

Fair Funding and Smart Fixes for Transportation in Northern Virginia

Where do your Newly Elected Officials Stand?

After the recent election, it's more important than ever that our elected officials from Northern Virginia fight for fair funding and smart fixes to our transportation challenges. We are very concerned that VDOT leadership is not investing enough in Northern Virginia, and, when they do, they aren't setting the right investment priorities.

Northern Virginia Needs a Better Deal from the State

The state is borrowing \$3 billion in state and federal funds on top of their normal annual spending for transportation. We'll be paying this back for years. So we should be setting smart priorities. Instead:

- VDOT proposes to pour \$750 million of our tax dollars into subsidizing a private toll road (Route 460) through empty farmland south of the James River.
- VDOT has shifted \$200 million to a bypass in Charlottesville that most people don't want and could cost over \$400 million.
- VDOT will probably grant another toll road company hundreds of millions of dollars for converting our I-95 carpool lanes into High-Occupancy Toll lanes for 75 years.
- VDOT wants to build an Outer Beltway for speculative development -- the first ten miles of which could cost \$250 million to \$475 million depending on the route -- instead of focusing scarce resources on fixing existing commuter routes in Northern Virginia.

Meanwhile:

- VDOT is years behind on a comprehensive solution for I-66, which will have to involve a mix of carpool, bus, road, rail, and smarter land use to really make the corridor work.
- The state is only paying \$150 million toward Phase 2 of the Dulles Rail project -- that's only five percent of the needed funds. Meanwhile, Northern Virginians are paying about 75 percent of the total costs -- through our local taxes and tolls. Compare this to the state and federal government paying 100 percent for highway projects.
- The state only pays about 28 percent of our Metrorail operating costs, but it pays 100 percent of road maintenance and operating costs. Northern Virginians pay about 72 percent of our share of Metrorail operating costs through our transit fares, an add-on gas tax, and our local property taxes.
- VDOT won't agree to fund Tysons Corner transportation needs, Reston Metro station access needs, or a single project in the Route 1 corridor.

Set the Right Investment Priorities -- A Ten Step Agenda for Transportation in Northern Virginia

1. Bring our local elected officials back to the table in transportation decision making.
2. Dedicate more state funding to Northern Virginia's huge transportation needs instead of diverting funds to rural highways that don't serve enough people.
3. Dedicate more state funding to Dulles Rail (at least \$500 million to Phase 2), so Northern Virginia drivers and landowners don't have to carry so much of the cost. The project supports our high-tech corridor and the economic engine of the state.
4. Set a priority on fixing our major commuter corridors and bottlenecks instead of diverting scarce resources to an Outer Beltway. Fix the east-west commuting problem in Loudoun and western Prince William counties.
5. Don't give away the I-95 carpool lanes to a private toll road company without evaluating the impact on slugging/carpooling or fairly considering non-toll alternatives. Stop letting the private toll-road company "cart" drive the VDOT (taxpayers') "horse."
6. Invest in existing communities -- including Tysons Corner transportation needs and the Route 1 corridor in Fairfax and Prince William counties.
7. Make transit a top priority for state funding because we've seen how quickly new highway lanes in Northern Virginia fill up even after we've endured years of construction.
8. Support transit linked to walkable communities with homes and jobs. With population growth, transit communities will offer more convenient access to work and daily needs.
9. Dedicate more money to fixing our backlog in structurally deficient bridges and the poor condition of the pavement on our interstate, primary, and secondary roads.
10. Invest in sidewalks and bicycle facilities to support the boom in bike commuting and children can safely walk or bike to school.