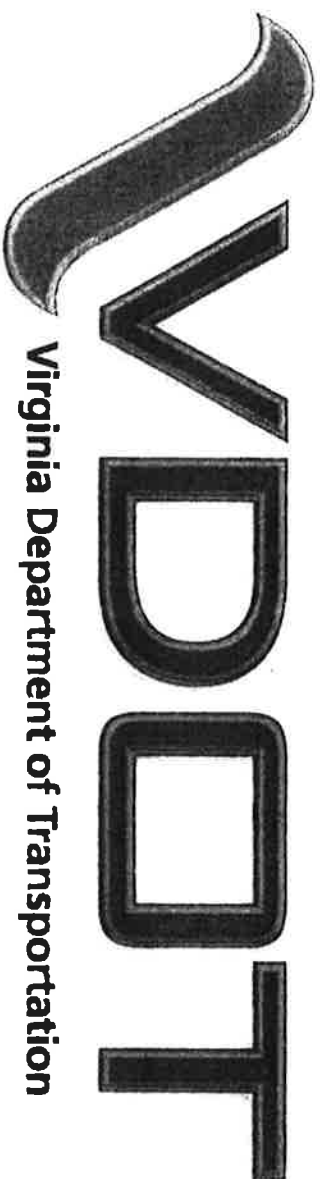


Rolling Rd

Dec 2014



Evaluation of Significant Transportation Projects in Northern Virginia Transportation District

HB 599 Study Overview Stakeholders Group

Projects Sorted by 2020 Ratings

*Need
to go
back*

2020 Project Ratings -- Sorted (12/31/2014 Draft Final)		
Project Name (* = new facilities)	Location	Project Rating
NVTA-7 Fairfax County Pkwy Improvements	Fairfax	79.1
NVTA-9 Loudoun County Parkway extension to US 50*	Loudoun	55.0
CTB-2 Route 7 Widening from Tysons Corner to Reston	Fairfax	37.6
NVTA-32 Route 28 - Godwin Drive Extension near Manassas*	Manassas/PW	37.2
NVTA-30 Route 28 Widening near Centreville	Fairfax	30.3
CTB-3 I-395 Southbound Widening	Alexandria	25.9
NVTA-2 Rolling Road Widening near Springfield	Fairfax	23.7
NVTA-19 Glebe Rd Corridor ITS Improvements	Arlington	19.3
NVTA-22 Northstar Blvd Extension near Brambleton*	Loudoun	17.2
CTB-4 Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	11.7
CTB-5 Fairfax County Pkwy - I-95 to US 1 near Ft. Belvoir (County Alt)	Fairfax	11.4
NVTA-4 Braddock Road Widening near I-495	Fairfax	10.6
NVTA-28 US 1 Widening near Woodbridge	Prince William	9.8
NVTA-10 Route 7 Bridge Widening near Tysons Corner	Fairfax	9.0
NVTA-18 Real-Time Adaptive Traffic Control & Management	Alexandria	8.1
NVTA-1 Columbia Pike Multimodal Streets in Arlington	Arlington	8.0
NVTA-12 US 1 Widening near Ft. Belvoir	Fairfax	7.9
NVTA-11 US 1 Widening and Relocation - Dumfries	Dumfries	7.8
NVTA-26 Route 7/Battlefield Pkwy Interchange	Leesburg	6.7
NVTA-3 US 29 Widening near Centreville	Fairfax	6.0
NVTA-23 Construct Route 7/690 Interchange near Purcellville	Loudoun	4.7
NVTA-5 South Van Dorn St & Franconia Rd Interchange	Fairfax	4.4
NVTA-16 Frying Pan Road Widening near Herndon	Fairfax	3.7
NVTA-8 Belmont Ridge Rd widening near Broadlands	Loudoun	3.0
NVTA-17 Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	2.6
NVTA-13 Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	2.1
NVTA-15 Lemantown/US 50 Roadway Improvements	City of Fairfax	2.0
CTB-1 Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	2.0
NVTA-24 Route 234/Grant Avenue Reconstruction in Manassas	Manassas	1.1
NVTA-21 Shirley Gate Road Extension to Fairfax County Parkway*	Fairfax	1.0
NVTA-31 Route 28 Widening near Manassas	Prince William	1.0
NVTA-20 Pohick Road Widening near Lorton	Fairfax	0.8
NVTA-14 Northfax Intersection (US29/50 @ VA123)	City of Fairfax	0.5
NVTA-29 Route 15 Widening near Gainesville	Prince William	0.4
NVTA-27 East Elden Street Widening in Herndon	Herndon	0.2
NVTA-25 Main St & Maple Ave Intersection in Purcellville	Purcellville	0.2
NVTA-6 Frontier Dr Extension in Springfield*	Fairfax	0.1

27 Proposed Highway Projects for the DRAFT NVT A Two Year Program (FY2015-2016)

Projects Highlighted Yellow are RECOMMENDED

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVT A Score	HB599 Rating
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	\$31,000,000	\$ 51,000,000	\$20,000,000	64.0	30.6
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	\$ 2,500,000	\$ 2,500,000	TBD	55.3	29.3
7	Fairfax	Fairfax County Parkway Improvements (Study)	\$10,000,000	\$396,100,000	\$80,000,000	54.3	88.5
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	\$ 2,000,000	\$ 2,000,000	\$0	53.0	8.6
17	City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	\$ 9,800,000	\$0	52.9	3.5
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	\$49,400,000	\$ 52,400,000	TBD	52.1	10.8
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	\$10,000,000	\$ 25,000,000	\$0	51.7	0.2
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	\$10,000,000	\$ 82,500,000	TBD	51.6	9.2
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$13,000,000	\$ 58,000,000	\$44,000,000	50.6	1.8
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	\$13,900,000	\$ 34,400,000	\$0	49.9	4.6
31 (G)	Manassas	Route 28 Widening South to the City Limits	\$ 3,294,000	\$ 12,847,000	\$ 2,410,000	49.7	8.7
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	\$19,500,000	\$ 35,863,000	\$0	49.4	3.0
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	\$ 1,000,000	\$ 6,500,000	\$0	48.8	1.3
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	\$16,700,000	\$ 16,700,000	TBD	48.0	8.7
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	TBD	45.1	14.6
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	\$14,000,000	45.1	0.3
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	\$96,030,000	\$ 96,030,000	TBD	40.2	0.5
6	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 9,000,000	\$84,500,000	\$75,500,000	39.2	2.6
4	Fairfax	Braddock Road HOV Widening	\$10,000,000	\$63,000,000	TBD	39.0	6.8
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	\$ 4,000,000	39.0	1.9
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System (Study)	\$ 500,000	\$16,500,000	TBD	34.9	4.6
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	\$ 5,000,000	\$47,350,000	\$42,350,000	34.4	17.3
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	\$10,000,000	\$35,200,000	\$25,200,000	32.7	12.5
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	\$ 4,000,000	\$139,500,000	TBD	31.1	3.1
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	\$13,500,000	\$90,000,000	TBD	29.2	12.0
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	\$ 3,500,000	\$41,000,000	\$37,500,000	28.3	9.3
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	\$ 6,150,000	\$41,000,000	TBD	25.9	2.7

The highlighted blue column represents the expected reduction in congestion per dollars spent. The top six are rated over 100 and are highlighted in green. The information presented on this worksheet is an estimate based on expected conditions in Northern Virginia in 2020.

2020 Performance Measures (12/31/2014 Draft Final)										NVTA Costs (\$1 M) ¹
Project Name (* = new facilities)	Location	Reduce Congestion Duration (hrs*in-mi)	Reduce Person Hours of Delay per Weekday	Reduced Person Hours of Delay per million \$	Reduce Congested Person Hours in Autos	Reduce Congested Person Hours in Transit	Reduce Transit Crowding (PMT)	Increase Access to Jobs (45 min by auto)	Improve Emergency Mobility (hours)	
0 NOVA-0 Northern Virginia Totals	NOVA	27.9%	20.3%		15.4%	11.8%	11.5%	9.5%	3.6%	
1 NVTA-1 Columbia Pike Multimodal Streets in Arlington	Arlington	(12.5)	(1,134)	(13.0)	(1,525)	(54)	-	658	(3,159)	\$87.3
2 NVTA-2 Rolling Road Widening near Springfield	Fairfax	(40.8)	(5,163)	(148.7)	(6,965)	(102)	-	4,150	(2,195)	\$55.2
3 NVTA-3 US 29 Widening near Centreville	Fairfax	(17.7)	(1,309)	(31.9)	(1,882)	(7)	-	466	(573)	\$41.0
4 NVTA-4 Braddock Road Widening near I-95	Fairfax	(11.6)	(2,760)	(37.8)	(3,100)	(56)	-	2,071	(1,009)	\$73.0
5 NVTA-5 South Van Dorn St & Franconia Rd Interchange	Fairfax	(9.4)	(556)	(4.0)	(690)	(19)	-	1,897	(416)	\$139.5
6 NVTA-6 Frontier Dr Extension in Springfield*	Fairfax	-	-	-	-	(2)	-	-	-	\$84.5
7 NVTA-7 Fairfax County Pkwy Improvements	Fairfax	(195.3)	(17,236)	(43.5)	(22,641)	(95)	-	19,563	(8,731)	\$396.1
8 NVTA-8 Belmont Ridge Rd widening near Broadlands	Loudoun	(12.1)	(566)	(15.6)	(655)	-	-	145	(203)	\$36.2
9 NVTA-9 Loudoun County Parkway extension to US 50*	Loudoun	(102.3)	(18,638)	(385.4)	(22,163)	(15)	-	1,399	(6,996)	\$51.0
10 NVTA-10 Route 7 Bridge Widening near Tysons Corner	Fairfax	(9.1)	(2,571)	(74.7)	(3,076)	(50)	-	432	(1,134)	\$34.4
11 NVTA-11 US 1 Widening and Relocation - Dumfries	Dumfries	(17.9)	(2,343)	(28.4)	(2,748)	(1)	-	334	(1,206)	\$82.5
12 NVTA-12 US 1 Widening near Ft. Belvoir	Fairfax	(13.9)	(1,492)	(16.6)	(1,085)	(45)	-	2,553	(677)	\$90.0
13 NVTA-13 Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	(3.4)	(964)	(19.5)	(434)	(1)	-	126	(349)	\$50.0
14 NVTA-14 Northfax Intersection (US29/50 @ VA123)	City of Fairfax	(1.8)	(72)	(2.8)	(181)	-	-	83	(36)	\$25.5
15 NVTA-15 Herndon/US 50 Roadway Improvements	City of Fairfax	(5.3)	(376)	(67.8)	(506)	(9)	-	33	(157)	\$6.5
16 NVTA-16 Frying Pan Road Widening near Herndon	Fairfax	(11.5)	(417)	(10.2)	(656)	(19)	-	405	(172)	\$41.0
17 NVTA-17 Kamp Washington Interference (US 50/29 @ VA236)	City of Fairfax	(4.7)	(606)	(61.8)	(724)	(12)	-	162	(317)	\$8.8
18 NVTA-18 Real-Time Adaptive Traffic Control & Management	Alexandria	(7.7)	(1,400)	(84.8)	(1,525)	(84)	-	1,241	(670)	\$16.5
19 NVTA-19 Glebe Rd Corridor ITS Improvements	Arlington	(14.4)	(2,169)	(1,084.7)	(2,390)	(282)	-	1,933	(1,034)	\$2.0
20 NVTA-20 Potlick Road Widening near Lorton	Fairfax	(1.8)	(226)	(7.7)	(165)	(2)	-	164	(161)	\$29.3
21 NVTA-21 Shilley Gate Road Extension to Fairfax County Parkway*	Fairfax	(3.4)	(207)	(5.2)	(114)	(1)	-	366	(27)	\$39.5
22 NVTA-22 Northstar Blvd Extension near Brambleton*	Loudoun	(40.7)	(4,644)	(338.5)	(5,793)	(1)	-	2,566	(1,921)	\$13.8
23 NVTA-23 Construct Route 7/690 Interchange near Purcellville	Loudoun	(14.1)	(1,416)	(38.6)	(1,265)	-	-	41	(387)	\$36.7
24 NVTA-24 Route 234/Giant Avenue Reconstruction in Manassas	Manassas	(2.7)	(405)	(37.8)	(201)	(0)	-	141	(168)	\$10.7
25 NVTA-25 Main St & Maple Ave Intersection in Purcellville	Purcellville	(0.1)	(104)	(13.9)	(10)	-	-	23	(35)	\$7.5
26 NVTA-26 Route 7/Battlefield Pkwy Interchange	Leesburg	(23.0)	(1,538)	(28.5)	(1,795)	(1)	-	35	(575)	\$58.0
27 NVTA-27 East Eden Street Widening in Herndon	Herndon	-	(60)	(3.7)	(24)	-	-	134	(23)	\$22.5
28 NVTA-28 US 1 Widening near Woodbridge	Prince William	(23.7)	(1,993)	(38.0)	(2,368)	(20)	-	2,973	(430)	\$52.4
29 NVTA-29 Route 15 Widening near Gainesville	Prince William	(0.9)	(125)	(1.3)	(103)	-	-	9	(83)	\$56.0
30 NVTA-30 Route 28 Widening near Centreville	Fairfax	(60.2)	(9,136)	(192.7)	(11,436)	(6)	-	4,869	(2,250)	\$47.4
31 NVTA-31 Route 28 Widening near Manassas	Prince William	(2.2)	(393)	(14.2)	(172)	-	-	181	(85)	\$27.7
32 NVTA-32 Route 28 - Godwin Drive Extension near Manassas*	Manassas/PV	(85.5)	(10,858)	(27.1)	(13,217)	(14)	-	3,564	(2,826)	\$400.0
33 CTB-1 Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	(2.2)	(940)	(4.9)	(208)	(1)	-	540	(393)	\$192.6
34 CTB-2 Route 7 Widening from Tysons Corner to Resdon	Fairfax	(80.9)	(10,584)	(35.3)	(12,830)	(68)	-	1,614	(3,651)	\$300.0
35 CTB-3 I-395 Southbound Widening	Alexandria	(26.1)	(7,611)	(135.9)	(8,526)	(133)	-	322	(5,347)	\$56.0
36 CTB-4 Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	(13.6)	(4,173)	-	(3,979)	(41)	-	300	(1,273)	
37 CTB-5 Fairfax County Pkwy - I-95 to US 1 near Ft. Belvoir (County All)	Fairfax	(11.3)	(4,333)	-	(3,924)	(41)	-	275	(1,175)	

Notes

1 - Costs as provided with NVTA project submissions, except CTB-4 and CTB-5, to be provided by consultant

(185.3) (18,638)

(22,641)

(282)

-3,953.3 (8,730.6)

Prince
Wm Co.

Good evening. My name is John Karhnak, and I live in Woodbridge. I am here this evening speaking on behalf of the Woodbridge Potomac Communities Civic Association. As a Civic Association, our goals are Redevelopment, Transportation, and Beautification and Land Use. Today my comments address Transportation.

The Virginia Department of Transportation has begun a project which will bring significant improvements to Rte. 1 from the Occoquan River to Mary's way to the south. That project will include a six lane roadway as well as numerous other improvements.

Prince William County is well underway with a similar project from the intersection of Featherstone Road with Rte. 1, extending southward towards Quantico. This project will also provide six lanes for traffic.

Notice what's missing? What's missing is the 1.3 mile section of Rte. 1, from the intersection of Mary's way to the intersection with Featherstone Road. The above noted improvements to Rte. 1 – North of Mary's Way, and south of Featherstone Road -- will increase the capacity of Rte. 1 by 50% -- north and south of this section. What's left will be a 1.3 mile bottleneck between the two sections. *(It gets worse in the summer. - All day long)*

You and we can fix this mistake. Project 8P of the NVTa Two Year Program is titled "Route 1 widening from Featherstone Road to Mary's Way." I was at the intersection of Route 1 and Mary's Way last Saturday night. Traffic stretched into the horizon headed south. Yes, I said "Saturday" – not weekday rush hour – even Saturday this road is a mess, and it's every Saturday. I looked at your ranking scores and quite frankly, I was shocked that Project 8P did not rank at least within the top three. Projects at both end of this one are well underway. Rte. 1 widening from Featherstone to Mary's Way is critical and needs to be funded and done as soon as possible to mesh with the projects on both ends.

Based on CONGESTION

Wednesday, March 25, 2015

Good Evening Board Members

My name is Catherine Voorhees. I live at 8029 Washington Road Alexandria, VA in the Mount Vernon Magisterial District of Fairfax County. I am here tonight to request that project 8S (US Route 1/Richmond Highway from Mount Vernon Memorial Highway to Napper Road) be funded now.

In 2004, we joined the evening rush hour commute as our daughter joined a competitive gymnastics team in Woodbridge VA. In 2004, I could leave my DC office at 3:00 pm, travel down US Route 1 and then pick up our two kids from St. Louis School on Popkins Lane off of Richmond Highway. As long as we had 30-40 minutes, we could reach our 18-mile destination by 5:00pm.

In 2008, we were still making the reverse commute. However, traffic along US Route 1 had gotten much worse. Our 9-year old son commented "isn't crossing the double orange lines illegal" when we were in yet another back-up because of a fender bender due to cars trying to make a left-hand turn without a dedicated left-hand turn lane. These accidents would add 30-60 minutes to our trip so we left the school at 3:30pm. With traffic and no accidents, the time to traverse the same distance increased to 50 minutes. I became the MVCCA Transportation Chair in 2008 and I posed my son's question to a VDOT official who had no real answer. Paint does not solve problems, infrastructure does.

In 2012, the Base Realignment and Closure or BRAC occurred, dumping 17,000 additional employees onto Fort Belvoir. These employees came from the North, as evidenced by the George Washington Parkway traffic increases, as well as the south. Fort Belvoir now had more employees (32,000) than the Pentagon and one US highway to get the vast majority of them to work and virtually no public transit option. The Pentagon has two METRO lines and multiple bus lines that feed to that location. There is no such comparable transit infrastructure for Fort Belvoir and project 8S would provide Bus Rapid Transit initially and then an extension of the METRO yellow line. To get to gymnastics practice, our high-school daughter had to leave by 2:30pm.

Considering Fort Belvoir's master growth plan indicates that by 2030 about 56,000 employees will be working at Fort Belvoir (an increase of 24,000 employees over the current total), commonsense dictates funding project 8S so that mass transit and improved infrastructure are constructed prior to the implementation of Fort Belvoir's planned expansion. Otherwise, it will be too late.

Thank you for your consideration.

Catherine Voorhees

Mount Vernon Council of Citizens' Associations (MVCCA) Transportation Chair
703 915-4750

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Daniel G. Woolfson
FBI's Greater Washington DC Region

Charles D. Walker
Reconcrete Corporation

Martin D. "Art" Walsh
Walsh Colonial Leasing & Wash., PC

David C. Whitestone
Whiteland & Knight, LLP

Paul J. Wudelof, A.A.E.
WVA Airport

The Honorable Anthony A. Williams
Federal City Council



Washington Airports Task Force

www.washingtonairports.com

March 25, 2015

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Dear Sir/Madam:

The Washington Airports Task Force appreciates the opportunity to comment on the NVTa's proposed FY 15-16 two year program. In this age of decreased federal spending and sequestration, and the region's transition to a more internationally focused economy, the Task Force is even more focused on transportation improvements that reduce congestion, improve mobility throughout the region and provide predictable travel times between our region's airports.

Transportation funding has been a long term priority of the Task Force. Historically, funding has not been at a level that has kept up with the growth of the region. Therefore, it is essential that the funding be focused on the projects that produce the highest and best return.

The Task Force congratulates the NVTa on this new infusion of transportation funding but with it comes the responsibility to use it wisely. We believe that transparency will be the key to fully understanding the priority ratings and to build support for the projects selected. We completely understand that there are far more projects needing immediate funding than there are funds available. The Task Force also believes that it may be wise not to spend all the money available in one cycle in order to make those funds available for higher priority projects of greater regional significance, when those projects are ready for construction.

The Task Force believes that both highway and transit projects must be evaluated for congestion reduction before they are recommended for inclusion in any priority list and funding is set aside for those projects. We are curious that only 27 of the 37 projects that have been evaluated are listed on the NVTa Project List.

March 25, 2015

Page 2

With respect to the list of projects that appear on the "27 Proposed Highway Projects" list, the Task Force is supportive of the following regional highway projects:

- Project 2C, Loudoun County Parkway (VA Route 607)
- Project 3H, Route 28 (Manassas Bypass) Study
- Project 5B, Fairfax County Parkway Improvements (Study)
- Project 3I, Route 28 Widening South
- Project 3J, Route 28 Widening from Route 234
- Project 3K, Route 28 Widening (Prince William County Line to Route 29)

With respect to the list of projects that appear on the "17 Proposed Transit Projects" list, the Task Force is supportive of the following regional transit projects:

- Project 1Q, Innovation Center Metrorail Station construction
- Project 6L, 8-Car Train Traction Power Upgrades
- Project 8T, Potomac Yard Metrorail Station

The Washington Airports Task Force is a non-profit, 501(c)(3) Virginia Corporation dedicated to promoting the expansion and enhancement of aviation services for Virginia and the National Capital region. Our views represent consumer and civic interests in a region whose tourism and economy is dependent on our access to U.S. and International markets through scheduled air service at our airports.

Thank you for the opportunity to comment.

Sincerely,



Keith W. Meurlin

Statement of Joe Vidulich
Vice President of Government Relations, Fairfax County Chamber of Commerce
Northern Virginia Transportation Authority
March 25, 2015

Good evening Chairman Nohe and members of the Northern Virginia Transportation Authority. My name is Joe Vidulich and I am the Vice President of Government Relations of the Fairfax County Chamber of Commerce and I very much appreciate the opportunity to address you this evening. The Fairfax Chamber represents over 650 member companies with more than 500,000 employees across Northern Virginia.

Addressing the critical transportation crisis facing Northern Virginia remains a top priority of the Fairfax Chamber.

We believe that unlocking Northern Virginia's transportation grid requires a strategic regional approach. The focus of the Northern Virginia Transportation Authority, should be on transportation investment that will:

- Move the greatest number of people;
- Reduce congestion and travel time;
- Ensuring the best long-term return on investment;
- Promote regional economic development and growth; and
- Enhance regional security.

In this regard, the Fairfax Chamber urges the Authority to examine the draft FY15-16 project list and focus regional tax dollars on projects with the greatest regional significance. Top priority should be given to regional highway projects making congestion reducing improvements to major arterials and to regional transit projects that make capital investments to expand service with documented need.

To that end, there are a number of initiatives included in the proposed FY15-16 project list that score fairly low in their congestion reduction ability and should be reconsidered.

Other projects like the widening of Route 28, the Route 28 bypass study, the Route 1 widening, and the Fairfax County Parkway Improvements study meet the needs of the region and has the support of the business community.

In addition, the Chamber supports transit projects like the proposed \$8.9M in traction power upgrades to support Metro's eight car train project. Eight car trains for Metro system wide represents a 33% increase in capacity, that is nearly 5,000 more passengers per hour per direction on the Orange and Silver Line. The best way to alleviate overcrowding on Metro is to extend all trains from six-car to eight-car lengths.

In addition to specific projects, I would remind the Authority that HB2313 does not require the Authority to spend all funds in the year collected.

The Fairfax Chamber believes it is prudent and necessary to limit the FY15-16 two year project to those that have shown to provide the most congestion reduction relative to cost and hold a substantial balance of funds in reserve until other projects of greater regional significance are ready for construction.

It's how well these dollars are invested, not how fast that matters most. A coordinated, regional approach to addressing the jurisdictions' transportation needs will provide much needed relief for future generation of Northern Virginia residents and its businesses.

Evaluation and Rating of Significant Projects in Northern Virginia
Project Draft Final Ratings (12/31/14)

Project ID	Project Description	Location	Project Rating			NVT-A Costs (\$1000) ¹	NVT-A Costs (\$1 M) ¹	Rating / \$ Million
			2020	2040	Combined			
19 NVT-A-19	Glebe Rd Corridor ITS Improvements	Arlington	19.3	8.6	27.9	\$ 2,000	\$ 2.0	13.94
22 NVT-A-22	Northstar Blvd Extension near Brambleton*	Loudoun	17.2	14.5	31.7	\$ 13,800	\$ 13.8	2.30
9 NVT-A-9	Loudoun County Parkway extension to US 50*	Loudoun	55.0	30.6	85.6	\$ 51,000	\$ 51.0	1.68
2 NVT-A-2	Rolling Road Widening near Springfield	Fairfax	23.7	12.5	36.2	\$ 35,200	\$ 35.2	1.03
30 NVT-A-30	Route 28 Widening near Centreville	Fairfax	30.3	17.3	47.6	\$ 47,400	\$ 47.4	1.01
18 NVT-A-18	Real-Time Adaptive Traffic Control & Management	Alexandria	8.1	4.6	12.7	\$ 16,500	\$ 16.5	0.77
35 CTB-3	I-395 Southbound Widening	Alexandria	25.9	10.7	36.6	\$ 56,000	\$ 56.0	0.65
17 NVT-A-17	Kamp Washington Intersection (US 50/29 @ VA236)	City of Fairfax	2.6	3.5	6.1	\$ 9,800	\$ 9.8	0.62
15 NVT-A-15	Lermantown/US 50 Roadway Improvements	City of Fairfax	2.0	1.3	3.3	\$ 6,500	\$ 6.5	0.50
7 NVT-A-7	Fairfax County Pkwy Improvements	Fairfax	79.1	88.5	167.6	\$ 396,100	\$ 396.1	0.42
10 NVT-A-10	Route 7 Bridge Widening near Tysons Corner	Fairfax	9.0	4.6	13.7	\$ 34,400	\$ 34.4	0.40
28 NVT-A-28	US 1 Widening near Woodbridge	Prince William	9.8	10.8	20.6	\$ 52,400	\$ 52.4	0.39
3 NVT-A-3	US 29 Widening near Centreville	Fairfax	6.0	9.3	15.3	\$ 41,000	\$ 41.0	0.37
31 NVT-A-31	Route 28 Widening near Manassas	Prince William	1.0	8.7	9.7	\$ 27,700	\$ 27.7	0.35
23 NVT-A-23	Construct Route 7/690 Interchange near Purcellville	Loudoun	4.7	6.4	11.2	\$ 36,700	\$ 36.7	0.30
11 NVT-A-11	US 1 Widening and Relocation - Dumfries	Dumfries	7.8	14.6	22.4	\$ 82,500	\$ 82.5	0.27
24 NVT-A-24	Route 234/Grant Avenue Reconstruction in Manassas	Manassas	1.1	1.5	2.6	\$ 10,700	\$ 10.7	0.24
4 NVT-A-4	Braddock Road Widening near I-495	Fairfax	10.6	6.8	17.4	\$ 73,000	\$ 73.0	0.24
12 NVT-A-12	US 1 Widening near Ft. Belvoir	Fairfax	7.9	12.0	19.8	\$ 90,000	\$ 90.0	0.22
34 CTB-2	Route 7 Widening from Tysons Corner to Reston	Fairfax	37.6	25.7	63.3	\$ 300,000	\$ 300.0	0.21
1 NVT-A-1	Columbia Pike Multimodal Streets in Arlington	Arlington	8.0	9.2	17.2	\$ 87,300	\$ 87.3	0.20
8 NVT-A-8	Belmont Ridge Rd widening near Broadlands	Loudoun	3.0	3.0	6.1	\$ 36,200	\$ 36.2	0.17
32 NVT-A-32	Route 28 - Godwin Drive Extension near Manassas*	Manassas/PW	37.2	29.3	66.5	\$ 400,000	\$ 400.0	0.17
16 NVT-A-16	Frying Pan Road Widening near Herndon	Fairfax	3.7	2.7	6.4	\$ 41,000	\$ 41.0	0.16
26 NVT-A-26	Route 7/Battlefield Pkwy Interchange	Leesburg	6.7	1.8	8.5	\$ 58,000	\$ 58.0	0.15
20 NVT-A-20	Pohick Road Widening near Lorton	Fairfax	0.8	1.8	2.7	\$ 29,300	\$ 29.3	0.09
13 NVT-A-13	Route 15 Bypass/Edwards Ferry Road Interchange	Leesburg	2.1	1.9	4.0	\$ 50,000	\$ 50.0	0.08
5 NVT-A-5	South Van Dorn St & Franconia Rd Interchange	Fairfax	4.4	3.1	7.5	\$ 139,500	\$ 139.5	0.05
21 NVT-A-21	Shirley Gate Road Extension to Fairfax County Parkway*	Fairfax	1.0	0.9	1.9	\$ 39,500	\$ 39.5	0.05
14 NVT-A-14	Northfax Intersection (US29/50 @ VA123)	City of Fairfax	0.5	0.2	0.7	\$ 25,500	\$ 25.5	0.03
27 NVT-A-27	East Elden Street Widening in Herndon	Herndon	0.2	0.3	0.5	\$ 22,500	\$ 22.5	0.02
25 NVT-A-25	Main St & Maple Ave Intersection in Purcellville	Purcellville	0.2	0.0	0.2	\$ 7,500	\$ 7.5	0.02
33 CTB-1	Route 294 (PW Pkwy) Grade Separation near Woodbridge	Prince William	2.0	2.0	4.0	\$ 192,600	\$ 192.6	0.02
29 NVT-A-29	Route 15 Widening near Gainesville	Prince William	0.4	0.5	0.8	\$ 96,000	\$ 96.0	0.01
6 NVT-A-6	Frontier Dr Extension in Springfield*	Fairfax	0.1	0.2	0.3	\$ 84,500	\$ 84.5	0.00
36 CTB-4	Fairfax County Pkwy - I-95 to US1 near Ft. Belvoir	Fairfax	11.7	12.6	24.2	TBD	#VALUE!	#VALUE!
37 CTB-5	Fairfax County Pkwy - I-95 to US 1 near Ft. Belvoir (County Alt)	Fairfax	11.4	12.7	24.1	TBD	#VALUE!	#VALUE!

1 - Costs as provided with NVT-A project submissions, except CTB-4 and CTB-5, to be provided by consultant
Yellow projects are recommended for NVT-A funding

§ 33.2-2510. (Effective October 1, 2014) Use of certain revenues by the Authority.

A. All moneys received by the Authority and the proceeds of bonds issued pursuant to § 33.2-2511 shall be used by the Authority solely for transportation purposes benefiting those counties and cities that are embraced by the Authority.

B. 1. Except as provided in subdivision 2, 30 percent of the revenues received by the Authority under subsection A shall be distributed on a pro rata basis, with each locality's share being the total of such fee and taxes received by the Authority that are generated or attributable to the locality divided by the total of such fee and taxes received by the Authority. Of the revenues distributed pursuant to this subsection, as determined solely by the applicable locality, such revenues shall be used for additional urban or secondary highway construction, for other capital improvements that reduce congestion, for other transportation capital improvements that have been approved by the most recent long-range transportation plan adopted by the Authority, or for public transportation purposes. None of the revenue distributed by this subsection may be used to repay debt issued before July 1, 2013. Each locality shall create a separate, special fund in which all revenues received pursuant to this subsection and from the tax imposed pursuant to § 58.1-3221.3 shall be deposited. Each locality shall provide annually to the Authority sufficient documentation as required by the Authority showing that the funds distributed under this subsection were used as required by this subsection.

2. If a locality has not deposited into its special fund (i) revenues from the tax collected under § 58.1-3221.3 pursuant to the maximum tax rate allowed under that section or (ii) an amount, from sources other than moneys received from the Authority, that is equivalent to the revenue that the locality would receive if it was imposing the maximum tax authorized by § 58.1-3221.3, then the amount of revenue distributed to the locality pursuant to subdivision 1 shall be reduced by the difference between the amount of revenue that the locality would receive if it was imposing the maximum tax authorized by such section and the amount of revenue deposited into its special fund pursuant to clause (i) or (ii), as applicable. The amount of any such reduction in revenue shall be redistributed according to subsection C. The provisions of this subdivision shall be ongoing and apply over annual periods as determined by the Authority.

C. 1. The remaining 70 percent of the revenues received by the Authority under subsection A, plus the amount of any revenue to be redistributed pursuant to subsection B, shall be used by the Authority solely to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § 33.2-2500 and that have been rated in accordance with § 33.2-257 or (ii) mass transit capital projects that increase capacity. For only those regional funds received in fiscal year 2014, the requirement for rating in accordance with § 33.2-257 shall not apply. The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project and shall document this information for each project selected. Such projects selected by the Authority for funding shall be located (a) only in localities embraced by the Authority or (b) in adjacent localities but only to the extent that such extension is an insubstantial part of the project

and is essential to the viability of the project within the localities embraced by the Authority.

2. All transportation projects undertaken by the Authority shall be completed by private contractors accompanied by performance measurement standards, and all contracts shall contain a provision granting the Authority the option to terminate the contract if contractors do not meet such standards. Notwithstanding the foregoing, any locality may provide engineering services or right-of-way acquisition for any project with its own forces. The Authority shall avail itself of the strategies permitted under the Public-Private Transportation Act (§ 33.2-1800 et seq.) whenever feasible and advantageous. The Authority is independent of any state or local entity, including the Department and the Commonwealth Transportation Board, but the Authority, the Department, and the Commonwealth Transportation Board shall consult with one another to avoid duplication of efforts and, at the option of the Authority, may combine efforts to complete specific projects. Notwithstanding the foregoing, at the request of the Authority, the Department may provide the Authority with engineering services or right-of-way acquisition for the project with its own forces.

3. With regard to the revenues distributed under subdivision 1, each locality's total long-term benefit shall be approximately equal to the proportion of the total of the fees and taxes received by the Authority that are generated by or attributable to the locality divided by the total of such fees and taxes received by the Authority.

D. For road construction and improvements pursuant to subsection B, the Department may, on a reimbursement basis, provide the locality with planning, engineering, right-of-way, and construction services for projects funded in whole by the revenues provided to the locality by the Authority.

WWW.FairfaxTaxRevolt.Org

The City of Fairfax is gifting \$1500 tax-payer dollars for every man woman and child in the city (20,000 population into \$30 Million) to private individual property owners at the intersection of Route 123 and Fairfax Blvd. This project is defrauding the community of needed transportation improvements across the entire city.

The NORTHFAX project seeks to remove private property from flood zone, and pay for site improvements which would be the property owners responsibility in a property development fraud using public funds. The fraud is increasing the value of the property, which will allow tear down of the end-of-life buildings which have limited redevelopment options, because the properties sit in flood zone and enabling replacement with high-rise offices, making the land value skyrocket for those owners, with tax payer funding. NORTHFAX would make improvements that would be the responsibility of those property owners during development to the sidewalks, the adjacent intersection and traffic control devices, and then deceptively presenting that development as a roads project; again spending tax dollars on private interests, so that the property owners can make millions of dollars in profit, using federal and state transportation grant dollars and City of Fairfax tax dollars Signed off in collaboration with VDOT, the improvements are for the sole personal benefit of the private property owners, and not for the benefit of the public. It is entirely possible this is criminal – we have requested the US Department of Transportation, VDOT and FBI investigate. The per-capita cost of this fraud to my family of five is \$7500.

NVTA is covering up the Fraud by increasing the Project Rating from 00.2 out of 100 by VDOT for congestion relief, 36th worst of 37 projects, to a Rating of 51.7 Qualitative Rating and the 6th most regionally viable project, bumping the Quantitative rating from 22.7 without explanation. NVTA is going to contribute \$10 Million HB 599 Congestion Dollars to private property owners, to make those owners millions in land profits- in a fraud.



Committee for Dulles Statement of Support for NVTAs proposed FY2015-2016 Two year program

The Committee for Dulles is a dynamic community of businesses, business leaders, policy makers and dedicated individuals. We represent businesses that have in excess of 10,000 employees. Founded in 1966, the Committee plays a pivotal role in making Dulles International Airport the premier air travel service provider for the national capital region and an economic feeder for the business community that surrounds it. We are the only business focused organization in the United States that supports a major international airport. The Committee for Dulles is dedicated to achieving the full potential of the airport and the economic growth of this region. The Committee considers transportation one of its top priorities and improving our regional transportation network is essential for sustained regional prosperity.

Passage of House Bill 2313 created exciting opportunities for Northern Virginia to address its transportation needs. It also carried with it a great responsibility to invest those funds in projects and services that do the most to reduce congestion and have both a significant impact and provide a long term perspective.

It is important to the business community, our legislators, and most importantly the public who is paying these taxes and fees, that the revenues be invested well on regional transportation projects which do the most to reduce congestion.

With this in mind, the Committee for Dulles urges you to examine the draft FY15-16 project list and focus regional tax dollars on projects with the greatest regional significance. Top priority should be given to regional highway projects making congestion reducing improvements to major arterials, primary roads and

parkways. Please include regional transit projects that make capital investments to expand service with documented need.

In terms of projects that appear on this draft project list, the Committee for Dulles supports funding for the following:

- > Route 28 widening in Prince William, Manassas and Fairfax County to I-66
- > Route 28 Bypass study
- > Route 1 widening both in Prince William and Fairfax County
- > Fairfax County Parkway Improvements study
- > Loudoun County Parkway extension to U.S. 50
- > East Market Street/Battlefield Parkway Interchange – Leesburg
- > Widening Route 7 – Dulles Toll Road Bridge
- > Belmont Ridge Road, Turo Parish Road to Croson Lane
- > East Elden Street Improvements & Widening Project
- > Route 15 Bypass at Edwards Ferry Road Interchange - Leesburg
- > 8-car Metro Train Power upgrades
- > Acquisition of 4 Buses for Loudoun County
- > Connector Bus Service Expansion for 22 new buses and routes
- > Innovation Center Metrorail Station Construction
- > Potomac Yard Metrorail Station

Passage of HB 2313 does not require the Authority to spend all the funds in the years collected. We think it is prudent to hold back funds for unexpected needs, until all proposed investments can be fully evaluated.

All of us who live and work in the region are dependent upon the movement of thousands of workers and hundreds of millions of dollars of goods and services. We, respectfully, urge you and your colleagues to include the above mentioned projects in NVTA's FY2015-16 two year program.

Leo Titus, PE
President
Committee for Dulles