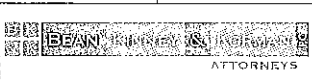
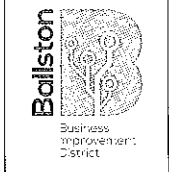


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March 23, 2015

Northern Virginia Transportation Authority
3040 Williams Drive
Suite 300
Fairfax, VA 22031

Dear Northern Virginia Transportation Authority,

The Arlington Chamber of Commerce is pleased to see the realization of comprehensive statewide transportation investment and improvements. We believe in sound regional transportation solutions that draw on the lessons learned from proven transportation infrastructure investments that work. While we will describe in some detail our view of certain projects with a direct impact on Arlington businesses, we appreciate the importance of overall regional improvements. After all, our workforce, our suppliers and our customers are regional.

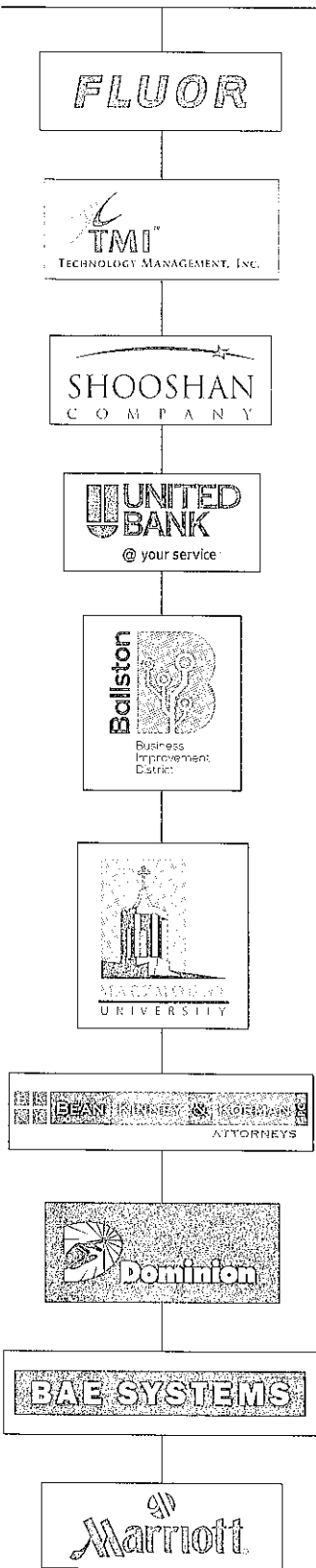
We applaud that the Northern Virginia Transportation Authority (NVTA) engaged in a year-long robust project selection process. The process included the analysis of eligible projects related to performance-based selection criteria, including the ability to improve travel time, reduce delays, connect regional activity centers, and move the most people in the most cost-effective manner. In addition, as mandated by state legislature, highway projects were analyzed through an additional screening – the HB 599 congestion mitigation evaluation. **The set of projects recommended by NVTA for the FY 2015-2016 Two Year Program includes a list of regionally significant projects that reduce congestion, are ready to move forward expeditiously, connect our Regional Activity Centers, and improve travel conditions for all modes.**

The recommended \$332 million Program provides funding for 12 transit projects and 17 highway projects. The transit projects account for 40% of the recommended funding package and highway projects make up the remaining 60%. It is critical for the success of our region to continue our dedication to the modal balance of our transportation network.

Ballston West Entrance: Arlington is requesting \$12 million for design, which will begin in July 2015.

- The Ballston Metrorail Station is located along Arlington's Rosslyn-Ballston corridor, the spine of which is Wilson Boulevard. Between 1996 and 2012, traffic on Wilson Blvd. decreased by

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23% despite tremendous growth in job and population density, due to the successful nature of transit-oriented development along the corridor and enhanced ability to use alternative modes of transportation. Arlington is continuing its proven track record of planning transit and development together by adding the Ballston West Entrance, allowing the footprint of transit-oriented development in Ballston to expand an additional ¼ mile to the west.

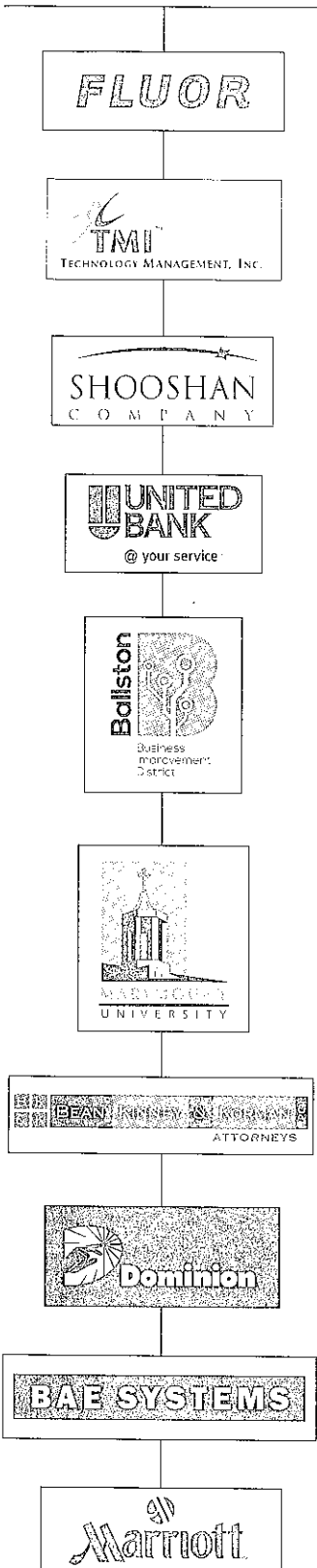
- Ballston is a major multimodal transportation transfer center and a regional employment center, with almost 7 million square feet of office space, over 1 million square feet of retail space, over 30,000 workers, and over 12,000 residents. By 2040, Ballston is expected to be home to almost 15,000 residents and almost 36,000 workers. **The weekday daily ridership at the Metrorail station is approximately 25,000 and is expected to increase significantly with completion of planned development to roughly 40,000 riders per day.**

Columbia Pike Multimodal Project: Arlington is requesting \$10 million for construction/realignment of the East End of the corridor (Complete end of mid 2018).

- The street improvements constructed through the Columbia Pike Multimodal Project are necessary to accommodate existing and proposed growth in the corridor. As of 2011, over 1 million square feet of mixed-use development has been completed along Columbia Pike in four projects, with another 400,000 square feet approved. Columbia Pike's form-based code provides the potential for an additional nine to ten million square feet of development. The full reconstruction of the Columbia Pike corridor will benefit travel by all modes between the Fairfax County line and Pentagon City.
- **Columbia Pike carries between 20,000 and 30,000 vehicles and 16,000 transit passengers per day, more bus transit passengers than any corridor in the commonwealth.**

Glebe Road ITS: Arlington is requesting \$2 million for design/implementation of ITS along Glebe Road (Complete end of CY 2017).

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- The Intelligent Transportation System (ITS) proposed for the Glebe Road corridor is an adaptive responsive traffic control system(s) that helps monitor real time traffic conditions, including volume, speeds, delays, and queues. The system will be responsive to real time traffic situations, allowing for monitoring and adjusting of operations of traffic signals during emergency situations. Overall it helps reduce greenhouse gas emissions and improve safety on the County roadways including pedestrian and bicycle traffic.
- **At a minimum, a 13% reduction in travel time is expected along the Glebe Road corridor.**

Potomac Yard Metrorail Station: Alexandria is requesting \$1.5 million to be used towards the construction of the Potomac Yard Metrorail Station.

- The Potomac Yard Metrorail Station will be located in Alexandria between Reagan National Airport & Braddock Road Metrorail Stations on the blue and yellow lines. The main artery being supported is the heavily congested Route 1 corridor between Arlington and Alexandria. **Alternative transportation options will help relieve traffic congestion on Route 1 while bringing up to 26,000 new jobs within a ¼ mile of the station, and 13,000 new residents within a ½ mile of the station.**
- With the completion of the Potomac Yard Metrorail Station, the City of Alexandria is expected to gain up to \$2 billion in additional tax revenue when factoring in redevelopment, job, and population growth. While the expected tax revenue will help our neighbors in Alexandria, the redevelopment and growth will make more locations in Arlington more attractive to business. This is a clear example of how regional transportation solutions can help multiple localities.

Washington Metropolitan Transit Authority is requesting \$8,995,000 to provide traction power upgrades to the Metro system in Virginia providing the capacity for 8 car trains.

- The 8 car train program will maximize the capacity of the existing Metrorail system. Without fleet expansion waiting passengers will not be able to board metro trains between Court House and Foggy Bottom during peak travel times. Currently during peak hours there

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are between 100 and 120 people per car, causing trains to become crowded. Without upgrades the traveling public along our busiest corridors will lose faith in the reliability of commuting by Metro.

- By providing traction power upgrades, WMATA will be able to adequately maintain system capacity through 2040 allowing lines to carry 35,000 additional customers per hour during peak period with 8-car trains.

The Arlington Chamber of Commerce supports the Northern Virginia Transportation Authority's proposed project list as an intelligent step towards comprehensive regional transportation improvement. To the extent we are successful in improving our regional transportation network in ways that support the healthy growth of our tax base, we will be creating the type of profitable and sustainable business environment sought by the members of our Chamber.

Sincerely,



Kevin Shooshan
 Chair



Kate Roche
 President & CEO