

Value of Northern Virginia Transit to the Commonwealth

Executive Summary

Northern Virginia's transit network is a vital component of its transportation system that supports its overall quality of life and economic competitiveness.

Without transit in Northern Virginia, income and sales tax revenue in the Commonwealth would decrease by approximately \$1.5 billion in 2025. This represents a 5% decrease in general fund revenue. We estimate at least \$1B of this value can be attributed to Metrorail.

Due to transit's integral role in the region and the Commonwealth, we need to ensure that it has ongoing support that is long-term and sustainable.

\$1.5B
Revenue from Personal Income and Sales Tax (\$ 2021)

\$693M
(Indirect & Induced Impacts)

\$828M
(Direct Impacts)

\$600M
(Direct Impacts)



2018

2025

With transit:

Every \$1 invested by the Commonwealth of Virginia returns that original dollar as well as an additional **\$1.60** in personal income and sales tax revenue.



Saves commuters **\$130M** in vehicle operating costs



Supports **128,000** households



Supports **311,000** jobs



Avoids over **400** serious injuries



Avoids **70,000** metric tons of CO₂ emissions

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Methodology

To demonstrate the value of Northern Virginia's transit network to the Commonwealth, this study considered and measured the difference between two cases:

- **With transit options:** In this scenario, normal transit options remained including impacts of any projects committed by 2025.
- **No transit option:** In this scenario, transit services were removed (including local bus routes, regional bus routes, Metrorail and VRE) from the transportation network by 2025.

This study differs from the 2018 report in that it includes Northern Virginia's bus systems in addition to Metrorail and VRE. It also adjusts ridership estimates to account for changes due to COVID and considers the indirect and induced economic impacts associated with direct reductions in employment, which is a more robust calculation of economic impacts.



Read full report:

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Without transit:



+3 Lanes

Would need to be added to the 14th St. Bridge



+2 Lanes

Would need to be added to the Arlington Memorial, Theodore Roosevelt and Woodrow Wilson Bridges



Total employment would decrease by over

311,000 jobs

including nearly 41K jobs in areas of the Commonwealth outside of Northern VA and 76% within a 1/2 mile of a Metro station



The region would be unable to support **128,000 households** = 13% of Northern VA's housing stock