

# NORTHERN VIRGINIA TRANSPORTATION COALITION

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## **2019 Policy Statement:**

### **A Strong Economy, Regional Security and High Quality of Life Require a Robust and Well-Connected Regional Transportation Framework**

We, the undersigned organizations representing the vast majority of businesses and employees of Northern Virginia's private sector and non-profit workforce, believe that a strong, efficient regional transportation network is essential to our region's future economic competitiveness, security, and quality of life. We believe that unlocking Northern Virginia's transportation grid requires a strategic regional approach.

We support performance-based statewide and regional transportation plans that focus on new and existing corridors of regional and statewide significance, the evaluation of highway and public transit projects utilizing the same criteria, and the prioritization of investments first and foremost on the ability to reduce congestion and improve travel time.

We believe that achieving the best solutions to our transportation challenges requires a big picture perspective – regionally as well as statewide. Therefore, we believe the focus of the Commonwealth Transportation Board and the Northern Virginia Transportation Authority, our region's designated transportation planning body, should be on the investment of regional, state, federal, and private sector transportation dollars for highway and transit improvements, and intelligent transportation systems that will:

- Move the greatest number of people throughout the region;
- Reduce congestion and travel time between major regional employment centers and communities;
- Increase network reliability region-wide while producing the best long-term return on investment;
- Promote regional economic development and growth; and
- Enhance regional security.

In 2018, the General Assembly diverted essential regional transportation funding from the Northern Virginia Transportation Authority to fund the capital needs of the Washington Metropolitan Area Transit Authority (WMATA). While we support maintaining dedicated funding for WMATA, we also support efforts to replace the money lost by the Northern Virginia Transportation Authority from other statewide or regional dedicated funding sources.

We support amending the law requiring that the long-term benefits of Northern Virginia's regional funds be distributed proportionally among jurisdictions to enable the regional Authority to better address the region's most critical transportation needs. We also support protection of the Transportation Trust Fund through passage of a Constitutional amendment that limits usage of those funds on non-transportation purposes.

We applaud new construction to add capacity on I-66 inside and outside the Beltway and new I-395 and I-95 Express Lanes and believe future regional transportation funds should be primarily focused and leveraged, where appropriate, with federal, state, and private funds on projects of large-scale regional significance. These include:

- Metro – Continue improving maintenance, operations, and safety of the rail fleet.
- New Potomac River Crossing -- Constructed northwest of the American Legion Bridge.
- American Legion Bridge -- Add new express/managed lanes in each direction.
- Bi-County and/or Tri-County Parkway -- Connect Route 234 in Prince William County with US Route 50 in Loudoun County.
- Route 28 -- Upgrade to eight lanes between Route 7 and I-66.

- Fairfax County Parkway -- Convert to limited-access facility.
- Regional Express Bus network -- Implement in I-66, I-95, I-395, I-495, the Dulles Toll Road and other major regional corridors.
- Long Bridge - Fund the construction of an expanded Long Bridge corridor to increase VRE capacity
- Route One – Increase capacity and invest in improved transit service

We believe that Metro is a core statewide asset, and that a well-maintained, safe, reliable and fiscally sustainable Metrorail system is essential to Northern Virginia’s and the Commonwealth’s economic competitiveness.

Therefore, we support maintaining sustainable, adequate Metrorail funding from all sources tied to implementation of appropriate operational, funding and governance reforms. We support the reauthorization of the federal Passenger Rail Investment and Improvement Act (PRIIA), the Commonwealth’s continued state matching funds, and efforts to establish a sustainable, long-term solution to the Commonwealth’s transit capital funding. In order to create further financial stability, the federal government should amend the Wolf Act so that arbitrators can consider WMATA’s ability to pay in any binding arbitration decisions.



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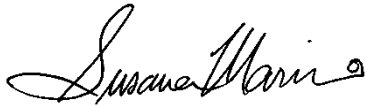
Lorraine Arora, Chairman of the Board  
Northern Virginia Association of Realtors®



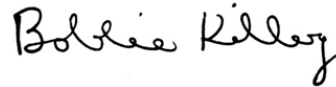
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