

NORTHERN VIRGINIA TRANSPORTATION COALITION

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2020 Policy Statement: A Robust Regional Transportation Network is Essential To Northern Virginia's Economic Prosperity and Quality of Life

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 robust regional transportation network is essential to our future economic competitiveness, quality of life, environmental sustainability, and equitable access to opportunity. Unlocking Northern Virginia's transportation grid requires regional collaboration, long-range planning, and strategic investments in transportation infrastructure to meet our growing travel demands.

To achieve these goals, we support performance-based statewide and regional transportation plans that focus on corridors of regional and statewide significance, the evaluation of highway and public transit projects utilizing the same criteria, and the prioritization of projects that produce the best long-term return on investment.

When prioritizing transportation projects, we believe the Commonwealth Transportation Board and the Northern Virginia Transportation Authority should focus the investment of regional, state, federal, and private sector transportation dollars on highway, transit, and intelligent transportation system improvements that will:

- Reduce congestion and travel time between major regional employment centers and communities;
- Move the greatest number of people throughout the region;
- Increase region-wide network reliability; and
- Promote regional economic development and growth.

Using these criteria, we believe 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 while expanding core capacity.
- **American Legion Bridge** -- Add two new express lanes in each direction.
- **New Potomac River Crossing** -- Constructed northwest of the American Legion Bridge.
- **VRE** -- Fund the construction of a new Long Bridge and fourth track to Springfield.
- **Route 28** -- Build the Route 28 bypass through Manassas and planned upgrades to I-66.
- **Northstar Boulevard** -- Connect Route 234 in Prince William County with US Route 50 in Loudoun County.
- **Fairfax County Parkway** -- Convert to limited-access facility.
- **Richmond Highway** -- Expand roadway capacity including new lanes for dedicated Bus Rapid Transit.
- **Regional Express Bus Network** -- Improve bus service using the regional express lanes network.

In order to make these investments, we strongly support the restoration of funding diverted from the Northern Virginia Transportation Authority in 2018 using statewide or regional dedicated funding sources. We also support amending the law requiring that the long-term benefits of Northern Virginia's regional funds be distributed proportionally among jurisdictions to enable the Authority to better address the region's most critical transportation needs.

In addition, we believe the Commonwealth should maintain its commitment to fund transportation improvements in Northern Virginia. The presence of local, regional, and private transportation funding as well as toll revenue does not absolve the Commonwealth of this responsibility. In order to enable the Commonwealth to fulfill this obligation, we strongly support the creation of new, dedicated state-wide transportation funding from broad-based sources that will meet both our current and future transportation needs.

We support the use of congestion managed express toll lanes to expand the capacity of our roadway network, incentivize carpooling, and increase transit reliability. We believe that any net revenue to the Commonwealth or Northern Virginia raised through the implementation of these lanes should be reinvested in transportation improvements that directly expand the travel capacity of the corridor in which that revenue is raised.

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.

Finally, we support the creation of tax incentives for employers who provide employees with fare assistance for public transportation, telework, and other travel demand management options.



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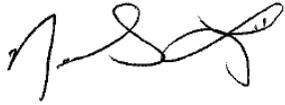
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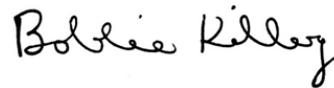
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