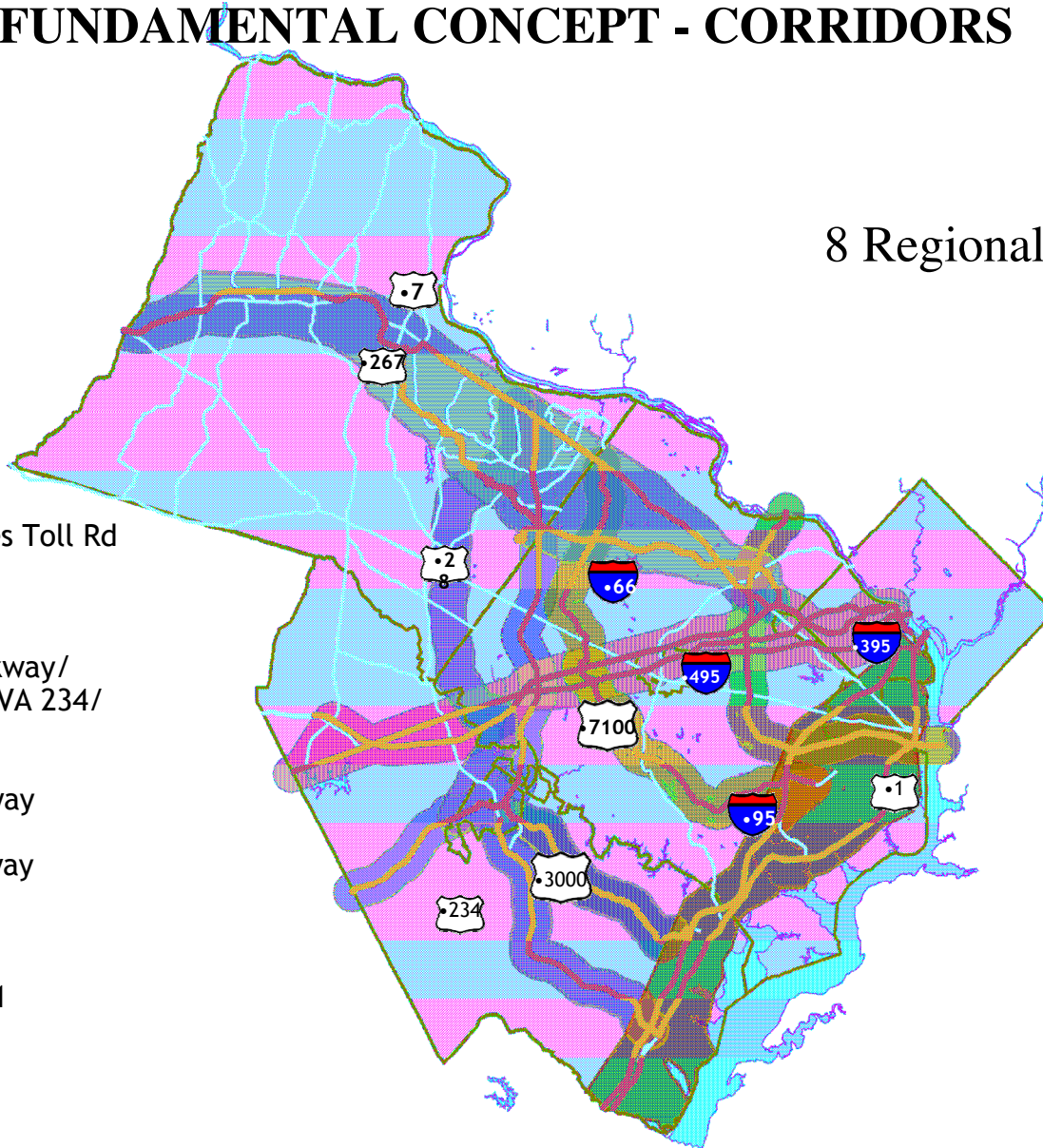
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TRANSACTION 2030

FUNDAMENTAL CONCEPT - CORRIDORS

8 Regional Corridors

- VA Route 7 and Dulles Toll Rd
- VA Route 28
- Loudoun County Parkway/
Tri-County Parkway/VA 234/
VA 659
- Fairfax County Parkway
- Prince William Parkway
- I-495 Beltway
- I-95/I-395-US Route 1
- I-66/US-29/US-50





NVTA - FUNDING

- **General Assembly authorized NVTA to impose (2007):**

- ✓ Congestion Relief Fee (Grantor's Tax) - .40 cents per \$100
- ✓ Initial Vehicle Registration Fee – 1% of value
- ✓ Regional Vehicle Registration Fee - \$10 annually
- ✓ Motor Vehicle Rental Tax – 2% of rental rate
- ✓ Transient Occupancy Tax – 2% of hotel rate
- ✓ Safety Inspection Fee - \$10 annually
- ✓ Sales Tax on Auto Repairs – 5% of labor charges

Generates approximately \$300 million annually in Northern Virginia

•In February 2008, Virginia Supreme Court ruled General Assembly had exceeded its constitutional authority

Exacerbated by VDOT and DRPT shortfalls



NVTA – FUNDING ALLOCATION

- 40% “shall be distributed on pro rata basis” to jurisdictions based on amounts generated
- 60% “shall be used solely for transportation projects and purposes that benefit counties and cities embraced by Authority”
 1. Debt service on any bonds issues
 2. \$50 million per year for WMATA (Metro) capital expenses
 3. \$25 million per year for VRE capital and operating expenses
 4. Remaining “shall be used for projects benefiting the localities embraced by Authority, with each locality’s total long-term benefits being approximately equal to the total of the fees and taxes received [from each jurisdiction]”

Key to success = everyone wins



TRANSACTION 2030

PLAN IMPLEMENTATION

- **Jurisdictional projects (FY08/09/10)** \$260 million
- **Bond package** \$120 million
 - Transit projects (\$39 million)
 - Multi-modal projects (\$6 million)
 - Road projects (\$57 million)
- **Initial Six Year Plan (FY 09 and 10)** \$186 million
 - Transit projects
 - Multi-modal projects
 - Road projects
- **WMATA (Metro) (FY08/09/10)** \$150 million
- **VRE (FY08/09/10)** \$56 million

\$662 million investment toward TransAction 2030



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THE SITUATION

WITHOUT NVTA FUNDING AND WITH VDOT REDUCTIONS





PRINCIPLES FOR FUNDING

1. Transportation is fundamentally a state responsibility
2. NVTA is comfortable with the 7 taxes and fees previously approved
3. Adopted long-range plan requires \$700 million annually in new funding
4. Must provide significant increases in funding for all modes from stable source(s)
5. Should include both regional and local components
6. If statewide funding increased, Northern Virginia should continue to receive at least the share it receives under existing formulas
7. Continue to match federal interstate and primary road earmarks with state funds
8. Provide on-going revenue stream of capital funding from WMATA (Metro)

NVTA has proven approach that works

Working With Our Partners

