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TAKE ACTION WITH TRANSACTION 2030

***Transportation Authority Offers Richmond a Blueprint for Solving
the Transportation Woes of Northern Virginia***

Fairfax County, VA -- The Northern Virginia Transportation Authority (NVTA) approved an inventory of Northern Virginia's priority transportation projects at its meeting on January 12, 2006. This list of needs, considered essential to relieving traffic congestion and crowding on Metrorail and VRE, will be sent to General Assembly members along with a summary report of the TransAction 2030 planning process and study outcomes.

TransAction 2030 is an update to Northern Virginia's long-range transportation plan. The release of the summary report follows more than one year of extensive study and public outreach, including a scientific telephone survey of 1,263 Northern Virginia residents and cutting-edge modeling efforts to assess the performance of the transit, bicycle and pedestrian networks at the same level of analysis as is customarily done for the highway network.

"After unprecedented efforts to obtain the public's views on transportation solutions, the NVTA has proposed a package of road, transit and bicycle infrastructure improvements that will dramatically improve transportation conditions in Northern Virginia. This is not another effort to merely document the problem. Implementation of this plan will solve Northern Virginia's transportation problems," said David F. Snyder, Chairman of the NVTA.

The NVTA documented more than \$16 billion in unmet transportation needs. Both highway and transit systems are suffering from insufficient capacity. The study shows a dramatic deterioration of the roadway system in just six years since the last plan was produced in 1999. Alarmingly, investing \$12 billion in Northern Virginia transportation improvements as directed by the Washington metropolitan area's financially constrained long range plan (CLRP) is insufficient to improve travel conditions on area roadways. In fact, despite this level of investment, congestion will worsen by 2030. An additional \$664 million annually, as outlined in the TransAction 2030 Plan, is necessary to improve levels of congestion compared to those experienced on the road and transit networks today.

Both highway and transit projects are needed to reduce Northern Virginia's congestion problems and the public has asked for expanded pedestrian and bicycle facilities. The study also concluded that there are parts of Northern Virginia currently not served by transit directly that have the population density to support direct transit service. Accordingly, the TransAction 2030 Plan calls for annual investments of \$300 million for roads, \$314 million for transit, and \$2 million to expand the bicycle and pedestrian network.

The telephone survey discovered that Northern Virginia residents are willing to pay more to fund additional transportation projects and services. They preferred a sales tax as a way to fund these improvements.

Authority members will also ask the State to help pay for these needed improvements. Northern Virginia is expected to attract more than 640,000 new jobs by the year 2030. Each Northern Virginia job pays the State nearly 50 percent more in taxes than a job in other parts of the State. Transportation is essential to supporting those jobs. "If we don't support Northern Virginia's existing jobs and future tax base with adequate transportation infrastructure, the jobs may relocate to neighboring states or be outsourced to a foreign country, causing a huge loss of revenue to us and to the entire state," cautioned David F. Snyder, Chairman of the NVTA.

Certain corridors emerge as clear priorities through public forums

A full fifty percent of the respondents to a telephone survey said that public transportation is their top priority; and approximately twenty-five percent chose road improvements. Eighty-five percent of the respondents stated that they were willing to pay to expand public transportation and reduce crowding on Metrorail and the Virginia Railway Express.

A vote was conducted for eight major corridors in the region during a series of community fairs. Voters clearly showed that the I-66/US-29/US-50 corridor was their first priority. The Dulles/VA-7 corridor followed in second place. In the Dulles corridor, extension of Metrorail to Dulles Airport and Ashburn, Virginia (Loudoun County) was far ahead of any other choice.

Cutting edge approach used for transportation plan

The centerpiece of the proposed TransAction 2030 Plan is the introduction of extensive transit, bicycle, and pedestrian level of service (LOS) analyses to complement the highway LOS analysis. For the first time in Northern Virginia, the Transit LOS methodology will provide a framework for measuring transit availability and quality of service from the passenger point of view. The introduction of Multimodal LOS analyses allows the project team to evaluate the interactions between modes (bus, auto, bike, and pedestrian) to better understand the effects of investments on all users of the transportation system. This is the first application of this approach in Northern Virginia and one of the first in the country. In fact, TransAction 2030 is the largest application to date of Multimodal LOS analysis, placing Northern Virginia on the cutting edge of transportation planning.

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