

NORTHERN VIRGINIA TRANSPORTATION COALITION

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August 29, 2022

The Hon. Phyllis Randall
Chair, Northern Virginia Transportation Authority
3040 Williams Drive
Fairfax County, VA 22031

RE: The 2022 TransAction Update

Dear Chair Randall:

As representatives of the vast majority of businesses and employees of Northern Virginia's private sector and non-profit workforce, we are writing to share our strong support for the Northern Virginia Transportation Authority's TransAction Plan. Fully implementing Northern Virginia's long-range transportation plan is key to our community's future economic and workforce competitiveness, quality of life, environmental sustainability, and equitable access to opportunity.

Northern Virginia is expected to gain 600,000 people and 500,000 jobs over the next twenty-five years. That's a 23% increase in population and 33% increase in the number of jobs. The only way to accommodate this tremendous growth is through a multimodal, all-of-the-above approach to transportation improvements including roadways, transit, bike, pedestrian, and technology infrastructure.

That is exactly the strategy that TransAction pursues with 429 regional, multimodal projects worth a total of \$75.7 billion dollars over the next twenty-five years. Of that \$75.7 billion, \$44.5 billion or nearly 60% would go to transit projects throughout the region. In fact, the ten most expensive projects in the plan - nine of which are transit projects including a Metrorail Core Capacity Expansion in Washington, DC - account for 50% of the \$75 billion total.

While the Northern Virginia Transportation Authority does not have \$75 billion to fund every project in TransAction, the Authority is also not the sole source of funding for these projects. Authority funding can be used for larger projects to leverage local, state, federal and private sector dollars to reach full implementation.

One example of this strategic use of funding is the Long Bridge Rail Project. The total cost of this project and accompanying rail improvements is nearly \$4 billion dollars. While the full cost of the project is included in TransAction, the Authority is currently funding \$25 million. The remainder of the cost of the project is being funded through toll, state, and federal dollars. However, removing this project from TransAction would prevent the Authority from providing any funding for this project and significantly leveraging other funding sources.

Furthermore, every project in TransAction is included as a part of either a local or multi-jurisdictional transportation plan. Including these projects in TransAction gives the Authority

and local governments flexibility to prioritize projects that are ready to move forward and leverage additional funding as it becomes available.

Removing projects from this proposal would negatively impact the regional balance that Northern Virginia's jurisdictions who have all been involved in the development of this plan have worked so hard to create.

According to the National Capital Region's Transportation Planning Board, 80% of the DC region's trips by 2045 will still be taken via automobile despite the planned 40% increase in density in high-capacity transit corridors over the next two decades.

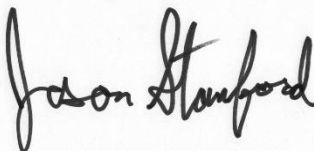
The Transportation Planning Board has also found that households in the DC region with incomes of less than \$60,000 are twice as likely to drive to work than take all other forms of transportation combined. And area residents with incomes of \$25,000 or less are three times more likely to drive alone than take a bus - and four times more likely to take an automobile than transit for their daily travel needs. At the same time, they are less likely to have a job that allows for telework or flexible scheduling. Our roadways are essential to expanding access to jobs and opportunities for millions of low-income residents across the region.

Therefore, we urge the Northern Virginia Transportation Authority to continue to think regionally and work together to support projects in other jurisdictions that fit the travel demands and needs of those jurisdictions.

We must continue working together if we hope to solve the transportation challenges of Northern Virginia. Regional cooperation is why 50% of the new jobs and households in the DC region are expected to come to Northern Virginia over the next two decades. By continuing to invest in multimodal transportation solutions across our region, we can ensure that Northern Virginia remains one of the best places to live, work, and raise a family.

Thank you for your time and consideration of these comments. The Northern Virginia Transportation Business Coalition looks forward to working with you to fully implement the transportation vision that has been put forward by TransAction over the next twenty-five years.

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is written in a cursive, flowing style.

Jason Stanford

President

Northern Virginia Transportation Business Coalition

NORTHERN VIRGINIA TRANSPORTATION BUSINESS COALITION MEMBERS

 THE 2030 GROUP

