

10,000 daily riders on Metrorail from Prince William County alone.

30% of Prince William County VRE riders transfer to Metrorail or buses.

Metro carries the equivalent of 12 lanes of traffic across the Potomac River.

Northern Virginia's Transportation Priority

Dedicated Funding for Metro

GRIDLOCK IS A NON-PARTISAN ISSUE!

PROPOSED ACTION: The General Assembly would authorize a 1/4-cent sales tax increase dedicated to Metro in Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church. The tax would take effect only with approval of local governing bodies representing 90% of the population in those jurisdictions.

PURPOSE: Fund 340 new railcars to provide 100% of Metrorail peak-period trains with 8-car capacity. This will relieve unmanageable crowding. It will also fund 275 new buses and other rail and bus enhancements.

PAYOFF: Legislation has been introduced in Congress which would allow Maryland, D.C. and Virginia to receive \$1.5 billion in federal aid for Metro over the next 10 years, IF regional partners can provide a dedicated funding source.

YIELD: Over \$55 million annually.



If you wish to contact your legislators:

Call the Constituent Viewpoint Operator

at the Virginia General Assembly

TOLL FREE at 800-889-0229.

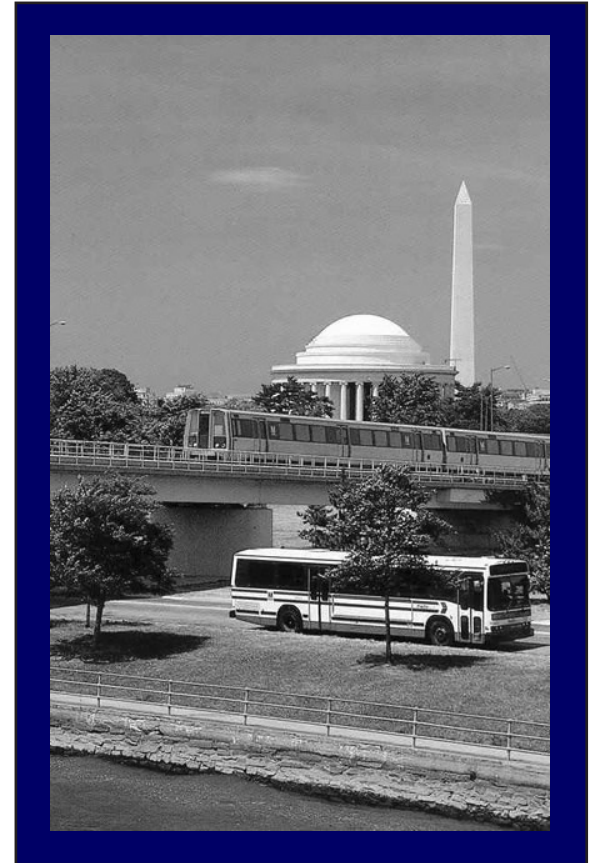
Or to identify your legislator go to:

<http://legis.state.va.us/>

Share your views with your legislators on dedicated funding for Metro.

REASONS TO SUPPORT THE PROPOSAL:

1. Produces measurable and sustainable improvements in Metro performance.
2. Provides the opportunity to reduce the future burden on local property taxes.
3. Ensures that tax proceeds stay in this region, are credited to the jurisdiction in which the tax is collected and are not diverted to other uses.
4. Qualifies the region for \$1.5 billion in new federal funding if the federal legislation passes and if Maryland and D.C. act to provide their shares.
5. Ensures accountability to voters through required local government action.
6. Takes advantage of the emphasis on transportation in the 2006 General Assembly and the desire of Governor Kaine to act promptly and responsibly to solve the transportation funding crisis.
7. Is consistent with strong survey evidence in Northern Virginia that there is significant frustration with traffic, that taxes must be raised to pay for improvements, that most individuals are willing to pay more than a hundred dollars a year for these improvements and that a sales tax is the preferred method of raising funds.



THE NEED FOR DEDICATED FUNDING FOR METRO IS SUPPORTED BY:

- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Northern Virginia Regional Commission
- Washington Metropolitan Area Transit Authority
- Metropolitan Washington Council of Governments
- Transportation Planning Board of the National Capital Region
- Coalition for Smarter Growth
- Greater Washington Board of Trade
- Virginia Transit Association
- Fairfax County Chamber of Commerce
- Counties of: Arlington & Fairfax
- Cities of: Alexandria, Fairfax & Falls Church
- Arlington Coalition for Sensible Transportation
- Transportation Association of Greater Springfield (TAGS)
- Sierra Club – Virginia Chapter
- Greater Springfield Chamber of Commerce
- Dulles Area Transportation Association (DATA)
- Dulles Corridor Rail Association (DCRA)
- Southern Environmental Law Center
- Piedmont Environmental Council
- Clean Water Action
- Washington Regional Network for Livable Communities
- Northern Virginia Association of Realtors
- Washington Area Bicyclist Association
- Business Transportation Action Coalition
- Northern Virginia Transportation Alliance
- Federal City Council
- Northern Virginia Building Industry Association
- Northern Virginia Technology Council