

FOR IMMEDIATE RELEASE
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FOR FURTHER INFORMATION:
Kala Quintana
Office (703) 524-3322 X 104
Mobile (703) 597-4970

TAKE ACTION WITH TRANSACTION 2030
*Transportation Authority Outlines Game Plan for Relieving Northern Virginia's
Transportation Crisis—the Ball Is now in General Assembly's Court*

Tonight the Northern Virginia Transportation Authority (NVTA) will formally adopt TransAction 2030—the update to the long-range transportation plan for Northern Virginia—and call upon the General Assembly to address the level of transportation investment needed in Northern Virginia. This action follows the endorsement of the TransAction 2030 Plan by each of Northern Virginia's nine jurisdictions.

“As General Assembly members continue to endlessly debate budget issues, anti-tax ideology is preventing Virginia, and especially Northern Virginia, from solving the transportation crisis. Meanwhile, Northern Virginia voters are sitting in traffic for longer periods of time, construction costs are increasing, and our businesses are needlessly hampered,” said David F. Snyder, Chairman of the NVTA. Snyder went on to say that, “Northern Virginia's transportation problems cannot be addressed without the General Assembly's help in closing the funding gap with stable, reliable, and permanent sources of transportation funding for all modes, including a dedicated funding source for Metro.”

The NVTA has done what the General Assembly asked it to do when it created the NVTA in 2002; namely, prepare a plan for addressing area transportation needs. Northern Virginia, under the leadership of local elected officials from the nine jurisdictions serving on the NVTA, has arrived at a regional consensus on this blueprint for how to relieve Northern Virginia's transportation crisis; reduce congestion on area roads, buses, and trains; improve residents' quality of life; and facilitate economic growth that benefits citizens across the Commonwealth. “It's now time for the General Assembly to take responsible action,” said Snyder.

In the TransAction 2030 Plan, the NVTA documents 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. Alarming, investing \$30 billion in Northern Virginia transportation improvements as anticipated by the Washington metropolitan area's financially constrained long-range plan (CLRP), which reflects existing revenue sources, is insufficient to improve travel conditions. In fact, despite this level of investment, congestion will worsen by 2030. An additional \$670 million annually is necessary to improve levels of congestion compared to those experienced on the road and transit network today.

Fairfax County Board of Supervisors Chairman, Gerald E. Connolly, emphasized, “The General Assembly has failed to comprehend the dire needs of Northern Virginians. Unable to reach a deal, they have removed new transportation funding from the biennial budget and have postponed transportation solutions indefinitely. Meanwhile, right-of-way and construction costs continue to soar. The 2030 Plan calls for an additional investment of \$670 million annually. It is

imperative that the General Assembly act to provide additional transportation funding for Northern Virginia.”

TransAction 2030 reflects a balanced approach toward alleviating Northern Virginia’s transportation woes. The TransAction network of road, transit, and bike facilities provides a 72 percent increase in the number of transfer stations that allow travelers to connect between modes (e.g., bus to rail). It doubles the number of Metrorail stations in Northern Virginia as a result of Metrorail extensions in the I-66 and I-95 corridors. It adds light rail transit and/or bus rapid transit to the Route 7, Route 28, Crystal City-Potomac Yards and Columbia Pike corridors. The TransAction network increases highway capacity by 8 percent above what is already planned in the region’s Constrained Long-Range Plan (CLRP) and it adds 600 miles of on- and off-road trails to the region’s bicycle network.

“Retaining and attracting jobs to Northern Virginia that are within a reasonable commute time for workers benefits everyone in the state, as Northern Virginia jobs generate 50 percent more state taxes than anywhere else in the Commonwealth,” says Chris Zimmerman, Vice-Chairman of the NVTA. The number of jobs within a 45-minute commute of employee households via auto increases by 14% above what the 2030 CLRP network can accommodate. This personal accessibility improvement is even greater for those using transit. The TransAction 2030 Plan network shows a 48% increase in job accessibility by transit.

As part of TransAction 2030, the NVTA surveyed more than 1,200 residents about their view on the most important transportation improvements for the region and the funding sources they found most acceptable. Two-thirds of residents are frustrated with the trips they take most often and are willing to pay to have their highest priority transportation projects completed. Those who picked transit as their top priority are willing to pay an average of more than \$2.00 more per day, while those who picked road widening projects were willing to pay about \$1.50 more each day. Despite public support, the General Assembly did not even grant Northern Virginia the ability to raise revenue itself to pay for the much-needed maintenance, operation, and expansion of the Metrorail and VRE. The NVTA will continue to push for stable, reliable, and permanent funding sources for the completion of the region’s other transportation priorities, as outlined in the NVTA’s TransAction 2030 Plan.

According to the Texas Transportation Institute’s 2005 Annual Urban Mobility Report, the Washington Metropolitan area is the third most congested region in the nation and suffers from over 125,000 hours per year of traffic delay – this translates to over 65 hours per commuter— more than a week of vacation that the average traveler spends sitting in traffic every year! The region trails only New York for having the longest commute times with an average one-way travel time of 33 minutes, according to the 2005 American Community Survey of households.

A list of NVTA members and their contact numbers is attached. Tonight’s approval will be followed by a press conference on Friday, September 15, from 8:00 AM until 8:30 AM at the Dunn Loring Metrorail Station. The following documents are available on the TransAction 2030 Web site www.TransAction2030.com:

- TransAction 2030 Summary Report
- TransAction 2030: Northern Virginia 2030 Transportation Plan
- TransAction 2030: Technical Appendices
- TransAction 2030 Telephone Survey Results

Further information on the NVTA is available on its Web site at www.novaregion.org/novatrans/index.html.

##NVTA##

Northern Virginia Transportation Authority Members

Councilman David F. Snyder, NVTA Chairman; Falls Church City Council
703-248-5014
dsnyder@aiadc.org (Work)

Chairman Christopher Zimmerman, NVTA Vice Chairman; Arlington County Board
703-228-3122 (Lloyda Sequeira)
cz.arl@verizon.net (Work)

Mayor William D. Euille, City of Alexandria
703-838-4500 (Beth Temple)
alexvamayor@aol.com (Work)

Mayor Robert F. Lederer, City of Fairfax
703-385-7850 (Fran Chester)
rlederer@fairfaxva.gov (Work)

Chairman Gerald E. Connolly, Fairfax County Board of Supervisors
703-324-4972 (Linda Freeman)
chairman@fairfaxcounty.gov (Work)

Chairman Scott K. York, Loudoun County Board of Supervisors
703-777-0204 (Sandy Truslow)
chairmanyork@adelphia.net (Work)

Vice Mayor Harry J. "Hal" Parrish, II, City of Manassas
703-368-3121
hparrish2@starpower.net (Work)

Councilman Bryan Polk, Manassas Park City Council
703-368-5348
bepolk@comcast.net (Work)

Supervisor Martin Nohe, Prince William Board of County Supervisors
703-792-4620
mnohe@pwcgov.org (Work)

Senator Jeannemarie Devolites Davis, Virginia Senate
703-938-7972 (Ali Ahmad)
district34@sov.state.va.us

Delegate Vincent F. Callahan, Jr., Virginia House of Delegates
703-356-1925
Del_Callahan@house.state.va.us

Delegate Jeff Frederick, Virginia House of Delegates
703-490-8405 (Michael Hardy)
delegate@va52.com (Work)

Margaret E. G. Vanderhye, Governor's Appointee
703-442-0422
mgvanderhye@yahoo.com (Work)

Dennis Morrison, Administrator, Northern District Office, VDOT
703-383-2477 (Pearl Gordonel)
Dennis.Morrison@VDOT.Virginia.gov (Work)

Matthew Tucker, Director, DRPT
804-786-1051
Matthew.Tucker@drpt.virginia.gov