NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee Meeting

Wednesday, October 15, 2025
7:00 p.m. EST
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

This meeting will be held in person and livestreamed via YouTube.

AGENDA

1. **Call to Order** — Chair Boice

Action Items

2. **Summary Notes of the September 17, 2025, Meeting** — Chair Boice

   Recommended Action: Approve Meeting Notes

3. **Regional Approach to Funding Northern Virginia's Bicycle and Pedestrian Infrastructure**

   Starla Couso, Transportation Planning & Program Manager

   Recommended Action: Endorse the Regional Approach to Funding Northern Virginia's Bicycle and Pedestrian Infrastructure Report

Discussion / Information Items

4. **NVTA Update** — Ms. Backmon, CEO

5. **Adjournment** — Chair Boice

Next Meeting:

Wednesday, November 19, 2025
7:00 p.m. EST
2600 Park Tower Drive, Suite 601
Vienna, VA 22180

TECHNICAL ADVISORY COMMITTEE

Wednesday, September 17, 2025
7:00 p.m. EDT

This meeting was held virtually through Zoom and livestreamed via YouTube

MEETING SUMMARY

1. **Call to Order/Welcome**
   - ✓ The meeting was conducted virtually. Chair Boice called the meeting to order at 7:01 p.m.
   - ✓ **Attendees**:
     - o **TAC Members:** Chair Randy Boice, Karen Campblin; Michelle Cavucci; Armand Ciccarelli; Kariann Masters; Amy Morris; Frank Spielberg; Shanjiang Zhu.
     - o **NVTA Staff:** Keith Jasper, Principal, Transportation Planning and Programming; Amanda Sink, Project Delivery / Grants Manager; Alyssa Beyer, Regional Transportation Planner.
     - o **Others:** No others attended this meeting.

2. **Summary Notes of June 18, 2025, Meeting**
   - ✓ A motion to approve the summary notes of the January 15, 2025, meeting was made by Ms. Morris and seconded by Dr. Zhu. The motion passed unanimously.

3. **NVTA's Five-Year Strategic Plan Update**
   - ✓ Ms. Sink stated that the Strategic Plan will take the overarching strategy to maintain and enhance performance of NVTA's primary responsibilities while addressing other urgent and unmet regional transportation needs. She reminded the TAC that the NVTA Vision, Mission, Core Values, and four Goals for the 2025 Five-Year Strategic Plan were approved by the Authority on May 8, 2025.
   - ✓ She covered draft Strategies for each of the four Goals and explained their relevance to NVTA's current and planned initiatives.
   - ✓ Ms. Sink explained that Strategies are very high-level to provide flexibility over the next five years. The Metrics will be provided during annual updates in order to quantify NVTA's work toward each Strategy and Goal.

- ✓ Full NVTA adoption of the Five-Year Strategic Plan is tentatively planned for the fall.
- ✓ Ms. Cavucci asked if NVTA had not yet been involved in federal grants, and if those would only be for regional projects or broader projects. Ms. Sink responded that federal grants are a new space for NVTA. The strategy is intentionally broad to allow NVTA to respond toward applying to state and federal grants as needed and to not be in competition with other jurisdictions.
- ✓ Ms. Campblin asked if there was a plan to inform localities of NVTA's support during grant applications and for technical assistance. Ms. Sink stated that these strategies have already been briefed at the Regional Jurisdiction and Agency Coordination Committee (RJACC) meeting and that NVTA staff work consistently with RJACC and jurisdictions to offer assistance as needed.
- ✓ Dr. Zhu asked if the increased capacity for developing data analytic capabilities would be in-house or external. Ms. Sink responded that there would be significant collaboration with other agencies as needed, such as the Virginia Department of Transportation (VDOT) and Transportation Planning Board (TPB), but anticipates continuing to build NVTA's in-house capabilities to bridge the gap in providing more Northern Virginia specific or jurisdictional support. Mr. Jasper indicated that NVTA has had slow growth in this area, and that NVTA is looking to grow staff capabilities in data analytics and modeling.

4. **Regional Approach to Funding Northern Virginia's Bicycle and Pedestrian Infrastructure**
    - ✓ Mr. Jasper shared that in March, NVTA received a formal request from the Chairs of the Virginia House and Senate Transportation Committees to review the findings of the 2024 VDOT Northern Virginia Bicycle and Pedestrian Network Study and to make recommendations on regional funding options.
    - ✓ He provided information on project goals, methods, scope, timeline, and stakeholders involved. Mr. Jasper also described work to date, including two regional coordination meetings, review of existing funding sources, and exploration of potential funding strategies. Findings to date include the difficulty of both identifying funding for construction and maintenance and securing funding for maintenance. Stakeholders shared that revenue magnitude and pathway to implementation were the most important evaluation criteria.

- ✓ Mr. Jasper shared that consideration for approval by the Authority is anticipated for November, with final submission to the House and Senate Transportation Chairs in January. The TAC should expect NVTA staff to seek endorsement on a document outlining NVTA's process and recommendations at the October meeting.
- ✓ Ms. Cavucci expressed support for the project and asked if the 2024 VDOT study included a map of the missing links in the bike/ped network. Mr. Jasper confirmed that it did. Ms. Cavucci asked how the 2024 study was connected to the current project, and Mr. Jasper said it served as a springboard and a tool for setting parameters on scope, context on the need, and more. In addition, the background technical work is helpful in NVTA's analysis.
- ✓ Mr. Spielberg asked if "transit occupancy tax" on the funding sources slide should perhaps read "transient occupancy tax". Mr. Jasper said he would check.
- ✓ Dr. Zhu asked if the study would impact NVTA's approach in project evaluation, as there is not currently a bike/ped modeling aspect. Mr. Jasper clarified that it is not going to impact the ongoing Six Year Program evaluation process. While some findings may be relevant to future rounds of the SYP, that is not the intent of this study and is outside the scope of the current project.

5. Six Year Program Update

- ✓ Mr. Jasper shared that the deadline for the FY2026-2031 SYP application process was August 1, 2025. NVTA received 27 applications from 8 applicants, with 13 of the applications requesting support for bike/ped projects, 6 for roadway projects, 3 for interchange/intersection, 3 for bus/Bus Rapid Transit (BRT), and 1 each for rail and technology projects. The total request is for approximately $1.3 billion, and the total project cost associated with the request is $2.3 billion.
- ✓ Staff members are currently confirming eligibility and understanding of the projects before further evaluation and modeling occur.
- ✓ Ms. Morris asked if applications were closed, which Mr. Jasper confirmed. Applicants must submit governing body resolutions by October 31, 2025. Any project without a governing body resolution by that date will be excluded from further consideration.
- ✓ Ms. Morris wondered if the funding request is higher than usual. Mr. Jasper said that the funding request seems large this year, and NVTA has yet to see what revenue will be available to allocate to those requests, noting it is likely to be a competitive program.

6. NVTA Update

- ✓ Mr. Jasper invited the Committee to the NVTA's second annual State of the Region's Transportation event on October 22, 2025. He recommended that members register soon, and Ms. Beyer shared that the event registration is already half full.

7. Adjourn

- ✓ Mr. Jasper reminded committee members that because this meeting was held virtually, in order to remain in compliance, the October meeting must be held in person.
- ✓ The meeting was adjourned at 7:57 p.m.
- ✓ The next meeting is scheduled for October 15, 2025, at 7:00 p.m. in person at the NVTA Offices.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Regional Approach to Funding Northern Virginia’s Bicycle and Pedestrian Infrastructure

October 2025

DRAFT

Table of Contents

Table of Contents i
Introduction 1
Initiative Intent 1
Initiative Overview 1
Initiative Timeline 2
Previous and Ongoing Efforts 2
Northern Virginia Bicycle and Pedestrian Network Study 2
Virginia Senate Joint Resolution No. 28 (SJ 28) – Ongoing 3
DMV Moves – Ongoing 3
Regional Coordination 5
Regional Partners 5
Engaging Regional Partners 6
Existing Funding Sources 7
Research Process and Methodology 7
Funding Sources Reviewed 8
Existing Sources: Regional Partner Key Takeaways 11
Existing Funding Sources: Additional Considerations 15
Future Funding Strategies 15
Research Process and Methodology 16
Future Funding Strategies Results 18
Future Strategies: Regional Partner Key Takeaways 19
Overall Future Funding Strategy Results 20
Funding Strategy Results by Tax/Fee Category 22
Future Funding Strategies: Additional Considerations 26
Funding Strategies Recommended for Further Study 27
Future Opportunities 40
Appendix A – Regional Coordination Partner List 41
Appendix B – Regional Coordination Meetings Summaries 43
Appendix C – Regional Stakeholder Survey Results 44
Appendix D – Funding Strategy Detail Sheets 45

Introduction

Initiative Intent

In March of 2025, the chair of the Virginia House of Delegates Transportation Committee, Delegate Karrie K. Delaney, and the chair of the Virginia Senate Transportation Committee, Senator Lamont Bagby, requested that the Northern Virginia Transportation Authority (NVTA) perform the following actions related to the 2024 Northern Virginia Bicycle and Pedestrian Network Study (Study) completed by the Virginia Department of Transportation (VDOT):

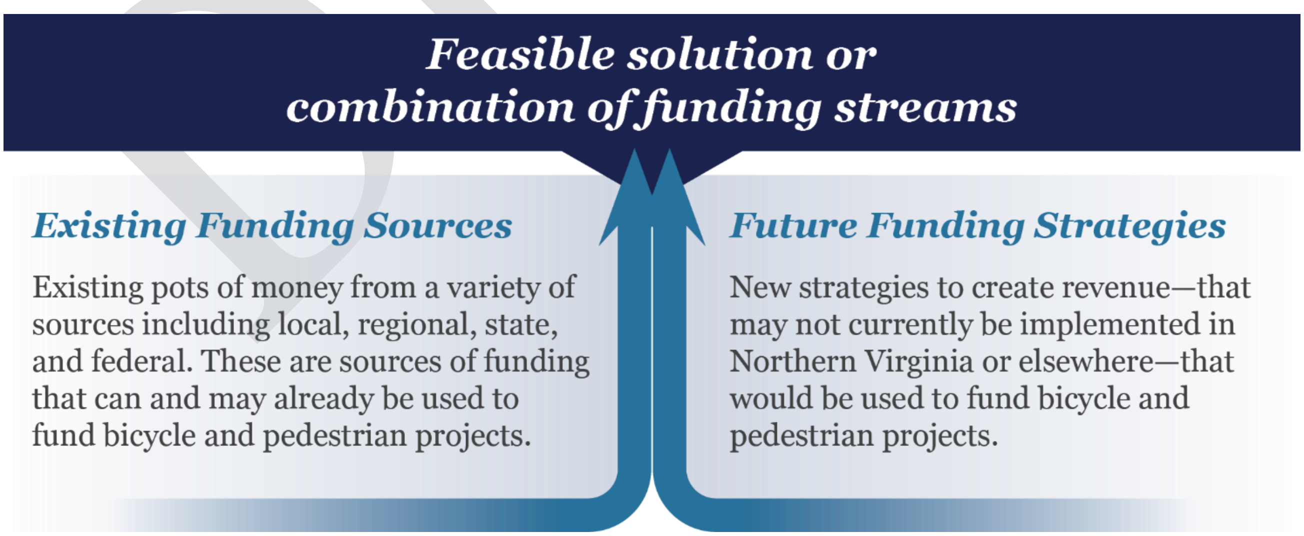
1. Review the findings and recommendations of the Study
2. Recommend regional methods to fund the bicycle and pedestrian infrastructure identified in the Study
3. Coordinate with VDOT, NVTA's member jurisdictions, advocates, and stakeholders

This collective initiative is referred to as the ***Regional Approach to Funding Northern Virginia's Bicycle and Pedestrian Infrastructure***.

Initiative Overview

The goal of this initiative is to identify regional methods to fund Northern Virginia's 4,000+ miles of planned bicycle and pedestrian infrastructure, as identified in the 2024 Study. NVTA acknowledges that identifying and developing a combination of funding mechanisms is likely to provide the greatest flexibility and resilience for agencies as they pursue funding for bicycle and pedestrian infrastructure in the future. NVTA identified and evaluated two categories of funding mechanisms: (1) existing funding sources and (2) future funding strategies, shown in **Figure 1**. As part of this initiative, NVTA coordinated efforts with VDOT; member jurisdictions of NVTA; advocacy representatives on topics including bicycle, pedestrian, transit, smart growth, and multimodal transportation; and other necessary stakeholders.

Figure 1: Funding Sources and Strategies



Notably, this initiative is a qualitative assessment of existing revenue sources, and potential future revenue strategies that could be used to fund Northern Virginia's Bicycle and Pedestrian Network buildout. This initiative is neither a quantitative cost-analysis nor a feasibility study of sources and strategies, nor does it attempt to identify or prioritize bicycle and pedestrian projects.

Initiative Timeline

This initiative took place from June to November 2025, with key milestones outlined in **Figure 2**. As noted in the Authority's May 8, 2025, letter to Senator Bagby and Delegate Delaney, this effort will rely heavily on the concurrent work requested by the General Assembly in Senate Joint Resolution No. 28 or SJ28 (2025). The process integrated stakeholder feedback throughout, with NVTA's understanding of existing funding sources expanding after the Regional Coordination Meeting 1 and future funding strategies modified following the Regional Coordination Meeting 2.

Figure 2: Initiative Timeline

Previous and Ongoing Efforts

This initiative drew on three previous and ongoing efforts that provide background context on the region and valuable information regarding funding sources and potential future funding strategies. This initiative is also inspired by how these sources and strategies have been holistically assessed through previous studies in the region. This initiative advances the 2024 Northern Virginia Bicycle and Pedestrian Network Study and builds upon the ongoing Virginia SJ 28 and DMV Moves initiatives.

Northern Virginia Bicycle and Pedestrian Network Study

In 2022, the Virginia Department of Transportation (VDOT) initiated the Northern Virginia Bicycle and Pedestrian Network Study, which was spearheaded by then-Chairman of the Virginia Senate Transportation Committee, David Marsden, and Virginia Senator Scott Surovell. This Study assessed bicycle and pedestrian infrastructure needs in VDOT's Northern Virginia District by compiling available planned bicycle and pedestrian infrastructure GIS data, along with regional and local bicycle and pedestrian network plans. This Study delivered a combined regional planned bicycle and pedestrian network and assessed how the network could provide access to key destinations throughout the region. Additionally, this Study identified a planning-level cost of constructing the bicycle and pedestrian facilities throughout Northern Virginia, using recently completed projects. Many of these projects included other roadway improvements and were not explicitly designed for the bicycle and/or pedestrian facility.

The result of this effort was a snapshot of the planned bicycle and pedestrian network, over 4,000 miles across the NOVA District, and a planning-level cost estimate of a full buildout of the network that ranged from $14 billion to $30 billion in 2034 dollars, as shown in **Table 1**. ***The Northern Virginia Bicycle and Pedestrian Network Study serves as the precursor to this current initiative, identifying the estimated amount needed to complete the planned bicycle and pedestrian network.***

Table 1: Northern Virginia Bicycle and Pedestrian Network Study Cost Estimates

Facility Type	Total Lane Mileage	2022 Low Estimate Total	2022 High Estimate Total	2034 Low Estimate Total	2034 High Estimate Total
Shared-Use Path	1,863	$8,169,700,000	$16,972,800,000	$13,078,900,000	$27,164,000,000
Sidewalk	330	$772,500,000	$1,604,300,000	$1,239,400,000	$2,568,200,000
Bike Lane	834	$258,600,000	$538,000,000	$417,100,000	$863,400,000
Natural Surface Trail	236	$48,300,000	$99,000,000	$77,800,000	$159,000,000
Shared Lanes	877	$26,300,000	$48,200,000	$43,800,000	$78,900,000
Total	4,140	$9,275,300,000	$19,262,400,000	$14,857,000,000	$30,833,500,000

Virginia Senate Joint Resolution No. 28 (SJ 28) – Ongoing

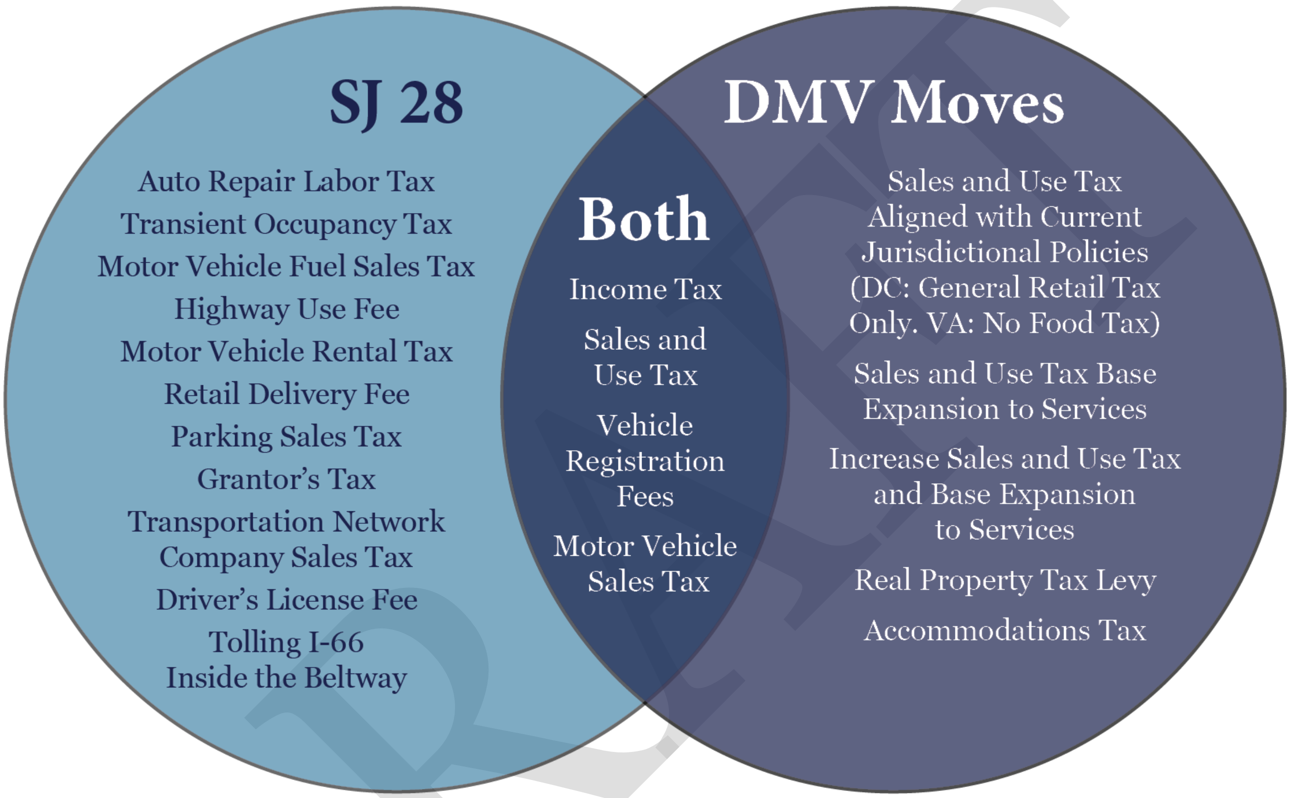
SJ 28 was initiated in 2025 at the request of the Virginia House of Delegates to assess long-term, sustainable, and dedicated funding for operating and capital expenses of the region's transit agencies. As part of this process, the SJ 28 team conducted a quantitative analysis of 10 revenue methods identified in the Northern Virginia Transportation Commission (NVTC) Metro Operation Funding and Reform Working Group as well as five additional revenue sources, both existing and not yet utilized in the region. The purpose of this study is to assess each source’s revenue potential and suitability for sustainably funding transit capital and operating needs in Northern Virginia.

DMV Moves – Ongoing

DMV Moves is a joint initiative established by the Metropolitan Washington Council of Governments (MWCOG) and the Washington Metropolitan Transit Authority (WMATA) in 2024 to develop a funding model to modernize and improve WMATA's rail and bus transportation systems. To achieve this, the initiative sought to establish a region-wide transportation fund that would contain predictable, flexible revenue sources; capital funds indexed to 3% annual growth to keep pace with average inflation; and funding that supports secure bond issuance, free of restrictions or encumbrances.

The funding methods assessed in each of these efforts can be seen in **Figure 3**.

Figure 3: Funding Methods Studied in SJ 28 and DMV Moves



These two studies of potential revenue methods provided a strategic background for this regional bike and pedestrian funding initiative, particularly in offering context for which funding sources and strategies could generate the highest revenue and affirm that there is a region-wide need to implement sustained funding for multimodal infrastructure projects and ongoing operations. Finally, the SJ 28 and DMV Moves studies identify upcoming decision points and next steps also present in this initiative, such as further planning on how new revenues should be structured as well as identification of who should collect and administer future transportation funding.

Regional Coordination

Coordinating with regional partners was essential given the regional nature of the wider network buildout study and the importance of local knowledge. ***NVTA invited a variety of partners to provide feedback on the following topics throughout the initiative, aiming to establish an understanding of the current funding landscape and identify opportunities to expand bicycle and pedestrian funding options moving forward.***

Regional Partners

Partners include counties, cities, towns, regional entities, VDOT, and advocacy groups in Northern Virginia. **Table 2** details the organizations invited to participate in this initiative. **Appendix A – Regional Coordination Partner List** includes the points of contact for each of the invited partners.

Table 2: Regional Coordination Partners

Counties	• Arlington County • Fairfax County • Loudoun County • Prince William County	Regional/ State Agencies	• VDOT • National Park Service (NPS) • MWCOG Transportation Planning Board • Fairfax County Park Authority • NOVA Parks • Northern Virginia Regional Commission (NVRC) • Northern Virginia Transportation Commission (NVTC) • Virginia Passenger Rail Authority (VPRA) • Virginia Railway Express (VRE) • Potomac Rappahannock Transportation Commission (PRTC) • WMATA
Towns and Cities	• City of Alexandria • City of Fairfax • City of Falls Church • City of Manassas • City of Manassas Park • Town of Clifton • Town of Dumfries • Town of Hamilton • Town of Haymarket • Town of Herndon • Town of Hillsboro • Town of Leesburg • Town of Lovettsville • Town of Middleburg • Town of Occoquan • Town of Purcellville • Town of Round Hill • Town of Vienna	Advocacy Groups	• Fairfax Alliance for Better Bicycling • Bike Loudoun • Bike Falls Church • Sustainable Mobility for Arlington County • Coalition for Smarter Growth • Prince William County Trails and Blueways Council • Active Prince William • Northern Virginia Transportation Alliance • Tysons Community Alliance • Washington Area Bicyclist Association • Virginia Bicycling Federation • Alexandria Bicycle and Pedestrian Advisory Committee • Potomac Pedalers • Transportation Association of Greater Springfield • Dulles Area Transportation Association

Engaging Regional Partners

NVTA engaged regional partners through various methods, including a survey and two coordination meetings. A summary of the engagements and purposes of each is as follows:

- **Agency Online Survey** | Developed a detailed understanding of the agency's existing funding mechanisms to construct and maintain bicycle and pedestrian infrastructure, to recognize the challenges and successes.
- **Regional Coordination Meeting #1** | Encouraged information sharing and discussion about the challenges and opportunities regarding different existing funding sources. The meeting included four breakout groups, organized by organization type, to appreciate the nuances that each organization may experience.
- **Regional Coordination Meeting #2** | Presented distilled themes and knowledge gained from the first meeting and survey, along with presenting the results of the funding strategy research for reaction and discussion.

The engagements provided opportunities for regional partners to provide feedback and shape the findings and recommendations of this initiative. **Table 3** details the number of participants in each of the engagements throughout Summer 2025. The complete summaries for both regional coordination meetings and the survey can be found in **Appendix B – Regional Coordination Meetings Summaries** and **Appendix C – Regional Stakeholder Survey Results**, respectively.

Table 3: Engagement Summary

Agency Online Survey *7/24/2025 – 8/18/2025*	**Regional Coordination Meeting #1** *7/31/2025 (in-person)*	**Regional Coordination Meeting #2** *8/27/2025 (virtual)*
12 jurisdiction responses	**21 jurisdictional participants** **6 advocate participants**	**27 jurisdictional participants** **5 advocate participants**

The following sections provide a more detailed discussion of key takeaways from the regional partners. Feedback received from regional partners helped NVTA establish an understanding of the current state of funding and implementing bicycle and pedestrian infrastructure, as well as potential future funding solutions.

Figure 4: Regional Coordination Meeting 1

Existing Funding Sources

The purpose of reviewing the existing funding sources is to understand the current landscape of funding available for constructing and maintaining bicycle and pedestrian infrastructure in the Northern Virginia region. Through the review, NVTA identified and assessed existing funding sources across a range of administrative levels, including local, regional, state, and federal. Some of these funding sources may already be used to support bicycle and pedestrian projects.

Research Process and Methodology

NVTA followed the process shown in **Figure 5** to better understand the applicability of each funding source for bicycle and pedestrian construction and maintenance projects. To begin, NVTA identified 26 existing sources, ranging from local to regional, state, and federal levels. NVTA integrated feedback from regional partners on the sources they currently use, and identified where opportunities exist to further explore and secure funding.

Figure 5: Methodology to Determine Existing Funding Sources

Funding Sources Reviewed

To develop a list of existing funding sources for evaluation, NVTA identified sources that could, in some way, fund bicycle and pedestrian projects. This helped develop the list of funding sources shown in **Figure 6**. Next, these sources were assessed using metrics that aimed to better understand the overall applicability of the source, including what parts of bicycle and pedestrian implementation they can fund. The results of this evaluation are shown in the funding source matrix shown in **Table 4.** Of the 26 sources evaluated, 25 sources can support capital projects and 17 sources can support maintenance projects. Each of the sources vary in administration, with some operating annually and some biannually, varying application materials, and evaluation metrics.

Figure 6: Existing Funding Source List

Local

- Local allocation
- Developer contributions/proffers

Regional

- NVTA 70% Regional Revenues
- NVTA 30% Local Projects
- Commuter Choice for I-66 Inside the Beltway
- Regional Roadway Safety Program (RRSP)
- Transportation Land-Use Connections Program (TLC)
- Transit Within Reach Program (TWR)

State

- High-Priority Projects Program (SMART SCALE)
- District Grant Program (SMART SCALE)
- Trail Access Grants Program
- Land and Water Conservation Fund
- VDOT Revenue Sharing Program
- VDOT Repaving Program

Federal

- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ) Program
- Rural Surface Transportation Grant Program
- Active Transportation Infrastructure Investment Program (ATIIP)
- Bridge Investment Program
- Transportation Alternatives Set-Aside
- Recreational Trails Program
- Better Utilizing Investments to Leverage Development (BUILD) Program (Previously RAISE)
- Safe Streets and Roads for All (SS4A) Grant Program
- Brownfields Program
- Carbon Reduction Program
- Safe Routes to School (SRTS) Program (Part of TAP)
- National Scenic Byways Program
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Railway Highway Crossing Program (RHCP)
- Community Development Block Grants (CDBG)
- Enhanced Mobility of Seniors and Individuals with Disabilities Program
- Surface Transportation Block Grant Program

Table 4: Existing Funding Sources Matrix

Funding Source	Grantor	Eligible Jurisdictions ● = eligible ○ = eligibility varies					Eligible Project Types ✓ = eligible	
		Municipality	County	State	MPO	Other Agencies	Bicycle/ Pedestrian Capital	Bicycle/ Pedestrian Operations/ Maintenance
							**Only specific types may be eligible*	
Local								
Local allocation	Varies	●	●				✓	✓
Developer contributions/proffers	Varies	●	●				✓	✓
Regional								
NVTA 70% Regional Revenues	NVTA	●	●				✓	
NVTA 30% Local Projects	NVTA	●	●				✓	✓
Commuter Choice for I-66 Inside the Beltway	NVTC	●	●			●	✓	
Regional Roadway Safety Program (RRSP)	NCR TPB	○	○			○	✓	
Transportation Land-Use Connections Program (TLC)	NCR TPB	○	○			○	✓	
Transit Within Reach Program (TWR)	NCR TPB	○	○			○	✓	
State								
High-Priority Projects Program (SMART SCALE)	Office of Intermodal Planning and Investment (OIPI)/ VDOT	●	●		●	●	✓	
District Grant Program (SMART SCALE)	Office of Intermodal Planning and Investment (OIPI)/ VDOT	●	●			●	✓	
Trail Access Grants Program	Virginia Department of Conservation and Recreation (VDCR)	●	●			●	✓	

Funding Source	Grantor	Eligible Jurisdictions ● = eligible ○ = eligibility varies Municipality	County	State	MPO	Other Agencies	Eligible Project Types ✓ = eligible Bicycle/ Pedestrian Capital	Bicycle/ Pedestrian Operations/ Maintenance *Only specific types may be eligible
Land and Water Conservation Fund	Land and Water Conservation Fund (LWCF)	●	●	●		●	✓	✓*
VDOT Revenue Sharing Program	VDOT	●	●				✓	✓
VDOT Repaving Program	VDOT	●	●	●		●	✓	✓
Federal								
Transportation Alternatives Program (TAP)	VDOT/ Federal Highway Administration (FHWA)	●	●		○	●	✓	✓
Congestion Mitigation and Air Quality (CMAQ) Program	FHWA	●	●	●	●	●	✓	✓
Surface Transportation Block Grant Program	FWHA/ NVTA/ Commonwealth Transportation Board (CTB)	●	●		○	●	✓	✓
Rural Surface Transportation Grant Program	FHWA	●	●	●	●		✓	
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department of Transportation (USDOT)	●	●	●	●		✓	
Bridge Investment Program	FHWA	●	●	●	●	●	✓	✓
Transportation Alternatives Set-Aside	FHWA	●	○	●	●	●	✓	✓
Recreational Trails Program	VDCR	●	●	●	●	●	✓*	✓
Better Utilizing Investments to Leverage Development (BUILD) Program (Previously RAISE)	USDOT	●	●	●	●	●	✓	
Safe Streets and Roads for All (SS4A) Grant Program	USDOT	●	●		●	●	✓	

Funding Source	Grantor	Eligible Jurisdictions ● = eligible ● = eligibility varies					Eligible Project Types ✓ = eligible	
		Municipality	County	State	MPO	Other Agencies	Bicycle/ Pedestrian Capital	Bicycle/ Pedestrian Operations/ Maintenance *Only specific types may be eligible
Brownfields Program	Environmental Protection Agency (EPA)	●	●	●	●	●	✓	✓*
Carbon Reduction Program	FHWA	●	●	●	●	●	✓	✓*
Safe Routes to School (SRTS) Program (Part of TAP)	VDOT/ FHWA	●	●	●	●	●	✓	✓
National Scenic Byways Program	USDOT			●			✓*	✓*
Highway Safety Improvement Program (HSIP)	USDOT	●	●	●	●	●	✓	
National Highway Performance Program (NHPP)	USDOT	●	●	●	●	●	✓	
Railway Highway Crossing Program (RHCP)	USDOT	●	●		●	●	✓	
Community Development Block Grants (CDBG)	Department of Housing and Urban Development (HUD)	●	●				✓	✓
Enhanced Mobility of Seniors and Individuals with Disabilities Program	MWCOG/ FTA	●	●			●	✓	✓

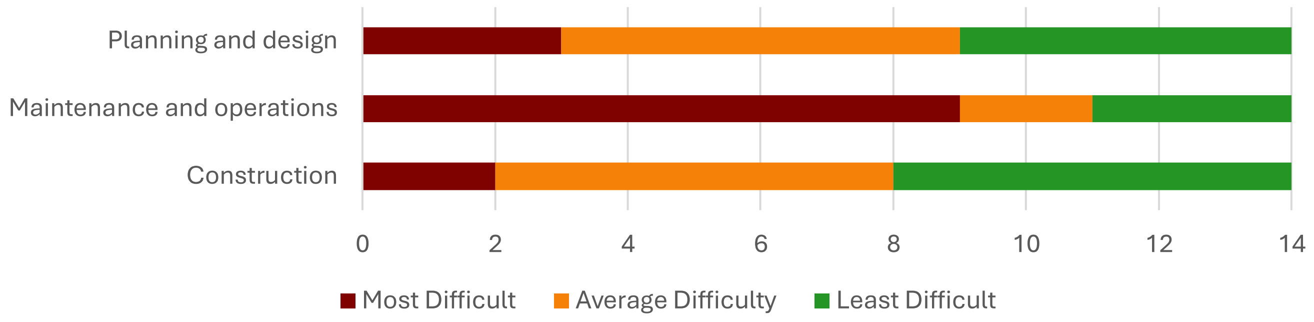
Existing Sources: Regional Partner Key Takeaways

NVTA gathered information on existing funding sources, including the perceived difficulty of identifying and securing funding at the different stages of implementation, using discussions and survey responses from regional partners.

IT IS DIFFICULT TO IDENTIFY FUNDING FOR MAINTENANCE AND OPERATIONS PROJECTS

When agencies were asked what types of projects are the most difficult to identify funding for, the most difficult category identified was maintenance and operations. **Figure 7** displays the responses received from this question. Many of the existing funding sources cannot be used for maintenance of bicycle and pedestrian facilities. The least difficult ranked stage of funding identification was construction.

Figure 7: How Difficult is it to Identify Funding in the Following Three Categories?

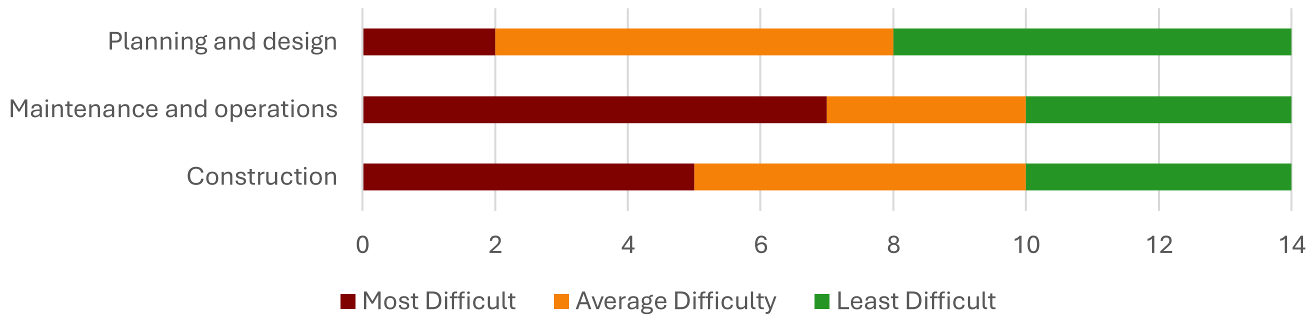


Source: Agency Online Survey

IT IS DIFFICULT TO SECURE FUNDING FOR MAINTENANCE AND OPERATIONS, AND CONSTRUCTION PROJECTS

When agencies were asked what types of projects are most difficult to secure funding for, maintenance and operations, and construction were both ranked as being equally difficult, but planning and design stood out as being ranked least difficult to secure funding for (as displayed in **Figure 8**).

Figure 8: How Difficult is it to Secure Funding in the Following Three Categories?



Source: Agency Online Survey

EXISTING STATE AND REGIONAL FUNDING SOURCES ARE BROADLY USED FOR CONSTRUCTION, WITH LOCAL FUNDING SOURCES USED TO SUPPORT MAINTENANCE ACTIVITIES

In addition to questions that sought to gauge the difficulty of the stages of implementation, other survey questions sought to assess the extent of funding that was being sourced from federal, state, regional and/or local funds for bicycle and pedestrian construction and maintenance projects. **Table 5** details the funding nuances described by agencies.

Table 5: What Percentage of Your Funding Comes from Federal, State, Regional, Local, or Other Sources?

	Construction Funding	Maintenance Funding
Towns and Cities	• Most often, state funding provides over half of the funds for construction projects • Regional funding most often provides 20% to 50% of funding • A combination of local and federal funds often completes the funding picture	• Towns and cities rely heavily on local funding • Some receive support from state and regional funding sources
Counties	• One type of funding source does not dominate the funding picture • Local funds often provide 20% to 50% of funding • A combination of federal, state, and regional funds completes the funding picture	• Counties use mixed sources of funding with a heavy emphasis on state and local funding sources

Source: Regional Coordination Meeting #1

When asked to name specific funding programs that have been successfully used for bicycle and pedestrian infrastructure construction, respondents identified several specific sources as programs that have been awarded funding. The funding sources most frequently mentioned are discussed below.

NVTA Regional Revenue

The regional revenues (70%) support regionally significant projects that benefit the entire region. Projects funded through NVTA's Six Year Program include bicycle and pedestrian projects as well as other modal and intersection projects that include bicyclists and pedestrians facilities. To date, this program has funded 13 projects, with the primary mode of transportation being bicycle and/or pedestrian, totaling $132 million. Most of the projects with primary mode as roadway or intersection/interchange also add bike and pedestrian facilities.[1]

NVTA Local Distribution

Local distribution (30%) funds are distributed to member localities within Northern Virginia to support transportation improvements. To date, this program has funded 78 projects that primarily serve bicyclists and/or pedestrians, totaling $59 million. Many local distribution fund projects add bike and pedestrian facilities, but funds may also be used for maintenance, despite limited examples.[2]

VDOT Funding Programs

Stakeholders frequently mentioned the following four programs administered by the state: the Revenue Sharing Program, SMART SCALE, transportation alternatives, and the maintenance/repaving program. The Revenue Sharing Program matches locality funds for eligible projects and has allocated approximately $6 million dollars in FY2027 and FY2028 for bikeways/trails and sidewalk projects led by localities.[3] The SMART SCALE program funds a variety of project types, including those that improve bicycle and pedestrian infrastructure. Between FY2017 and FY2025, approximately $139 million was allocated to such improvements. Similarly, the Transportation Alternatives Program (TAP), established

[1] https://novagateway.org/

[2] *Unlike other sources, NVTA does not impose a matching requirement for both the 70% and 30% funds, nor do its funds typically carry a sunset provision. NVTA funds are also eligible as matching contributions for VDOT's revenue sharing program, making them very flexible compared to other funding mechanisms.*

[3] Fiscal_Year_2027_and_Fiscal_Year_2028_Revenue_Sharing_Allocations

by the federal government and administered by the state, provides funding for a variety of project types, including Safe Routes to School and other bicycle and pedestrian projects. In FY2025, approximately $30 million of funding was requested for bicycle and pedestrian infrastructure projects in Northern Virginia through this program.[4] Lastly, the VDOT maintenance/paving program provides funding for localities to maintain their pavement, providing them opportunities to improve pedestrian and bicycle access simultaneously with repaving roads; notably, this program can only implement bicycle lanes if certain engineering parameters are assessed and the proposal is approved by the local representative(s) and VDOT.

JURISDICTIONS AND ADVOCATES SHARE SEVERAL PERSPECTIVES ON BARRIERS

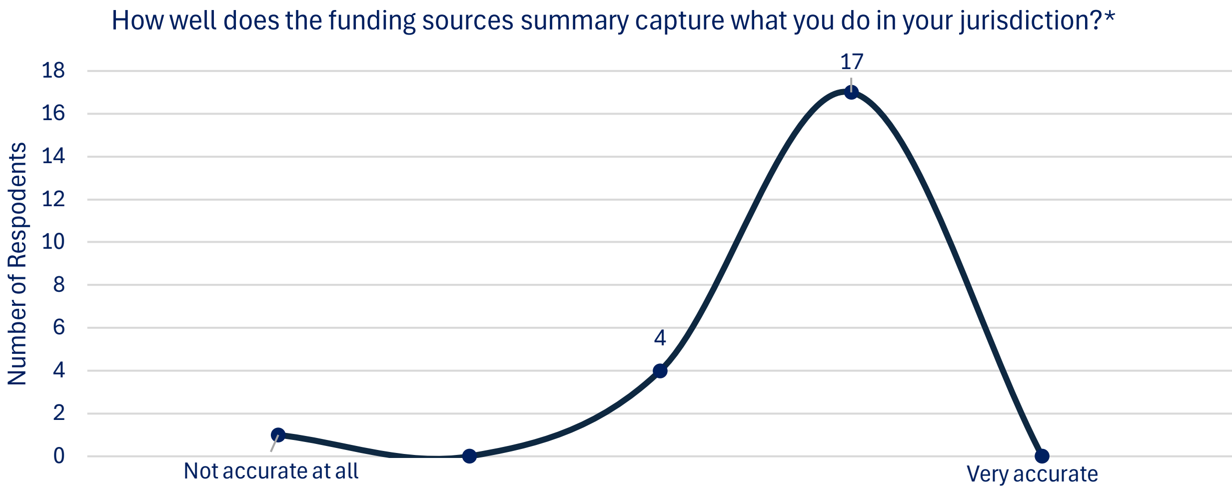
While funding sources for bicycle and pedestrian infrastructure are available, jurisdictions often struggle to secure them due to political dynamics, inflation, limited staff capacity, and the high costs of consultants. Rigid grant criteria also pose a challenge for municipalities applying for high-magnitude, long-term grants, as many of these programs generally seek to provide funding for improving vehicle throughput and operations over bicycle and pedestrian projects. These issues are exacerbated by the fact that Northern Virginia is a competitive region, characterized by high land and development costs, which often result in poor cost-benefit ratios for bicycle and pedestrian projects, making them less competitive statewide.

REGIONAL PARTNERS BELIEVE THAT FUNDING SOURCE TAKEAWAYS ACCURATELY REFLECT THEIR CURRENT LANDSCAPE

Using a live polling tool, participants from the second regional coordination meeting rated how well they found the summary of the funding source discussion to cover their experience in their respective jurisdictions. On a scale of one to five, respondents were able to rate the accuracy of the funding source summary from “Not accurate at all” (1) to “Very accurate” (5), and results averaged to approximately 3.7/5. The results of this poll can be seen in **Figure 9**.

[4] *https://smartportal.virginiahb2.org/#/public/apps*

Figure 9: Regional Partner Validation of NVTA's Summary of Existing Funding Landscape



*Source: Regional Coordination Meeting 2. *Regional agencies also responded to the poll, capturing how well the summary aligns with their perception of local agencies funding mechanisms.*

Existing Funding Sources: Additional Considerations

This initiative confirmed while regional partners may have access to existing revenue streams and grants, challenges prevent funding sources from being fully utilized for bicycle and pedestrian infrastructure construction and maintenance. Since these challenges are likely to continue, jurisdictions are encouraged to maintain and enhance current practices, focusing on continued optimization of existing funding sources for bicycle and pedestrian infrastructure. Jurisdictions should continue to dedicate local dollars to advancing the development of bicycle and pedestrian infrastructure, while also remaining creative in their funding mechanisms. Ultimately, some funding strategies may be more applicable at the local level, such as incorporating bicycle and pedestrian additions and improvements into roadway projects, where project and maintenance costs are at a relatively smaller scale. For projects that cross jurisdictional boundaries, however, collaboration in funding among partners can enhance competitiveness for funding, increase the potential for higher match amounts, and improve the ability to secure and coordinate large-scale resources.

Future Funding Strategies

The future funding strategy review aimed to identify new funding strategies that could generate revenue but are not currently implemented in Northern Virginia or elsewhere to support dedicated bicycle and pedestrian infrastructure. These future funding strategies can be leveraged in conjunction with existing funding sources to support the expansion of the Northern Virginia Bicycle and Pedestrian Infrastructure Network. NVTA evaluated the strategies in this section using seven metrics, to qualitatively assess each strategy's suitability and impact on achieving the project's goal of funding bicycle and pedestrian infrastructure.

Research Process and Methodology

Similar to the existing funding sources, NVTA identified funding strategies from various avenues, including an assessment of ongoing efforts, stakeholder recommendations, and industry knowledge. Then, NVTA qualitatively assessed each strategy across seven metrics that evaluated its ability to support funding the bicycle and pedestrian network buildout. The entire methodology process is shown in **Figure 10**.

Figure 10: Methodology to Determine Future Funding Strategies

The metrics served as a holistic set of benchmarks that could assess a strategy's potential to generate revenue, while also mitigating adverse effects. A description of each metric used in this qualitative research initiative is presented below.

Revenue Magnitude

Gauges the magnitude of a new funding strategy, with municipal budgets serving as a baseline metric. Emphasizes larger revenue magnitude potential.

Categories:	High revenue	Medium revenue	Low revenue

Revenue Growth Potential

Gauges the relative potential growth of a new funding strategy, in particular the potential growth of the tax base. Emphasizes strategies with potential to increase revenue through a growth in tax base.

Categories:	Likely to grow	Some growth expected	Unlikely to grow

Stability

Gauges the longevity and stability of the future funding strategy. Emphasizes strategies that have longer horizons and less volatility.

Categories:	Longer horizon and stable	Moderate horizon and fairly stable	Shorter horizon and unstable

Pathway to Implementation

Gauges the logistical challenges of implementation at a regional level. Emphasizes strategies that have been implemented or can be modified to be implemented at a regional level.

Categories:	Pathway exists regionally	Pathway exists statewide or locally	No current pathway in Virginia

Tax/Fee Payer Benefits

Gauges how directly tax/fee payers may benefit from paying to fund the construction of bicycle and pedestrian facilities. Emphasizes direct benefit to payers.

Categories:	Payers may directly benefit	Payers indirectly benefit	Payers do not benefit

Socioeconomic Burden

Gauges how financial burden of the funding strategy is distributed. Emphasizes a proportionately distributed structure.

Categories:	Payers may directly benefit	Payers indirectly benefit	Payers do not benefit

Impact on Business

Gauges the impact a new tax or fee may incur on business in the region. Emphasizes business and employee attraction.

Categories:	Shifts workers and businesses in	Maintains workers and businesses	Shifts workers and businesses out

Future Funding Strategies Results

Through research, referencing ongoing projects, and staff coordination and review, NVTA qualitatively assessed the following 45 strategies in each of the seven metrics, as shown in **Figure 11**.

Figure 11: Future Funding Strategies List

Funding Strategy Category	Strategy Category Definition	Funding Strategies
General Revenue Taxes	Broad-based taxes that contribute to a jurisdiction's overall budget are often used to fund several public services without being tied to specific infrastructure or programs.	Corporate Income Tax
		Income Tax Increase
		Corporate Franchise Tax
		Business, Professional and Occupational License (BPOL) Tax
		Services Tax
Property-Based Taxes and Fees	Levied based on the ownership, transfer, or development of land and property, often reflecting the value or use of real estate assets within a community.	Personal Property Tax
		Real Estate Tax
		Tax Increment Financing (TIF)
		Land Value Tax
		Development Agreements
		Planned Unit Development (PUD) Agreements
		Grantor's Tax
		Utility Right-of-Way (ROW) Agreements
Sales and Consumption Taxes	Collected from the purchase or use of goods and services, these taxes are influenced by consumer behavior and economic activity across sectors.	Sales Tax Increase
		Restaurant, Food, or Beverage Tax
		Motor Vehicle Sales Tax
		Transient Occupancy Tax (Lodging or Hotel)
		Utility/Communications Sales Tax
		Beverage/Alcohol Tax
		Streaming Services Sales Tax
		Auto Repair Labor Tax
		Parking Sales Tax
		Transportation Networking Company (Uber, Lyft) Fee/Sales Tax
		E-Commerce Delivery Fee
		Recreational Tax
Transportation-Related Taxes and Fees	Imposed in connection with travel, vehicle ownership, or infrastructure use, these charges help fund mobility systems and manage demand on transportation networks.	Motor Vehicle Rental Tax
		Vehicle Tolling
		Mileage-Based Usage Fee/Vehicle Miles Traveled Fee
		Congestion Pricing
		Vehicle Registration Fee
		Parking Fees
		Driver's License Fees
		Transportation Utility Fee
		Bicycle/Pedestrian Facility User Fees
		Development/Transportation Impact Fee
		Speed Camera Fines

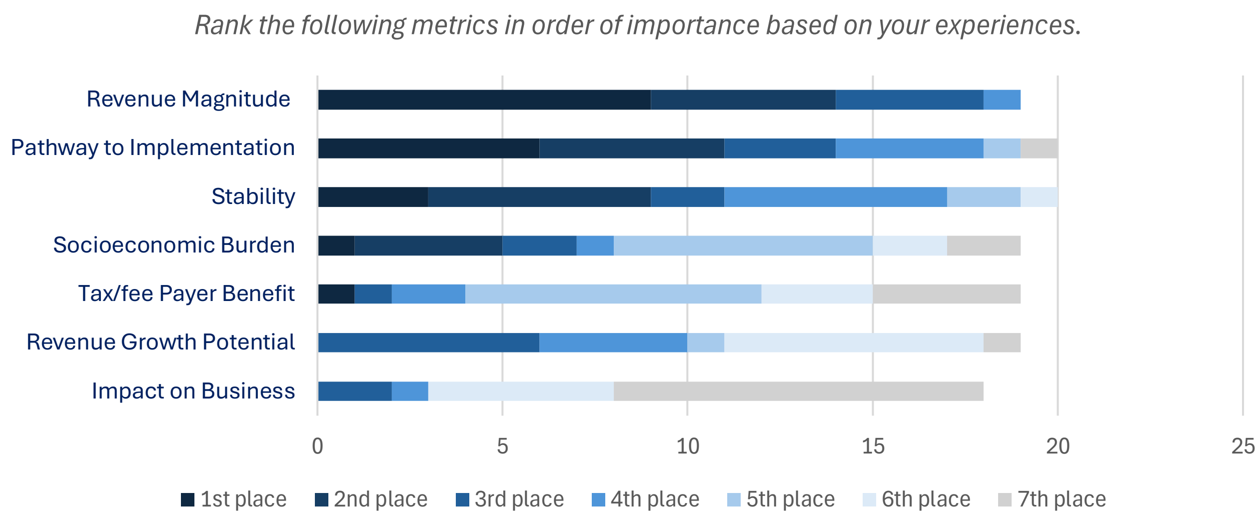
Alternative Taxes and Fees	Innovative or voluntary funding mechanisms that supplement traditional revenue sources, often involving partnerships, donations, or market-based strategies.	Sponsorships/Advertisements
		Naming Rights
		Carbon/Emissions Tax
		Crowdfunding Campaigns
		Adopt-a-Trail Programs
		Merchandise Sales Fundraising
		Fundraising Events
		Public-Private Partnerships
		Business Improvement Districts (BIDs)

Future Strategies: Regional Partner Key Takeaways

REVENUE MAGNITUDE AND PATHWAY TO IMPLEMENTATION ARE THE MOST IMPORTANT METRICS TO EVALUATE FUTURE FUNDING STRATEGIES

During the second regional coordination meeting, NVTA asked participants to rank the metrics on the relative importance of each to gather insights on the metrics used to assess funding strategies. To determine the importance of each metric, participants were asked to rank them, the results of which are shown in **Figure 12**. Revenue magnitude and pathway to implementation were most frequently ranked in the top three. Stability and socioeconomic burden were also identified as important metrics to consider.

Figure 12: Regional Partner Ranking of Funding Strategy Evaluation Metrics

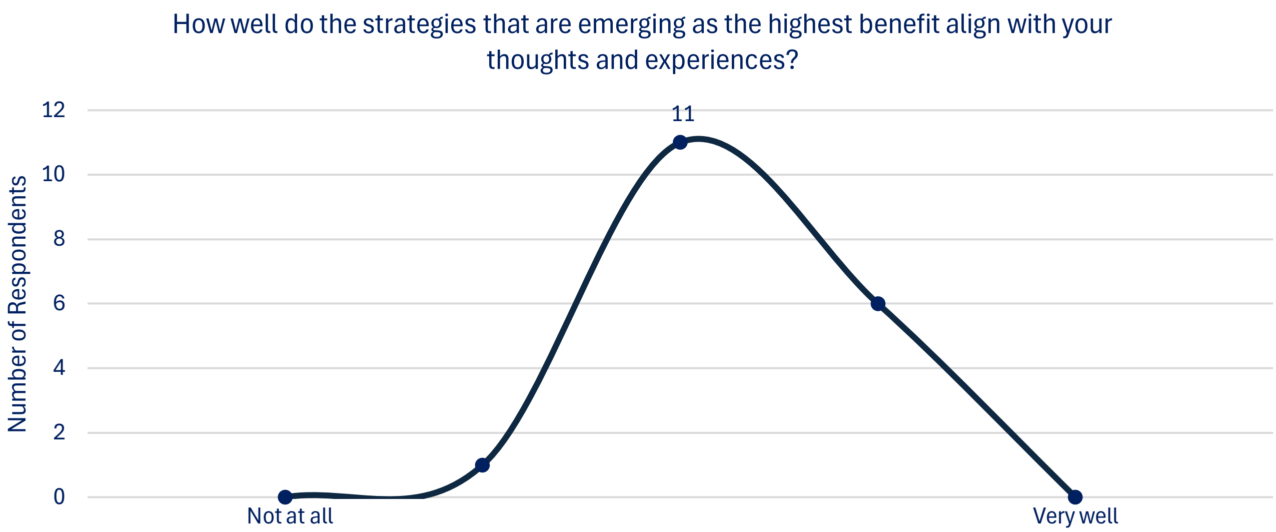


Source: Regional Coordination Meeting 2

THE STRATEGIES EMERGING AS THE HIGHEST BENEFIT SOMEWHAT ALIGN WITH REGIONAL PARTNERS' OWN EXPERIENCES

The final discussion topic of Regional Coordination Meeting #2 focused on the results of the funding strategy research. Participants were shown ranked funding strategies grouped by the number of high ratings they received. NVTA facilitated a question-and-answer discussion to understand partners' thoughts on the relative rankings of strategies, as well as identify any nuances or potential challenges that may arise when advancing any of the strategies. Using a scale of one to five—with one being "Not at all" and five being "Very Well,"—respondents were asked to rate how well the funding source summary aligned with their thoughts and experiences. Results averaged to approximately 3.3/5, as shown in **Figure 13**.

Figure 13: Regional Partner Validation of Emerging Strategies



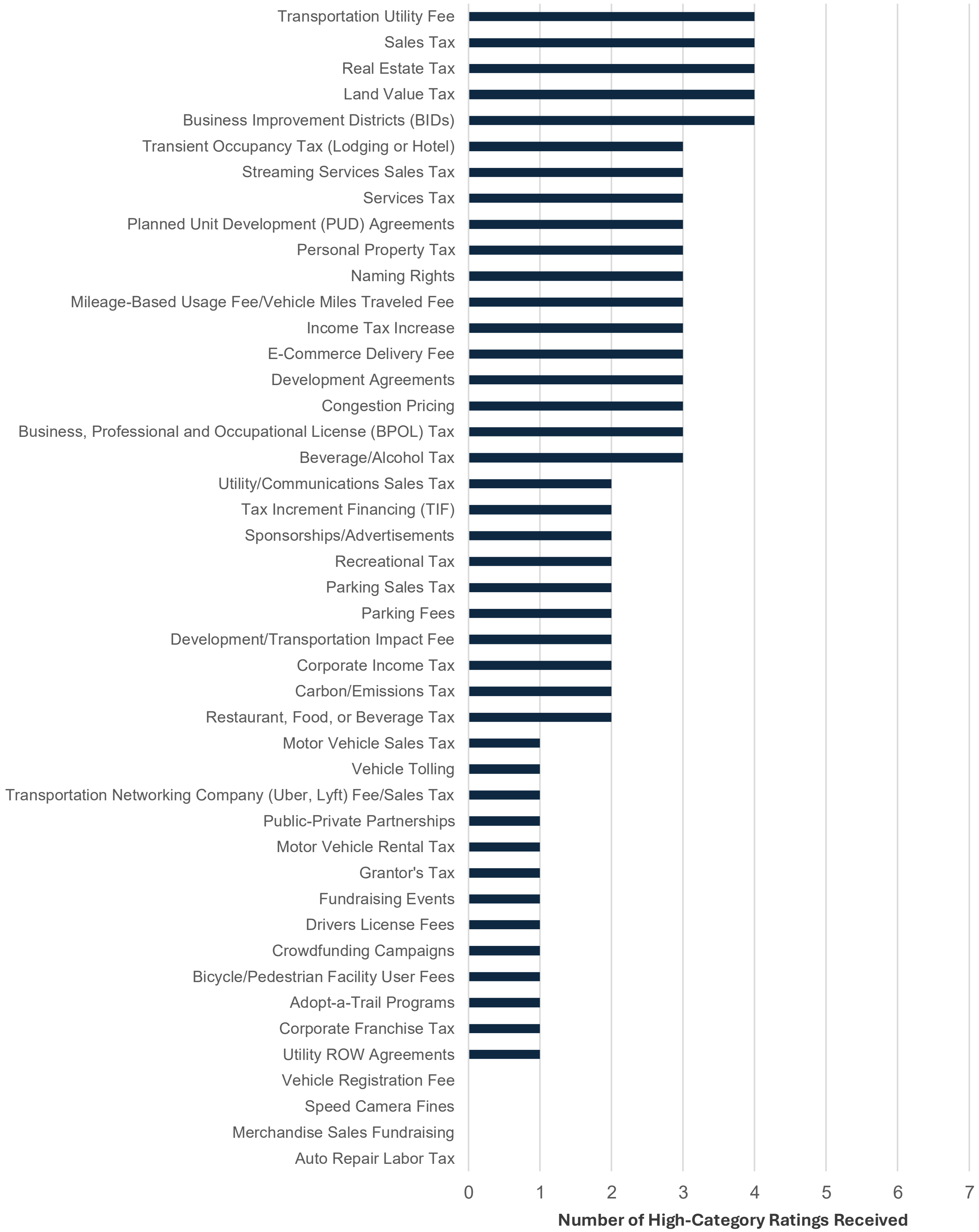
Source: Regional Coordination Meeting #2

Overall Future Funding Strategy Results

Through the qualitative assessment, each funding strategy was assigned a high, medium, or low rating for each of the metrics outlined in **Appendix D – Funding Strategy Detail Sheets**. High-medium-low assessments were determined based on how well each strategy met the criteria and was suitable for regional bicycle and pedestrian funding, relative to other strategies in their category. For example, a strategy may have received a high assessment in the stability category because it provides a relatively long-term and predictable funding base.

Figure 14 illustrates the results of the strategy assessment, and orders strategies by the number of high ratings they received in each metric category. This initiative focused on strategies based on the count of high assessments, rather than the average assessment to filter for the strategies that have the highest quality and most suitability for bicycle and pedestrian funding, rather than those that received medium assessments with fewer applicable attributes. The greatest number of high assessments received by strategies was four out of seven.

Figure 14: Evaluation Results of All Strategies



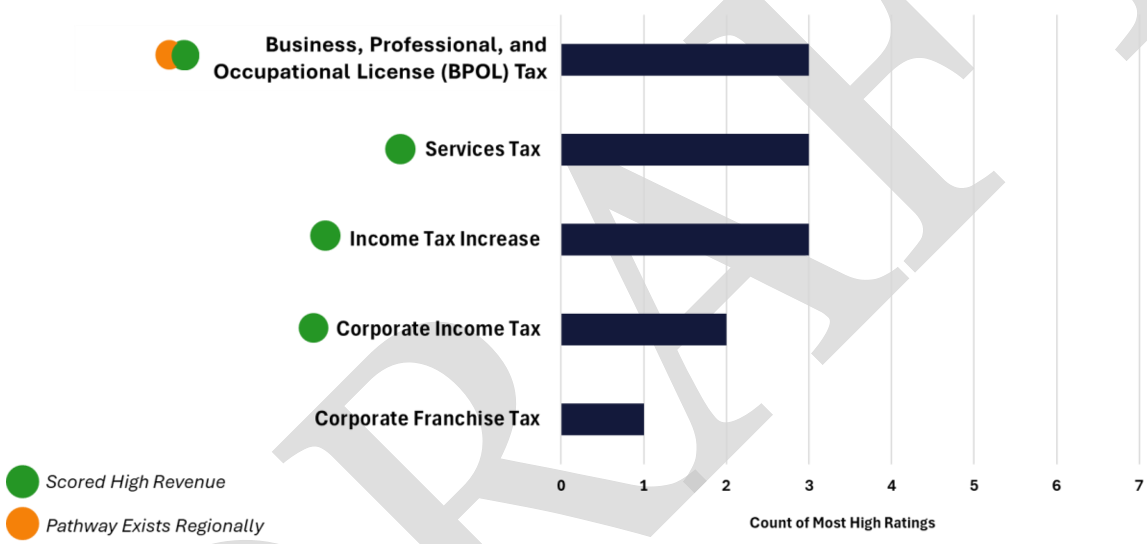
Funding Strategy Results by Tax/Fee Category

To assess the relative quality of strategies within similar categories, NVTA grouped strategies by their strategy type and ordered them by the number of high ratings each respective metric received. NVTA noted if strategies received a high rating in the revenue magnitude or pathway to implementation categories, since these metrics were perceived by regional partners as two of the most significant metrics for this initiative.

GENERAL REVENUE TAXES

As shown in **Figure 15**, NVTA assigned taxes in the general revenue moderate assessments, with no standout strategies and little variance between the highest and lowest assessed strategies. Across the board, general revenue taxes were assessed highly in the revenue potential (magnitude) and stability metrics, but were assessed lowest in the pathway to implementation and impact on businesses metrics.

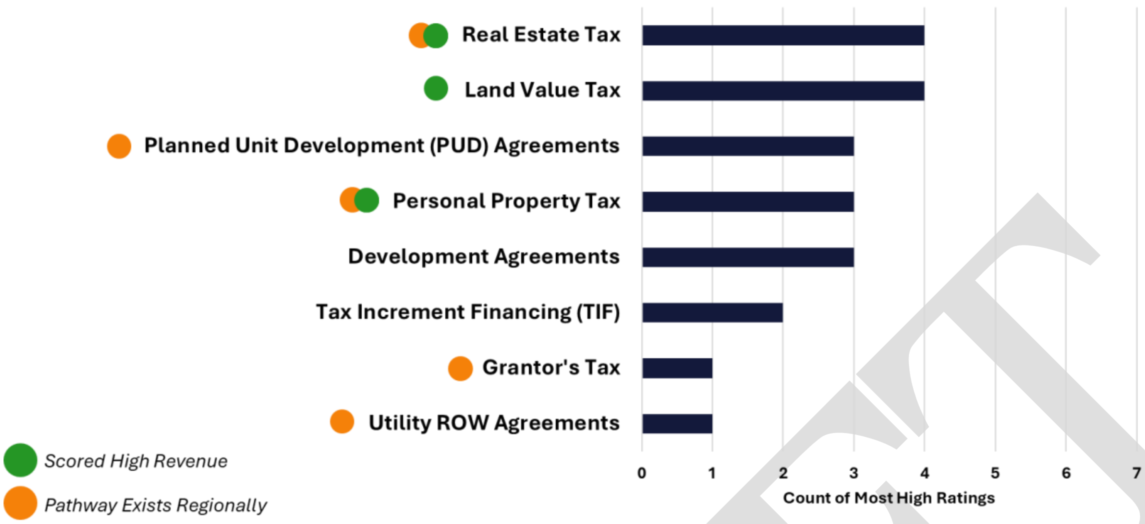
Figure 15: General Revenue Taxes Metric Alignment



PROPERTY TAXES AND FEES

Figure 16 illustrates the results of the property taxes and fees category, which saw greater variance between strategy assessments. The metric with the greatest variance in this category was the revenue potential (growth) metric, due to the inclusion of both state-based strategies and locality-based strategies, which both have different levels of potential revenue capture. Property taxes and fees saw the least variance in the tax/fee payer benefit category, due to a clearer nexus of benefit between tax/fee payers and the benefit in property values they would realize from a bicycle and pedestrian infrastructure buildout.

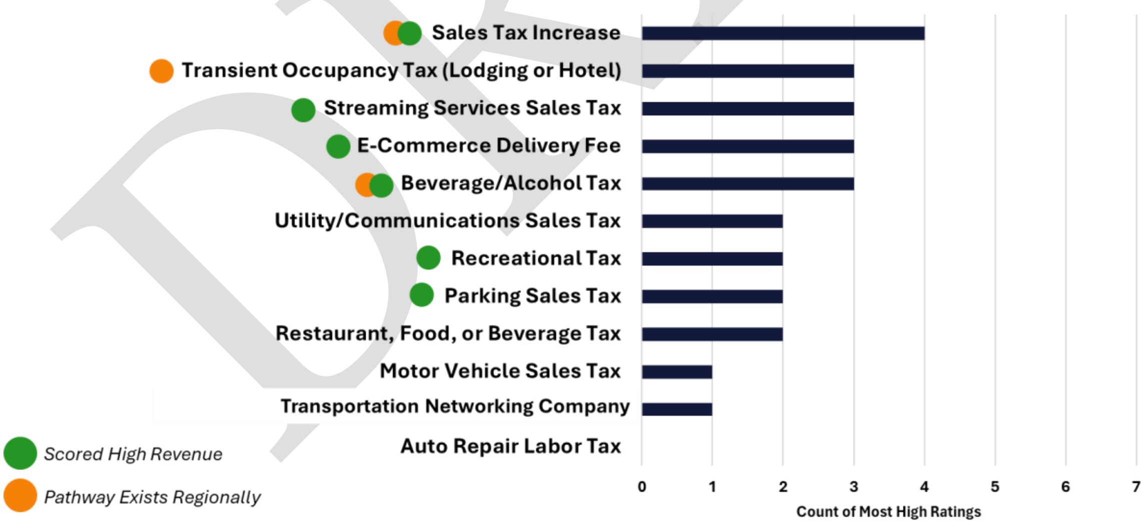
Figure 16: Property Taxes and Fees Taxes Metric Alignment



SALES AND CONSUMPTION TAXES

Sales and consumption taxes, as shown in **Figure 17**, exhibited some commonalities in scoring across the seven metrics, with most of the variance observed in the pathway to implementation metric. This is likely due to the breadth of different strategies assessed in this category, which captures not only taxes currently implemented in the state, but also taxes that have not yet been implemented in Virginia and would require state approval. Most strategies in this category were assessed as moderate to high in terms of revenue potential (magnitude), revenue potential (growth), and stability, which is indicative of the wide revenue bases of the taxes in this category and their strong ties to consumer spending and the broader economy.

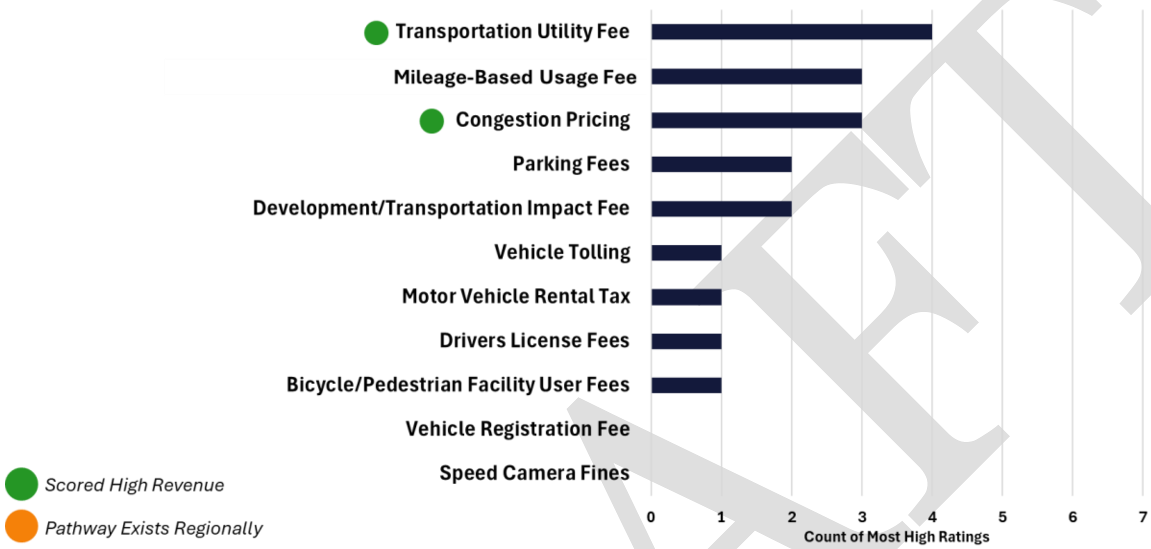
Figure 17: Sales and Consumption Taxes Metric Alignment



TRANSPORTATION-RELATED TAXES AND FEES

In transportation-related taxes and fees, there was a similar distinction between strategies assessed at the highest and lowest ends of the spectrum, as shown in **Figure 18**. In this category, taxes and fees saw shared low assessments in the pathway to implementation metric, due to the inclusion of many taxes and fees not currently established within the state, as well as existing ones whose revenues are already allocated to state or local channels. Similarly to property taxes and fees, strategies in this category saw high assessments in the tax/fee payer benefit metric, due to the assumption that all users of the transportation network, regardless of mode, would benefit in some way from the implementation of bicycle and pedestrian infrastructure.

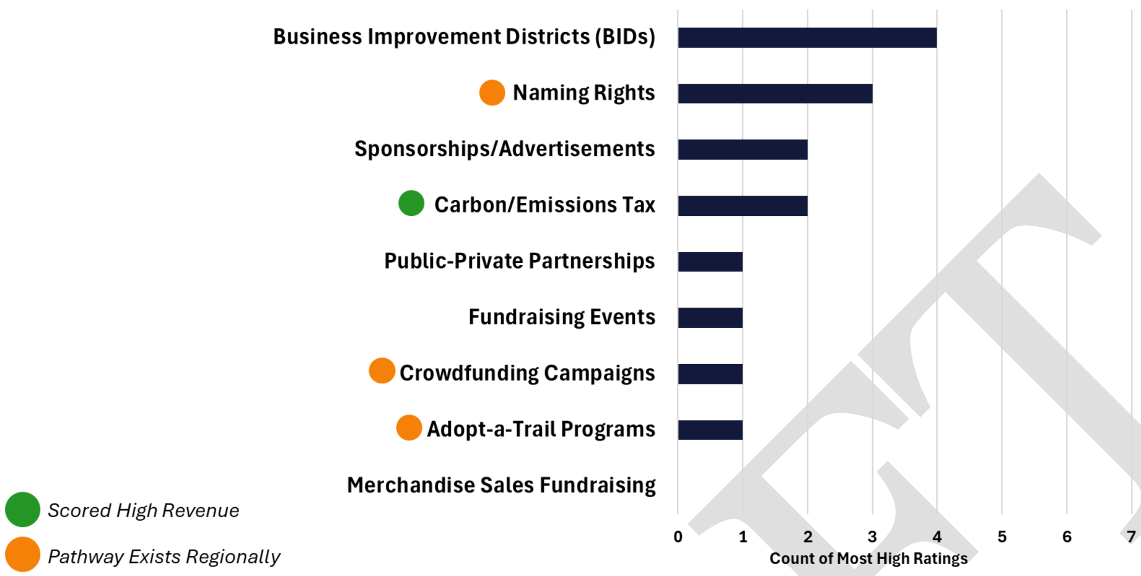
Figure 18: Transportation-Related Taxes and Fees Taxes Metric Alignment



ALTERNATIVE TAXES AND FEES

Alternative taxes and fees saw the most variance between strategies and their assessments, as illustrated in **Figure 19**. In this category, most strategies saw differences in assessments across all metrics, likely due to the variety of strategies included in this category.

Figure 19: Alternative Taxes and Fees Taxes Metric Alignment



Future Funding Strategies: Additional Considerations

Examining future funding strategies revealed several factors must be considered before incorporating strategies into a potential bicycle and pedestrian network funding package.

Social considerations revolve around the effects of taxes, particularly regarding equity and stability, as many options are either regressive or sensitive to market fluctuations. Industry-specific taxes (such as those in restaurants, retail, and tourism) should consider their predicted opposition but also how opposition may be reduced by tying funding to tangible, multimodal improvements.

Other key considerations revolve around whether revenue would be collected statewide or regionally. A statewide collection would benefit from a larger revenue base, as well as being more administratively efficient. Still, it would face uncertainty about whether funds would flow back to bicycle and pedestrian projects in Northern Virginia. Regional collection, conversely, would ensure dedicated local investment but would require a region-specific taxing authority, increasing administrative difficulty. Thus, regional collection would require stronger political authorization, which is necessary due to Dillon's Rule[5], and risks overlapping with existing taxes and fees.

Finally, strategies recommended for further study would need to be incorporated into a regional economic analysis to fully determine the potential funding contribution to a bicycle and pedestrian network dedicated fund.

[5] *The Dillon Rule in Virginia is a legal doctrine stating that local governments only possess powers explicitly granted to them by the state legislature, with any doubt about a power's existence meaning the power is not held. Virginia follows this "strict construction" of local power, limiting the ability of cities and counties to pass local ordinances without prior state approval. This contrasts with "home rule" states, where local governments have broader, inherent powers.*

Funding Strategies Recommended for Further Study

Following the funding strategy assessment, several strategies consistently received high assessments across multiple metrics. When these results were combined with stakeholder input and additional regional insights, NVTA identified a refined list of 14 high-quality strategies. These strategies—particularly when considered alongside the expansion of existing funding sources—represent the most viable options for implementation and hold strong potential to meaningfully advance the construction and long-term maintenance of the Northern Virginia Bicycle and Pedestrian Network.[6]

- Beverage/Alcohol Sales Tax
- Business, Professional, and Occupational License (BPOL) Tax
- E-Commerce Delivery Fee
- Income Tax
- Land Value Tax
- Parking Sales Taxes and Fees
- Personal Property Tax
- Real Estate Tax
- Restaurant, Food, or Beverage Tax
- Sales Tax
- Services Tax
- Streaming Services Sales Tax
- Transient Occupancy Tax
- Transportation Utility Fee

BEVERAGE/ALCOHOL SALES TAX

The beverage and alcohol tax is applied to the sale of specific beverages, including alcoholic beverages and non-alcoholic drinks, and is typically collected in addition to any existing sales tax. Beverage and Alcohol Taxes are typically collected by business with those increases passed onto consumers.

In Virginia, a limited form of this tax is implemented statewide. There is a 40-cent excise tax levied on wine, a 20% tax is applied to distilled spirits that can only be sold through ABC stores, and there is an excise tax of $0.2565 per gallon applied to beer. Statewide, the wine and spirits tax contributed approximately $81 million through Virginia ABC in FY2023, making it a significant revenue source.[7]

Within the Northern Virginia region, localities have the authority to levy taxes on food and beverages sold at restaurants up to 6% and recently, Fairfax County has enacted a 4% tax on food and beverages as a meals tax.[8] In Northern Virginia there is also a 2.5% non-alcoholic beverages sales tax (statewide) and a 6% wine and spirits sales tax at the point of sale, regardless if it is at an ABC store or other vendor.[9] This overlapping jurisdictional rates and applicability of beverage and alcohol taxes to different retail settings does introduce some complexity into the implementation of what is otherwise a reliable source of revenue used for other existing funding purposes. Policy makers would need to discern what specific beverage and alcohol tax rates could be incrementally increased or how to direct to bicycle pedestrian without jeopardizing existing funding streams.

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[6] *Strategies are presented alphabetically and do not imply relative importance.*
[7] *https://www.vaspiritsassn.org/news/virginia-abcs-fiscal-year-2023-revenue-increases*
[8] *https://law.lis.virginia.gov/vacodefull/title58.1/chapter38/article7.1/*
[9] *https://www.abc.virginia.gov/products/products-faqs/pricing-information*

Strategy Applicability

Because beverage and alcohol taxes are already in use regionally, they represent a familiar and administratively feasible mechanism that could be extended or incrementally increased to generate revenue for bicycle and pedestrian infrastructure. Even relatively modest rate increases could yield notable revenues given the consistent demand for beverage sales, particularly in commercial and entertainment districts.

There is a potential link between alcohol-related public health and safety and investments in safe walking and biking infrastructure. Funds from this tax could be framed as supporting healthier and safer communities, strengthening the policy rationale for dedicating a portion to bicycle and pedestrian projects.

Implementation Considerations

Expanding or increasing beverage and alcohol taxes would require state-level authorization for regional dedication and could face significant political and industry opposition. The restaurant and hospitality industries often resist increases, arguing that higher taxes may discourage dining and nightlife spending.

Further, because these taxes are consumption-based, they can be regressive, disproportionately affecting lower-income households. Spending on beverages is also often discretionary, which leaves the revenue prone to economic shocks such as inflation or slowdown in consumer spending. Careful structuring, such as packaging dedicating revenues to community-serving infrastructure like sidewalks, trails, and crossings, may help build acceptance by directly linking the tax to visible public benefits.

BUSINESS, PROFESSIONAL, AND OCCUPATIONAL LICENSE (BPOL) TAX

A BPOL tax is a tax levied on businesses that assesses a business's yearly gross receipts, the total revenue generated. Virginia code § 58.1-3703 states that the "governing body of any county, city or town may charge a fee for issuing a license" depending on the population of the locality. [10] The maximum fee established in the code is $100, for localities with a population greater than 50,000. The code also includes limitations on specific business types and/or activities.

All four counties in Northern Virginia have some form of a BPOL tax, and all NVTA towns and cities also implement their own BPOL taxes. [11] [12] [13] [14] Each jurisdiction has a differing structure, but most include tiered rates and/or varying rates based on business type.

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[10] https://law.lis.virginia.gov/vacode/title58.1/chapter37/section58.1-3703/#:~:text=License%20Taxes-,%C2%A7%2058.1%2D3703.,and%20fees;%20limitation%20of%20authority.
[11] https://www.loudoun.gov/1552/Business-License-Tax#:~:text=All%20business%20owners%2C%20including%20those,for%20business%20personal%20property%20taxes.
[12] https://www.fairfaxcounty.gov/taxes/business/understanding-bpol-tax#:~:text=When%20and%20How%20to%20Apply,for%20late%20filing%20will%20apply.
[13] https://www.arlingtonva.us/Government/Programs/Taxes/Business#:~:text=Licenses%20and%20assesses%20a%20business,one%20reporting%20year%20to%20another.
[14] https://www.pwcva.gov/department/tax-administration/business-license/

Strategy Applicability

Though BPOL taxpayers (businesses) are less directly connected to bicycle and pedestrian facilities than property owners or residents, there are indirect linkages. Investment in bicycle and pedestrian infrastructure can improve the quality of life, attract residents and employees, and support local businesses by drawing visitors to commercial areas. In this way, dedicating a portion of BPOL revenues to multimodal infrastructure can be counted as a reinvestment in the regional economy that benefits the business community.

Implementation Considerations

Establishing a regional BPOL tax would require significant coordination across jurisdictions. Each locality currently applies its own structure, so coordinating rates and determining who would lead administration and collection could be complex. In addition, depending on the value and design of a proposed regional BPOL, changes to the Virginia Code may be required to enable uniform application.

The implementation of a BPOL tax also depends heavily on rate design. Tiered or industry-specific rates can create uneven impacts across sectors, which may raise concerns among certain business groups. Any proposal to dedicate BPOL revenues to bicycle and pedestrian funding would need to consider these distributional effects and balance them against the broader community benefits of a more connected, pedestrian-friendly region versus a business-friendly environment.

E-COMMERCE DELIVERY FEE

The e-commerce delivery fee is applied to retail deliveries to homes and businesses within the region. It is anticipated that e-commerce deliveries will continue to expand, an indicator of a growing tax base. Although this tax is not implemented in Virginia, states such as Colorado and Minnesota have implemented this fee and have generated approximately $60–80 million annually.[15]

Strategy Applicability

As e-commerce grows, a delivery fee could provide a dedicated funding stream for bicycle and pedestrian infrastructure as e-commerce continues to outperform other retail settings.[16][17]

The rationale for taking revenue from e-commerce stems from the fact that increased deliveries contribute to roadway wear, congestion, and safety concerns, while bike and pedestrian investments can help offset some of these impacts by reducing reliance on single-occupancy vehicle trips and creating safer streets for all users. However, if structured improperly, an e-commerce fee could encourage more Vehicle Miles Traveled (VMT) by individuals, increasing trips to physical retail locations and placing additional strain on the network and parking requirements.

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[15] https://csgmidwest.org/2025/02/27/question-have-states-implemented-or-considered-adoption-of-a-retail-delivery-fee/
[16] *At an increment of 10¢ per package: SJ 28 estimated $5.1 million to $13.5 million in regional revenue generated.*
[17] *Note: The jurisdictions included in the SJ 28 and DMVMoves analyses differ from the jurisdictions under NVTA's purview*

Implementation Considerations

Implementing an e-commerce delivery fee in Northern Virginia would require state authorization, since no such mechanism currently exists in Virginia. Collection would most likely occur through delivery service providers or third-party platforms (such as Amazon, UPS, or FedEx), with the fee passed on directly to consumers, often as a line item at checkout. Colorado and Minnesota have also instituted exceptions that suspend the tax for small businesses of a certain size, nonprofits, as well as exemptions for essential goods. Further analysis needs to be conducted to determine the structure of the fee and how it would apply to different delivery scenarios to properly incentivize efficient use of the transportation system balanced with revenue.

INCOME TAX

An income tax is a tax on an individual's earnings, typically collected by state and federal governments. In Virginia, the 2025 tax schedule is graduated between 2% to 5.75% of taxable income. [18] In Virginia, it is one of the largest single sources of state revenue, having contributed nearly $20 billion to the state's general fund. [19]

Strategy Applicability

The scale and applicability of the income tax base to all employees represent a significant potential revenue source that could provide a stable and equitable funding stream for bicycle and pedestrian infrastructure if a portion were dedicated to this purpose.[20] A progressive tax structure also ties contributions to ability to pay, which could help mitigate equity concerns often associated with other potentially regressive funding mechanisms, such as sales or fuel taxes. Packaging transportation and bicycle/pedestrian funding as part of an income tax bracket change or increase could also generate more revenue from Northern Virginia, where the income level is generally higher than the rest of the state.

Implementation Considerations

Despite its potential, an income tax faces some of the most significant challenges to implementation among the funding strategies considered:

- **Authorization:** Virginia localities currently lack the authority to levy local or regional income taxes, meaning new state-level legislation would be required.
- **Regional administration:** Establishing a regional collection and allocation framework would be highly complex and is unlikely to be feasible. More realistically, an income tax adjustment would increase revenues to the state's general fund, expanding the state's overall transportation funding capacity rather than creating a dedicated stream for bicycle and pedestrian investments in Northern Virginia. The pathway for how these funds would flow back into transportation, and specifically into bicycle and pedestrian projects, remains uncertain.

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[18] https://states.aarp.org/virginia/state-tax-guide
[19] https://dpb.virginia.gov/budget/buddoc24/parta/RevenueForecast.pdf
[20] At a 0.1 percent increase: SJ 28 estimated $31.8 million to $153.4 million in regional revenue generated.

- **Distribution**: Alternatively, the state's current income tax processes which identifies the localities of taxpayers could be used to designate the application and collection of a new tax through existing processes and the amounts collected remitted to the region.
- **Political feasibility:** Because of its visibility and sensitivity, income tax changes are among the most politically difficult revenue measures to advance, even when tied to specific infrastructure needs.

Given these challenges—particularly the uncertainty around directing revenue back to bicycle and pedestrian projects—an income tax is unlikely to be a feasible near-term strategy for Northern Virginia to implement unilaterally. However, it remains one of the highest-revenue potential mechanisms in the long term, and any future discussion around changing income brackets or rates could include revenue allocation for bicycle and pedestrian infrastructure.

LAND VALUE TAX

A **Land Value Tax (LVT)** is levied on the value of land at a greater rate than the improvements (buildings) upon it. Unlike conventional real estate taxes, which typically tax improvements at an equal or higher rate than the land itself, an LVT captures revenue from developed, underdeveloped, and undeveloped parcels alike. This structure creates a financial incentive for more efficient land use, which can then be used to build complementary bicycle and pedestrian-friendly infrastructure.

Strategy Applicability

In Northern Virginia, where urban, suburban, and rural areas coexist, the impacts of an LVT would vary significantly across landowners and jurisdictions. LVTs are typically best suited to established cities or growing communities where infill and mixed-use development are needed, but high taxes on improvements may otherwise discourage new construction. This aligns with the profile of many Northern Virginia localities and would expand the potential tax base beyond just those areas with higher property values.

From a multimodal planning perspective, the LVT aligns well with bicycle and pedestrian investment objectives because it directly links land use efficiency, value capture, and transportation infrastructure outcomes. As higher-density developments are incentivized and housing supply expands, an LVT ensures that a dedicated base of funds is available to provide safe, multimodal infrastructure for future users.

Implementation Considerations

Despite its potential, the implementation of an LVT in Virginia faces significant legal and political barriers. Under Dillon's Rule, local jurisdictions must receive explicit state approval to levy a higher tax on land than on improvements. To date, only four jurisdictions in the state have sought this authority, and none have advanced. This lack of precedent suggests limited political support and underscores the challenges of establishing a regional LVT to fund bicycle and pedestrian infrastructure.

Another major consideration is the geographic and jurisdictional scope of application. It is unlikely that an LVT could replace property taxes region-wide, as this would conflict with existing local property tax revenues. A more feasible approach would involve targeted implementation within designated improvement districts, along future trail alignments, or within available rights-of-way, where the tax could function as a value-capture mechanism tied directly to bicycle and pedestrian investments. Further study would need to be conducted to identify areas around future transportation improvements that would be suitable for a land value tax.

In practice, phased or pilot applications would likely be initiated by individual jurisdictions rather than rolled out region-wide. This raises an important question of revenue coordination: how proceeds from locally administered LVTs could be pooled into or shared with a regional taxing authority to ensure they support bicycle and pedestrian infrastructure, rather than simply flowing back into local general funds.

Finally, a unique limitation of the LVT is its revenue growth profile. Unlike property taxes, which expand as new construction is added to the tax rolls, an LVT base grows only with changes in land value, which may increase more slowly with zoning and reassessments. These limitations should be studied closely to assess long-term revenue stability and ensure that proceeds can be distributed equitably and aligned with regional transportation priorities.

PARKING SALES TAXES AND FEES

Parking sales taxes and fees are applied to the use of parking facilities, such as garages and lots. The District of Columbia generated $80 million in FY 2023 from its 18% parking sales tax, and Arlington is estimated to generate over $11 million in metered parking revenue in FY 2026.[21] [22] [23] Traditionally, parking fees are a flat charge applied to both publicly and privately owned parking properties, whereas a parking tax is applicable to the gross receipts of sale regardless of who owns and operates the lot.

Strategy Applicability

Parking taxes and fees directly link revenue generation to automobile use, creating a logical funding mechanism for bicycle and pedestrian infrastructure. Dedicating a portion of parking revenues to expand sidewalks, trails, and other multimodal facilities could help reduce congestion, promote mode shift, and create a more balanced transportation system. Additionally, higher parking rates can serve as a demand management tool, encouraging alternatives to driving and increasing the availability of parking for those who continue to drive.

Implementation Considerations

Implementing parking-related revenues would require determining whether to pursue parking fees or parking sales taxes, as each has different implications.

Parking fees (such as meter charges or garage rates) are typically set and collected directly by jurisdictions or their partners, making them easier to dedicate to specific purposes like bicycle and pedestrian improvements. However, they are limited to facilities under public control unless agreements are made with private operators. Parking revenues from government garages and other parking facilities may also already be used for debt service or other revenue purposes and thus clash with regional parking fees.

[21] *https://ora-cfo.dc.gov/sites/default/files/dc/sites/ora-cfo/publication/attachments/DC%20Tax%20Facts%20Visual%20Guide%202024_final2.pdf*
[22] *https://www.arlingtonva.us/files/sharedassets/public/v/4/budget/documents/fy-2026/fy-2026-adopted/fy-2026-adopted-all-in-one_v2-web.pdf*
[23] *At a one-percent parking sales tax increase: SJ 28 estimated $8.1 million to $23.4 million in regional revenue generated.*

Parking sales taxes, by contrast, are levied as a percentage of the parking transaction price and are usually collected by the state or local tax authority. While taxes can capture revenue from both public and private parking providers, they often are more complex to administer regionally and may require state authorization. Identification of appropriate rates, who has the authority to set the regional rates, and the appropriate collection method would need to be studied further.

Regardless of the approach, implementation would require coordination across jurisdictions, private parking operators, and third-party applications, in addition to developing a comprehensive parking inventory. Private providers and employers may oppose additional charges, citing potential impacts on business costs and competitiveness. Additionally, the variation in parking supply and demand across the region means that revenue potential and political feasibility would differ, with dense, transit-rich areas like Arlington or Alexandria more suitable for robust implementation than outer suburb jurisdictions.

PERSONAL PROPERTY TAX

Personal property tax is levied on tangible property owned by individuals and businesses, including vehicles, trailers, boats, and other movable assets. It is a significant source of revenue for local governments in Northern Virginia. It is one of the largest single tax revenue categories, especially for counties with large commercial or tech sectors, such as Loudoun County, who levy personal property tax on computer equipment within data centers. [24] By fiscal year 2026, Loudoun projects that it will generate roughly $1.37 billion solely from the personal property tax it levies on computer equipment. Similar taxes on personal and tangible property could be dedicated to region-wide transportation and bicycle funding initiatives.

Strategy Applicability

The largest component of personal property tax revenue in Northern Virginia is the tax on personal automobiles. The link between the taxes drivers pay and the benefits they receive from bicycle and pedestrian investments is less direct, but still meaningful: multimodal improvements can expand travel options, reduce roadway congestion, and enhance safety for all users. Framing the allocation of a portion of personal property tax revenues as a reinvestment in a more balanced and efficient transportation network underscores how these funds can ultimately benefit both vehicle owners and non-drivers alike.

Simultaneously, the tax can be regressive, particularly for lower-income individuals who depend on vehicles and may have fewer alternatives. However, investments in multimodal infrastructure can help counter this by providing more affordable mobility choices, reducing reliance on costly vehicle ownership, albeit over multiple years for real travel behavior change to occur.

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[24] https://www.loudoun.gov/DocumentCenter/View/216022/General-Fund-Revenue

Implementation Considerations

Despite its strong revenue potential, the personal property tax faces political and practical challenges. Public support across Virginia is generally low, with taxpayers often expressing frustration over vehicle-related assessments. Revenues are also vulnerable to short-term market fluctuations, as seen during the COVID-19 chip shortage, when rising vehicle valuations sharply increased tax bills, while the use of personal vehicles within the transportation network did not increase significantly. For bicycle and pedestrian funding, a dedicated allocation from personal property taxes would require state and local coordination to ensure revenues are earmarked, while also addressing equity and volatility concerns.

REAL ESTATE TAX

A real estate tax is a conventional property tax that applies an equal or greater tax rate to property, so tax burdens are determined mainly by the development on the land. Real estate taxes are already used by localities to fund general infrastructure improvements, education, and other public services and represent a significant share of revenue for local governments.

Strategy Applicability

Real estate taxes provide a broad, stable, and predictable tax base that could be leveraged to fund bicycle and pedestrian improvements. Because of its wide tax base, even modest increases in the rate can generate significant revenue.[25] Additionally, revenue generated from real estate taxes has proven to be very bondable, allowing jurisdictions to build infrastructure to match future needs.

Since bicycle-pedestrian investments contribute to neighborhood desirability and enhance property values, dedicating a portion of real estate tax revenues creates a clear value link between the tax source and the infrastructure it supports. This connection can strengthen the policy rationale for using real estate taxes as a funding tool for multimodal projects.

Implementation Considerations

While the tax is already uniformly administered within individual jurisdictions, using it as a regional funding source would require substantial coordination between jurisdictions. Differences in local tax rates could influence business location decisions, though broad and modest increases may help mitigate competitive disparities.

Another challenge is the reliance on rising property assessments. Even in cases where tax rates are reduced, higher assessments increase the effective burden on taxpayers. This dynamic has already created points of tension within the region and may complicate efforts to establish a cohesive, region-wide funding approach for bicycle and pedestrian infrastructure.

[25] *At an increment of 5¢ per $100 in assessed value: DMVMoves estimated $413 million in regional revenue generated.*

RESTAURANT, FOOD, OR BEVERAGE TAX

A restaurant, food, or beverage tax is applied to the sale of prepared foods and beverages by restaurants. The tax is typically collected at the point of sale and passed on to consumers, who are often residents and visitors. Because those paying the tax are also the beneficiaries of improved public infrastructure, the tool creates a direct link between revenue generation and community reinvestment.

Strategy Applicability

Restaurant and food taxes are already administered by several Northern Virginia jurisdictions at varying rates, making this a familiar and established funding mechanism. Revenues could be dedicated to bicycle and pedestrian projects, which in turn would improve accessibility to dining districts, enhance neighborhood vibrancy, and support local businesses by encouraging more walkable and bikeable communities.

Implementation Considerations

Despite its potential, expanding or increasing food and beverage taxes would face barriers to implementation. Concerns typically center around the tax's impact on restaurant competitiveness and consumer behavior, particularly if rates differ across neighboring jurisdictions. Restaurants and hospitality industry groups often oppose increases, citing risks of reduced sales or lost customers to lower-tax areas and vulnerability to consumer spending habits. To be effective, a regional approach would require interjurisdictional coordination to ensure consistency, alongside clear communication that dedicating revenues to visible bicycle pedestrian improvements will provide tangible benefits to both residents and businesses.

SALES TAX

Sales taxes, collected at the point of purchase, are a consumption-based tax applied to the sale of goods. This tax often responds to wider consumer spending patterns. Currently, the general sales tax rate combines a 4.3% statewide sales tax with a 1% local sales tax.[26] Additionally, the state also has a 0.7% transportation sales tax in three regions, including Northern Virginia, bringing the total sales tax rate to 6%.

Strategy Applicability

Sales taxes already serve as a significant funding source for transportation investments in Northern Virginia through the regional transportation sales tax. This makes them a familiar and administratively feasible mechanism to extend toward bicycle and pedestrian funding. Even small increases in the sales tax rate can generate substantial revenue, furthering the investments in bicycle and pedestrian infrastructure.[27]

Sales taxes also have a natural connection to economic accessibility and retail vitality. Improved bicycle and pedestrian infrastructure enhances access to retail destinations and other goods-based services, supporting the overall health of the regional economy. Over time, reinvesting sales tax revenues into walkable, bikeable communities can increase local business activity and consumer traffic, creating a

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[26] https://www.fairfaxcounty.gov/taxes/consumer-taxes#:~:text=$1%2C000%20per%20bill-,Sales%20and%20Use%20tax,:%20Fairfax%20County%20%2D%201%25.

[27] *At a one-percentage point increase: DMVMoves estimated $341 million to $392 million in regional revenue generated.*

positive feedback loop between tax collection and community investment, even if these benefits materialize over time. This must be balanced with higher sales tax rates influence on consumer behavior and business location decisions.

Implementation Considerations

Socioeconomic effects must be considered when implementing a region-wide sales tax change. While sales tax applies to all consumers, it is often considered regressive, as it disproportionately affects lower-income individuals who spend a larger share of their income on taxable goods. Other revenue studies, such as SJ 28 and DMV Moves, have moved to exclude grocery and food sales from their revenue estimates to avoid an outsized burden on low-income households.

Decision makers must also plan to conduct a detailed financial analysis to determine the correct sizing of any potential sales tax increase and how it would fulfill the ongoing bicycle-pedestrian capital and maintenance needs. They must also address whether the mechanism for implementation is an incremental increase to the 0.7% regional transportation sales tax, which would increase the overall funding resources that NVTA can use to fund programs like bicycle and pedestrian projects or if a sales tax increase would flow through a separate source.

Depending on the final funding mechanism and the funding structure, determining whether bonding against new sales tax revenue would be appropriate for larger bicycle and pedestrian funding projects, or a revenue-sharing and systematic approach to financing is more desirable.

SERVICES TAX

A services tax is applied to service-based transactions and is typically structured as an extension of a sales tax. It has emerged in response to the growing share of the service economy, which continues to outpace goods-based consumption and is especially prevalent in Northern Virginia. Capturing tax revenue from services, therefore, offers access to a rapidly expanding revenue base.

Strategy Applicability

Because services represent an increasing share of household spending, a services tax could provide a substantial and growing source of funding for bicycle and pedestrian infrastructure. Even a modest rate could generate significant revenues if applied across common service sectors.[28] In addition, dedicating a portion of service tax revenues to multimodal projects could help link economic activity to improvements in quality of life and accessibility, reinforcing the attractiveness of local service economies. Similar to providing multimodal access to retail locations where residents of Northern Virginia access goods, ensuring people have bicycle and pedestrian access to service locations could help justify service taxes.

[28] *At a six-percentage point increase: DMVMoves estimated $209 million in regional revenue generated.*

Implementation Considerations

Currently, the Virginia Code exempts most services from taxation, with only limited exceptions. Implementing a regional services tax would therefore require modification of state legislation to authorize both collection and use. In addition, because there is no statewide framework in place, any services tax would require the development of new collection and administration mechanisms—a complex undertaking, especially if pursued at a regional level.

Another key consideration is equity and business impacts. Service taxes are often viewed as regressive, as they can disproportionately affect lower-income households. At the same time, service-sector businesses may raise concerns about competitive disadvantages if tax rates differ across jurisdictions or perceived unfairness relative to businesses that focus on retail. Regional coordination and study for the potential costs and benefits between service tax and pedestrian investment would be essential for public and stakeholder acceptance.

STREAMING SERVICES SALES TAX

Streaming services sales taxes are an extension of traditional sales taxes and are applied to digital services such as video, music, and gaming platforms. While Virginia does not currently impose a digital services tax, other states and localities have explored or implemented them, noting significant revenue potential. Washington State, for example, proposed a digital ad tax that was projected to raise over $2 billion annually using a 10.35% combined state-local tax rate. [29]

Strategy Applicability

As households increasingly shift toward digital consumption, streaming services represent a growing revenue base that could be tapped to fund bicycle and pedestrian infrastructure. A dedicated tax on streaming platforms would tie funding to a modern, expanding segment of the economy and could provide a predictable source of revenue. Even a modest surcharge could generate substantial funding given the widespread use of subscription-based services.

However, unlike goods and services-related taxes, streaming services rely on digital infrastructure, which do not place as direct a strain on transportation networks. Thus, the linkage between investment in bike and pedestrian infrastructure as an inherent need from taxes digital services is uncertain. Framing revenues from streaming services tax as an investment in local quality of life—for example, supporting the sidewalks, trails, and public spaces that complement lifestyle and leisure activities—could also help build public acceptance.

Implementation Considerations

The tax is typically assessed as a percentage of the subscription or transaction cost and collected by the service provider on behalf of the jurisdiction. If a statewide implementation of a streaming services tax were implemented, a streaming services tax could be collected by the Virginia Department of Taxation. Similar to other statewide taxes, a formalized pathway for the funds to flow into bicycle-pedestrian funding in Northern Virginia would be unclear unless formally stated.

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[29] https://taxfoundation.org/blog/washington-digital-ad-sales-tax

A regional-level collection for Northern Virginia would require new state legislation to authorize a regional digital services tax. Administration could fall to an existing or a newly designated regional body. Platforms would collect the tax from subscribers residing in Northern Virginia, and direct benefits and control could be retained by a regional body and its member jurisdictions, with the drawback being administrative complexity to collect and monitor the taxes.

TRANSIENT OCCUPANCY TAX

A transient occupancy tax (TOT) is applied to temporary lodging, such as hotel stays and short-term rentals (e.g., Airbnb or VRBO). This tax allows localities to generate revenue from visitors rather than residents, which is particularly relevant in Northern Virginia and the greater DMV region where tourism, business travel, and short-term lodging demand are expected to remain constant.

Strategy Applicability

The TOT offers a direct way to fund bicycle and pedestrian infrastructure by leveraging visitor spending. Tourists, business travelers, and short-term renters frequently rely on sidewalks, trails, and safe street crossings to access hotels, restaurants, shopping districts, and cultural destinations. Investing tax revenues into bicycle and pedestrian facilities not only enhances the visitor experience but also supports the regional tourism economy by making activity centers more accessible and attractive. In this way, dedicating transient occupancy tax revenues to bicycle pedestrian projects establishes a clear value link between those paying the tax (visitors) and the infrastructure improvements that benefit them during their stay, while also creating long-term transportation and recreational benefits for residents.

Implementation Considerations

Transient occupancy taxes are already widely implemented across Virginia jurisdictions, including Northern Virginia. For example, in Fairfax County, a base 2% TOT is collected for general revenue, a 3% Transportation District TOT is collected regionally to support transportation, and an additional 2% tax supports tourism and nonprofit initiatives.[30] While these mechanisms demonstrate that the tax is both familiar and administratively feasible, they also highlight the limited flexibility for additional increases, as overall lodging tax rates already approach 11% in some jurisdictions.

Higher rates may face opposition from the hospitality and tourism industries, which argue that increased lodging costs could reduce competitiveness relative to nearby regions. Moreover, TOT revenues are sensitive to fluctuations in travel demand, making them less reliable during economic downturns or disruptions to the tourism market. Revenues from many local jurisdictions in Northern Virginia are still recovering to pre-pandemic levels as a result of the COVID-19 pandemic.

TRANSPORTATION UTILITY FEE

A transportation utility fee (TUF) treats transportation infrastructure as a municipal service, similar to water and electricity, in which residents and businesses pay a fee to use the utility that is the transportation infrastructure. The fee is often calculated based on trip generation estimates that reflect how much a property contributes to transportation system maintenance and operation costs.

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[30] *At a one-percent increase: SJ 28 estimated $2.4 million to $9.8 million in regional revenue generated.*

Strategy Applicability

A TUF directly links funding to system usage, ensuring that those who generate more trips contribute more to the cost of maintaining and improving infrastructure. The magnitude of revenue depends on the fee structure, but examples from cities such as Portland and Bend, Oregon demonstrate that TUFs can generate between $5 million and $54 million annually for general transportation funding. Small monthly fees as little as $5 to $15 can generate millions of dollars in revenue and provide a stable, predictable source of revenue up to local discretion for use. A TUF also provides a source that can be more heavily allocated to maintenance of existing systems, so it could be earmarked for bicycle and pedestrian infrastructure maintenance specifically.

To date, there are no examples of TUF revenues being reserved exclusively for bicycle and pedestrian infrastructure, but rather for general transportation. Because many TUFs are fees rather than taxes, when they are implemented, they often do not require approval through ballot measures; however, this means that they often have specific restrictions on their use. Most North American applications dedicate revenues to general roadway operations and maintenance; however, the flexibility of the tool allows for a portion to be earmarked for multimodal investments.

Implementation Considerations

There are currently no regional applications of TUFs; however, there are many examples at the county or municipality level. Implementing a TUF at a regional scale in Northern Virginia would require state authorization as well as substantial interjurisdictional coordination, both of which present significant challenges. However, because of the current administrative pathways to collect utility and other fees from residents, a regional transportation fee could be feasible by adding it to existing bills and invoices.

Decision-makers would also need to determine an appropriate fee structure, such as:

- **Flat fee:** Every household or business pays the same amount
- **Variable fee by land use:** Fees are scaled according to trip generation, with higher rates applied to commercial or mixed-use properties that generate more vehicle trips
- **Discounts/credits:** Reduced fees could be offered for properties or households with lower roadway usage, improving fairness, and incentivizing multimodal travel

To gain the broadest support, TUF revenue for bicycle and pedestrian infrastructure would most feasibly be implemented by packaging it with other transportation needs like repaving, safety, and transit. By treating sidewalks, trails, and crossings as integral components of the transportation utility, a TUF could become a viable mechanism to dedicate revenues toward bicycle and pedestrian infrastructure, though it would require careful structuring, political support, and strong regional collaboration. Further transportation economic study would also be necessary to determine the revenue that Northern Virginia's parcels could generate at different rates and whether a region-wide or district-specific implementation is most appropriate.

HIGH RATING STRATEGIES NOT RECOMMENDED FOR FURTHER STUDY

Though many strategies emerged with repeat high ratings, conversations with NVTA staff and regional partners suggested that not all would be equally viable in practice. **Table 7** illustrates the strategies that initially rated higher amongst others in the same category, but were removed from consideration for extraneous reasons.

Table 6: Strategies Not Recommended for Further Study

Strategies Not Recommended	Reasoning
Naming Rights	Naming Rights lack of viability in the context of bicycle and pedestrian infrastructure (as opposed to transit, which has greater naming right sale potential with station names).
Business Improvement Districts (BIDs)	BIDs are promising hyper-local revenue options but lack the larger potential to be a regional solution with a broad revenue base.
Congestion Pricing	Congestion pricing would require significant political will and technology for cordon zone creation that currently is not present.
Mileage-Based Usage Fee (MBUF)/Vehicle Miles Traveled Fee	An MBUF would be complex to administer on a solely regional level.
Planned Unit Development (PUD) Agreements	PUDs are ad-hoc strategies that would not be implementable on a regional scale.

Future Opportunities

Realizing the full benefits of active transportation in Northern Virginia requires sustained collaboration among regional partners. While increased investment in bicycle and pedestrian infrastructure is crucial, challenges remain in securing and managing funding. Given the region's diverse land use and transportation needs, a one-size-fits-all approach is not viable. Future strategies must account for local context and the complementary role of various transportation modes. As viable funding strategies are chosen, efforts should focus on revenue estimation, implementation planning, and funding program design to support balanced regional mobility.

Appendix A – Regional Coordination Partner List

	Organization Name	Participant Name
Counties	Arlington County	Elwyn Gonzalez Brian Shelton
	Fairfax County	Noelle Dominguez Laura Ghosh Nicole Wynands
	Loudoun County	Rob Donaldson Lou Mosurak
	Prince William County	Bryce Barrett
Local Governments	City of Alexandria	Bryan Hayes
	City of Fairfax	Chloe Ritter
	City of Falls Church	Kerri Oddenino
	City of Manassas	Chloe Delhomme
	City of Manassas Park	Steve Hall
	Town of Vienna	Andrew Jinks
	Town of Clifton	Mayor Tom Peterson
	Town of Dumfries	Reginald Tabor
	Town of Hamilton	Daniel Gorman
	Town of Haymarket	Thomas Britt
	Town of Herndon	Mark Duceman Jaleh Moslehi Bryce Perry
	Town of Lovettsville	Jason Cournoyer
	Town of Leesburg	Richard Klusek
	Town of Middleburg	Danny Davis
	Town of Purcellville	Jessica Keller Jordan Andrew
	Town of Hillsboro	David Mekarski
	Town of Occoquan	Adam Linn
	Town of Round Hill	Bobby Lohr
Regional/State Agencies	Virginia Department of Transportation	Brian Leckie Heidi Mitter Maria Sinner Rahul Trivedi
	National Parks Service	Laurel Hammig
	MWCOG Transportation Planning Board	Janie Nham Michael Farrell Victoria Caudullo
	Fairfax County Park Authority	Randall Farren
	NOVA Parks	Mike Depue

	Organization Name	Participant Name
	Northern Virginia Regional Commission	Jill Kaneff Rebecca Murphy
	Northern Virginia Transportation Commission	Andrew D'huyvetter Daniel Knickelbein
	Virginia Passenger Rail Authority	Angel Reed Meredith Judy Naomi Klein
	Virginia Railway Express	Nick Ruiz
	Potomac Rappahannock Transportation Commission	Joe Stainsby
	Washington Metropolitan Area Transit Authority	Mark Phillips
Advocacy Groups	Fairfax Alliance for Better Bicycling	Joy Faunce
	Bike Loudoun	Lisa Campbell
	Bike Falls Church	Andrew Olesen
	Sustainable Mobility for Arlington County	Chris Slatt
	Coalition for Smarter Growth	Sonya Breehey Stewart Schwartz
	Prince William County Trails and Blueways Council	David Brickley
	Active Prince William	Allen Muchnick
	Northern Virginia Transportation Alliance	Jason Stanford
	Tysons Community Alliance	Jason Zogg Sonali Soneji Tianyi Berinato
	Washington Area Bicyclist Association	Elizabeth Kiker
	Virginia Bicycling Federation	Jim Durham
	Alexandria Bicycle and Pedestrian Advisory Committee	Ken Notis
	Potomac Pedalers	Rudi Riet
	Transportation Association of Greater Springfield	Joan Clark
	Dulles Area Transportation Association	Luke Frazza

Appendix B – Regional Coordination Meetings Summaries

Appendix C – Regional Stakeholder Survey Results

Table 7: Most Frequently Mentioned Funding Sources

Program	Survey Response Mentions
Transportation Alternatives	9
VDOT Revenue Sharing	7
SMART SCALE	6
NVTA Local Revenue	4
NVTA Regional Revenue	3

Source: Agency online survey

Appendix D – Funding Strategy Detail Sheets