

NVTC Urges CTB to Support Sustainable Funding for Transit

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## Press Release

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## Dedicated and Enduring Transit Funding a Necessity in Northern Virginia

### ***NVTC Urges Commonwealth Transportation Board to Support Sustainable Funding for Transit***

**Fairfax, VA** -- With transit capital needs on the increase and funding sources set to decline, the Northern Virginia Transportation Commission (NVTC) today called on the Commonwealth Transportation Board (CTB) to support dedicated and reliable funding for transit.

"A looming transit funding cliff poses unprecedented challenges to the Commonwealth's ability to adequately support transit systems throughout the state," said Christian Dorsey, a NVTC Commissioner and Arlington County Board Member. "The depletion of resources from state transportation revenue bonds in fiscal year 2019 will lead to a 65 percent reduction in transit capital funding in the first two years." These bonds not only support the region's local bus systems and Virginia Railway Express (VRE) but help cover NVTC jurisdictions' obligations to the Washington Metropolitan Area Transit Authority (WMATA).

Testifying at the CTB's "Funding the Right Transportation Projects" meeting in Fairfax, Dorsey called for the exclusive use of state-level revenues, rather than regional ones, to replace the bonds. "Virginia's long-standing commitment to fund transit capital with state revenues has served our communities well," he said. "Supplanting state revenues with regional funds will leave our jurisdictions with few alternatives to maintain, let alone improve, their transit systems."

The NVTC Commissioner also called for a legislative fix to ensure that Northern Virginia's 2.1 percent regional gas tax serves as a stable, predictable source of transit funding. "As gas prices have declined, so too have revenues, resulting in a loss of more than \$23 million this past year," he said. NVTC's jurisdictions rely on the

*"When you consider the growing demand for transit and the record of NVTC jurisdictions in providing quality transit service, the need for continued support is clear. The economic health of the region and the Commonwealth depends on it."*

-- Christian Dorsey  
NVTC Commissioner

*NVTC works to ensure that businesses and residents are served by a high capacity, high quality network of transit systems that allows the region to thrive. It funds and promotes transit in the counties of Arlington, Fairfax and Loudoun*

Dorsey appointed Virginia Governor Terry McAuliffe to tap former U.S. Transportation Secretary Ray LaHood to lead an independent review of WMATA's financial condition, operations and governance. "NVTC is optimistic that the study, which will benchmark WMATA's performance and condition relative to its peers, will help uncover potential reforms that will improve the transit agency," he said.

With several new transit options preparing to come online in the I-66 corridor – the result of NVTC's Transform 66 Multimodal Project – Dorsey expressed support for the similar use of toll revenues in the I-95/I-395 corridor as the Commonwealth extends HOT lanes. "NVTC stands ready to support the Commonwealth as it seeks to expand commuting options between Fredericksburg and Arlington," he said.

As co-owner of VRE, NVTC called for dedicated funding for the commuter railroad. VRE needs \$45 million per year to maintain the current level of service and an extra \$15 million per year to meet growing ridership demands. Capacity expansion on the railway's Fredericksburg line will help meet those demands. The expansion, Dorsey noted, ranked first in project benefit among all recent SmartScale submissions. He also pointed to other potential SmartScale projects from the region worthy of consideration.

"When you consider the growing demand for transit and the record of NVTC jurisdictions in providing quality transit service, the need for continued support is clear," said Dorsey. "The economic health of the region and the Commonwealth depends on it."

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*NVTC supports five local bus systems (ART, CUE, DASH, Fairfax Connector, Loudoun County Transit), WMATA (Metrorail/ Metrobus) and the Virginia Railway Express. Visit [www.NoVaTransit.org](http://www.NoVaTransit.org) or call 571-483-3223 to learn more.*

**View NVTC's Comments to the Commonwealth Transportation Board**

**Fiscal Year 2018 Non-Highway SmartScale Submissions from Northern Virginia**

			Score	Rank	Score	Rank
Arlington County	TDM	Columbia Pike Smart Corridor	23.89	16	217.40	3
Falls Church City	Bike/Pedestrian	Park Avenue Multimodal Improvements	9.32	60	46.58	19
Arlington County	Bus Transit	Rosslyn-Ballston Corridor Multimodal Connections	25.35	12	44.83	20
Falls Church City	Bike/Pedestrian	Broad Street Multimodal Improvements	8.35	73	27.83	39
Alexandria City	Bus Transit	DASH Bus Service and Facility Expansion	21.16	20	19.01	50
Alexandria City	Bus Transit	West End Transitway - Southern Towers Transit Facilities	15.06	29	15.06	56
Loudoun County	TDM	Loudoun Park and Ride	4.23	123	11.65	66
Alexandria City	Bike/Pedestrian	Backlick Run Trail Phase I	4.71	114	9.33	81
Loudoun County	Bus Transit	Acquisition of Transit Buses	5.89	99	8.17	94
NVTC	Rail Transit	VRE Fredericksburg Line Capacity Expansion	64.25	1	6.94	107
Fairfax City	Bike/Pedestrian	George Snyder Trail	5.64	102	3.80	151
Loudoun County	Bike/Pedestrian	Atlantic Boulevard Pedestrian Improvements	1.86	218	3.47	162
Fairfax County	Bus Transit	Richmond Highway-Bus Rapid Transit	14.86	31	1.46	258



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