



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, April 23, 2015
6:00pm
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the March 25, 2015 Meeting**
Recommended action: Approval [with abstentions from those who were not present]

Presentation

- IV. Implementation of Provisions of HB 2 (2014)**
Nick Donohue, Deputy Secretary of Transportation

Action

- V. Approval of Budget Adjustment – Regional Revenue Fund Budget**
Mr. Longhi, CFO
- VI. Approval of Regional Revenue Budget** Mr. Longhi, CFO
- VII. Adoption of the FY2015-16 Two Year Program**
Ms. Backmon, Executive Director
- VIII. Adoption of Policy 16 – Standard Project Agreement Activation**
Ms. Backmon, Executive Director
- IX. Approval of the Scope of Work for the TransAction Update**
Mr. Jasper, Program Coordinator
and Dan Malouff, Chair of TransAction Subcommittee
- X. Approval of Comments on HB 2 Draft Implementation Policy Guide**
Ms. Dominguez, Chair, JACC

**XI. Approval of Testimony on the Commonwealth Transportation Board's
FY2016-2021 Six Year Improvement Program and VTrans 2040**

Ms. Dominguez, Chair, JACC

Discussion/Information

XII. CMAQ/RSTP Reallocation Request Ms. Dominguez, Chair, JACC

XIII. Finance Committee Report Chairman York, Chair, Finance Committee

XIV. Monthly Revenue Report Mr. Longhi, CFO

XV. Operating Budget Report Mr. Longhi, CFO

XVI. Executive Director's Report Ms. Backmon, Executive Director

XVII. Chairman's Comments

Closed Session

XVIII. Adjournment

Correspondence Section

- I-66 Inside the Beltway Letter from Joel Lasko
- Notice of the Draft Environment Impact Statement (EIS) for the proposed Potomac Yard Station from the City of Alexandria
- Invitation to Route 28 Widening and Improvement Ground-Breaking
- Notice of CTB Public Hearing on April 28, 2015 for the Fiscal Year 2016-2021 Six-Year Improvement Program (FY2016-2021 SYIP)

Next Meeting: May 28, 2015 – 6:00 pm

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Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Wednesday, March 25, 2015

Start Time: Immediately After the End of the Public Hearing
3040 Williams Drive, Suite 200
Fairfax, VA 22031

MEETING MINUTES

I. Call to Order Chairman Nohe

- Chairman Nohe called the meeting to order at 8:45pm.

II. Roll Call Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Mayor Euille; Chair Hynes; Chairman York; Chairman Bulova; Mayor Parrish; Mayor Silverthorne; Council Member Rishell; Council Member Snyder; Senator Ebbin; Delegate Rust; Delegate Minchew; Miss Bushue.
- Non-Voting Members: Ms. Mitchell.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Program Coordinator); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.

III. Minutes of the February 26, 2015 Meeting

- Chairman York moved approval of the February 26, 2015 minutes; seconded by Chairman Bulova. Motion carried with eight (8) yeas and five (5) abstentions [with Mayor Euille; Council Member Snyder; Senator Ebbin; Delegate Rust; Delegate Minchew abstaining as they were at the February 26 meeting].

Action Item

IV. Project Agreement for City of Alexandria–Regional Funding 510-14-030-1-08

- Mayor Euille moved approval of the proposed Standard Project 510-14-030-1-08 (DASH Bus Expansion), in accordance with NVTVA's approved Project Description Sheets for each project to be funded as appended to the Standard Project Agreements; and that the Executive Director sign it on behalf of the Authority; seconded by Chairman York. Motion carried unanimously.

Discussion/Information

- V. 2015 General Assembly Update** Ms. Dominguez, Chair, JACC
- Ms. Dominguez reported on the 2015 General Assembly Session. She noted:
 - ✓ The State budget has passed the General Assembly.
 - ✓ The Governor has until midnight March 29, 2015 to offer amendments to all of the actions taken during the General Assembly Session and the veto session is on April 15, 2015.
 - Delegate Minchew stated that he had filed HB 1525, respectfully requesting that the Department of Taxation show the NVTA the methodology used when determining the fees charged when collecting HB 2313 revenues. He noted that this had received a very spirited response from the Administration and that Commissioner Craig Burns had given his word that he would like to work in good faith with the Authority and Ms. Backmon to ensure that the problems that gave rise to the filing of that bill will not be repeated. Ms. Backmon added that the Authority has not been charged any fees since the bill was filed.
 - Council Member Snyder thanked the NVTA members of the General Assembly for their work and their service.
- VI. Update on Additional CMAQ/RSTP Fund Allocations** Ms. Dominguez, Chair, JACC
- Ms. Dominguez noted that the third page of this item in the Authority packet has been slightly updated since the version that was sent previously in the Authority mail-out.
- VII. Planning Coordination Advisory Committee Report** Mayor Foreman, Chair, PCAC
- No verbal report.
- VIII. Technical Advisory Committee Report** Mr. Boice, Chair, TAC
- No verbal report.
- IX. Monthly Revenue Report** Mr. Longhi, CFO
- No verbal report.
- X. Operating Budget Report** Mr. Longhi, CFO
- No verbal report.
- XI. Executive Director's Report** Ms. Backmon, Executive Director
- No verbal report.

XII. Chairman's Comments

Closed Session

XIII. Adjournment

- Meeting adjourned at 8:49pm.

DRAFT



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

HB2 and HB1887 Update

Nick Donohue

Deputy Secretary of Transportation

April 23, 2015



HB2 Legislation

- **Requires Commonwealth Transportation Board to adopt statewide prioritization process to evaluate projects for funding**
- **Process must be used to developed FY17-22 Six-Year Improvement Program**
- **Applies to flexible funds used to enhance or expand transportation capacity**
- **Does not apply to maintenance, major rehabilitation, and specialized programs**

HB2 Legislation

- **Board required to consider the following factors:**
 - **Congestion mitigation**
 - **Economic development**
 - **Accessibility**
 - **Safety**
 - **Environmental quality**
 - **Land use coordination (in areas over 200,000)**
- **Board required to weight factors based on needs of various areas within the Commonwealth**

HB2 Public Outreach

- **Significant public outreach has been undertaken**
 - 18 CTB hearings on SYIP and HB2 in 2014
 - 9 regional stakeholder meetings in 2015
 - Met with the boards of all 14 Virginia MPOs and many Planning District Commissions
 - Presentations at relevant conferences
- **Board continues to solicit additional public comment**
 - 9 additional CTB hearings on SYIP and HB2 in the next 4 weeks

Project Screening

- **High Priority Projects Program**
 - **Meet a need identified in Vtrans2040 for a corridor of statewide significance or a regional network**
- **Construction District Grant Program**
 - **Meet a need identified in Vtrans2040 for:**
 - Corridor of statewide significance
 - Regional network
 - Urban development area
 - Safety deficiency

Factor Weighting Frameworks

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	35%**	10%	25%	10%	10%	10%*
Category B	15%	20%	25%	15%	10%	15%*
Category C	10%	20%	30%	30%	10%	
Category D	10%	30%	20%	30%	10%	

Note* – For metropolitan planning areas with a population over 200,000 (TPB, HRTPO, RRTPO, FAMPO, RVTP0), the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans (referred to as the Transportation-Land Use Coordination factor).

Note** – For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

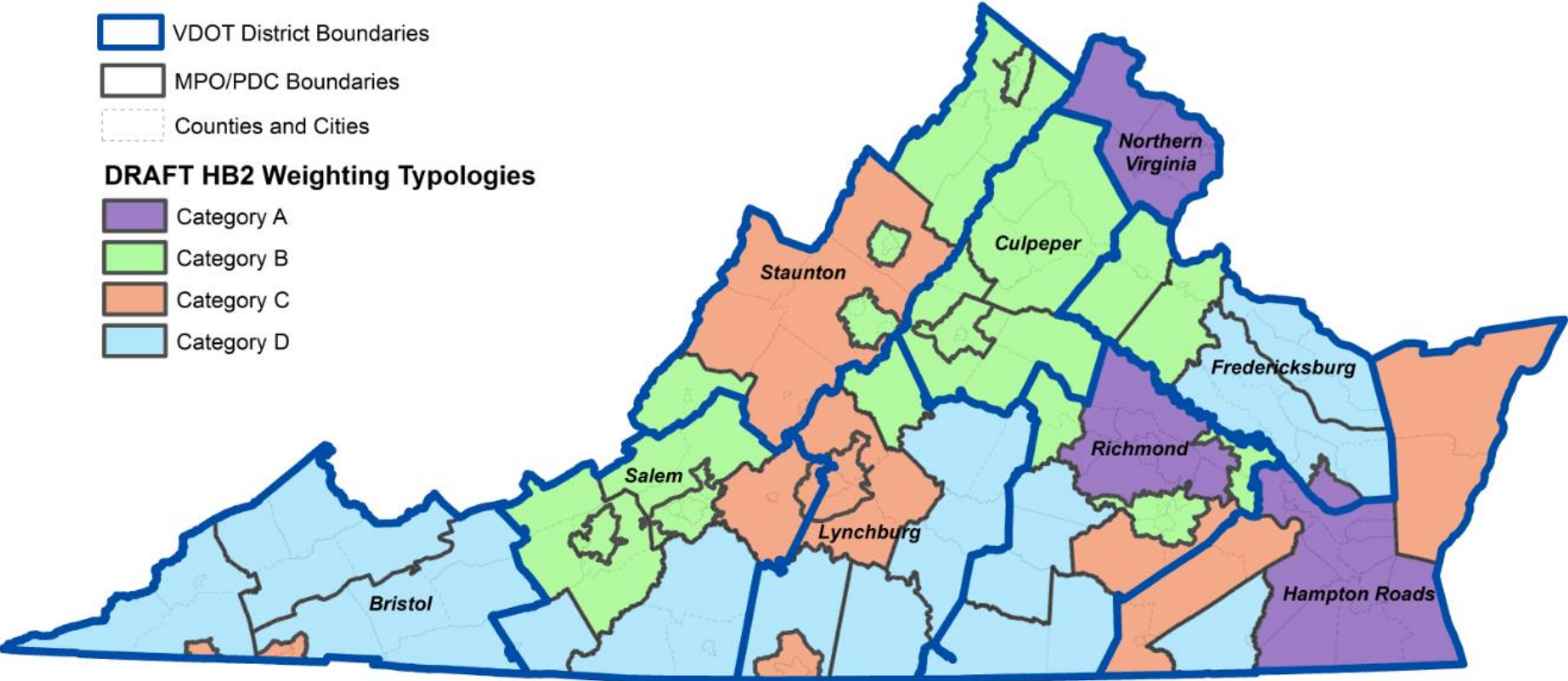
Draft Area Types

Legend

- VDOT District Boundaries
- MPO/PDC Boundaries
- Counties and Cities

DRAFT HB2 Weighting Typologies

- Category A
- Category B
- Category C
- Category D



Project Scoring

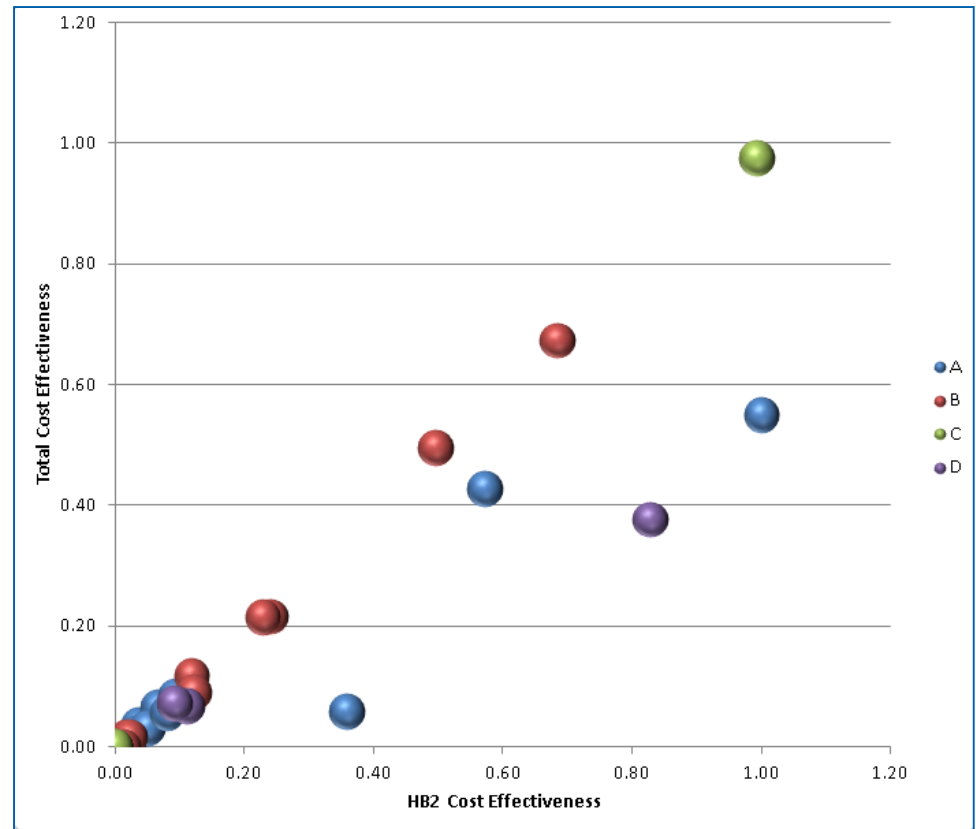
- Project's score is also relative to the benefits of the other projects submitted for evaluation
- Highest measure value will be given a score of 100

Congestion Mitigation: C.2: Reduction in Person Hours of Delay			
	Project 1	Project 2	Project 3
Measure Value	10 Hrs	500 Hrs	900 Hrs
Measure Score	1.1	55.5	100

Project Scoring

Project benefits are to be examined relative to a project's cost

Board is considering whether total funding or only HB2 eligible funds should be considered in such determination



Factor Weighting Frameworks

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	35%**	10%	25%	10%	10%	10%*
Category B	15%	20%	25%	15%	10%	15%*
Category C	10%	20%	30%	30%	10%	
Category D	10%	30%	20%	30%	10%	

Note* – For metropolitan planning areas with a population over 200,000 (TPB, HRTPO, RRTPO, FAMPO, RVTPO), the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans (referred to as the Transportation-Land Use Coordination factor).

Note** – For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

Draft Measures

- **Safety Factor**
 - 50% of score – Reduction in the number of fatalities and severe injuries
 - 50% of score – Reduction in the rate of fatalities and severe injuries per 100M vehicle miles traveled
- **Congestion Mitigation Factor**
 - 50% of score – Reduction in person hours of delay along the corridor
 - 50% of score – Increase in person throughput in the corridor

Draft Measures

- **Accessibility Factor**
 - **60% of score – Increase in the cumulative access to jobs within 45 minutes**
 - **20% of score – Increase in the cumulative access to essential destinations within 30 minutes**
 - **20% of score – Increase in the access to travel options in the corridor**

Draft Measures

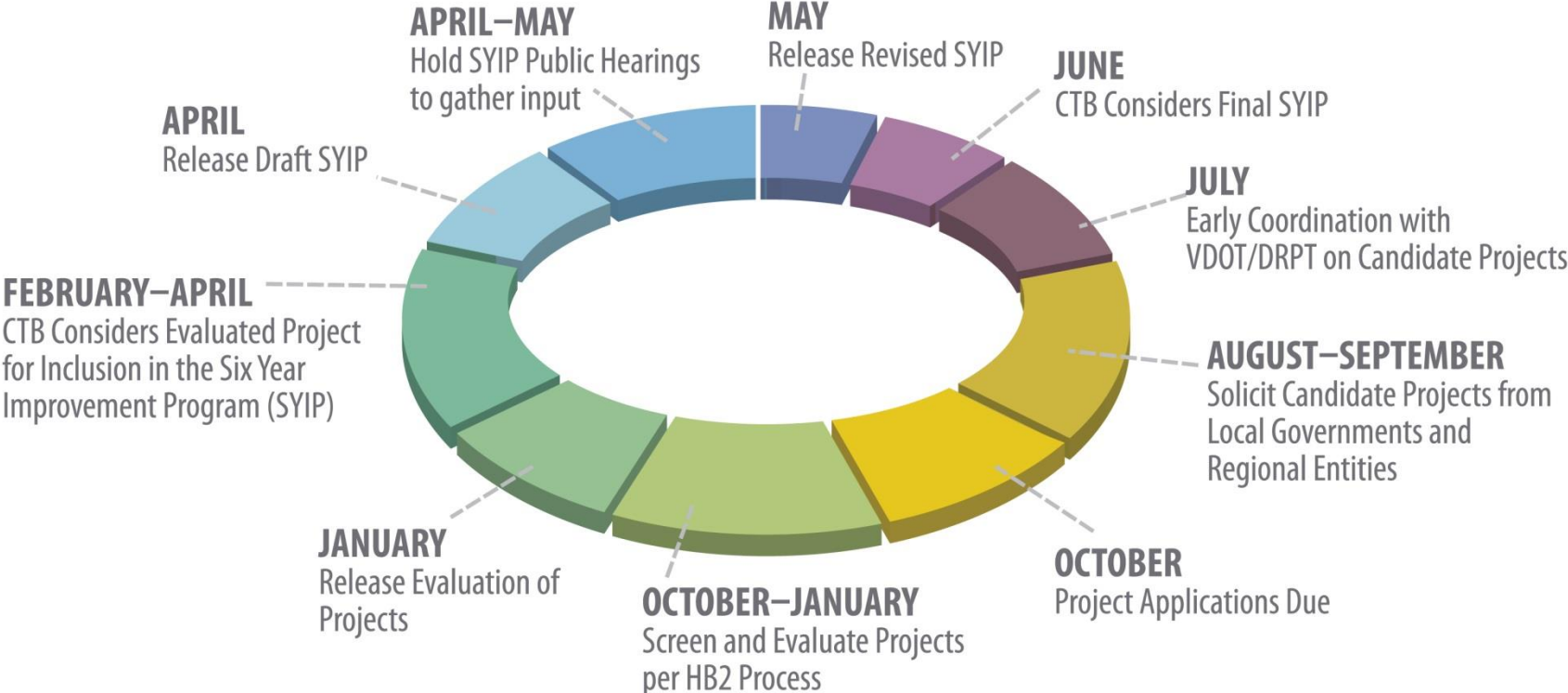
- **Economic Development Factor**
 - 70% of score – Support for new or expanded economic development activity within the project area
 - 30% of score – Improved freight and intermodal efficiency
- **Environmental Factor**
 - 50% of score – Degree to which a project is likely to improve air quality and/or reduce GHG emissions
 - 40% of score – Increase in cumulative access to jobs within 45 minutes for disadvantaged populations
 - 10% of score – Increase in the cumulative access to essential destinations within 30 minutes for disadvantaged populations

Draft Measures

- **Land Use Factor**
 - **50% of score – Degree to which project will support transportation efficient land-use patterns and local policies**
 - **50% of score – Degree to which regionally adopted long-range plan reduces or minimizes growth in per-capita vehicle miles travelled (excluding trips that start and end outside of the region)**

Draft HB2 Process - Timeline for Implementation

Anticipated HB2 Yearly Cycle



Overview of Pilot Projects

Typology	A	B	C	D	Total
Train Station	1				1
Bus Expansion	1				1
Fixed Route Transit	1				1
New Location Roadway		2			2
Widen Existing Roadway	8	4	2	1	15
Reconstruction w/ Added Capacity				1	1
Interchange Improvements	4	8	2	1	15
Bridge Replacement			1		1
Safety			1		1
Multimodal – Park and Ride		1			1
Total	15	15	6	3	39

HB1887 Implications

- **Repeals primary, secondary and urban formula programs**
- **Sunsets the \$500M “off-the-top” CTB formula**
- **Implements a new formula for allocation of construction funds starting in FY2021**
 - **Provides for a transition in FY16-FY20**
- **All capacity funds are no longer discretionary on a statewide basis**

HB1887 Implications

HB1887 establishes new construction formula that applies to all state and federal construction

- **First funds are used for crossover, debt service, and specialized programs**
- **Remaining funds are allocated as follows:**
 - **45% will be made available to individual districts based for major rehab of deficient pavements and bridges**
 - **27.5% will be for high priority projects through statewide HB2 evaluation process**
 - **27.5% will be distributed to districts and projects will be selected through district HB2 process**

HB1887 Implications

HB1887 Construction Programs	Percentage	FY16 to FY21 Total
District Grants		
Bristol	7.0%	\$27.7M
Culpeper	6.2%	\$24.4M
Fredericksburg	6.9%	\$26.9M
Hampton Roads	20.2%	\$79.2M
Lynchburg	7.1%	\$28.0M
Northern Virginia	20.7%	\$81.4M
Richmond	14.4%	\$56.7M
Salem	9.6%	\$37.7M
Staunton	7.8%	\$30.6M
High Priority Projects Program		\$392.6M
TOTAL		\$785.2M

HB2 Next Steps

- **April/May–**
 - **Public comment on draft will be solicited**
 - **Six-Year Improvement Program hearings**
- **May CTB – Pilot Results and process revisions presented**
- **June CTB – Final process considered by Board**



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Budget Adjustment – 70% Regional Revenue Fund Budget

DATE: April 17, 2015

1. **Recommendation:** Approval of a budget adjustment to cancel a FY2014 appropriation of \$7 million in Regional Revenue Funds as recommended by the Finance Committee. This action will make those funds available for Regional Revenue Fund purposes.
2. **Suggested Motion:** *I move approval of the voluntary request from the Washington Metropolitan Area Transit Authority (WMATA) to withdraw its FY2014 funding request of \$7 million for new buses, and cancellation the FY2014 appropriation.*
3. **Background:**
 - a. In July 2013, the Authority appropriated \$7 million in FY2014 for a WMATA project designed to provide new bus service in Northern Virginia.
 - b. On April 8, 2015, the Authority received a letter from WMATA requesting withdrawal of the funding application (copy attached).
 - c. The Authority needs to take budget action to release the FY2014 appropriation of \$7 million.
 - d. As all regional revenues are considered restricted use funds (meaning they can only be used in accord with HB2313), removal of the appropriation will result in an increase of regional revenue funds currently available for future project appropriation by the Authority.

Attachment: April 8, 2015 WMATA Request to Withdraw Project

Coordination:
Finance Committee

V. ATTACHMENT
RECEIVED
APR 13 2015
BY: *COS*

April 8, 2015



Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Ms. Backmon:

In July of 2013, the Northern Virginia Transportation Authority (NVTA) approved a regional multimodal transportation project list for FY 2014. The approval list included two projects for the Washington Metropolitan Area Transit Authority (WMATA): (1) \$7 million for new buses to provide new bus service in Northern Virginia and (2) \$5 million for traction power upgrades in Northern Virginia to support the eight car train program. WMATA greatly appreciates the NVTA's approval of these projects.

After consulting extensively with our regional funding partners, WMATA and the Virginia members of the WMATA Board are requesting to withdraw the application for \$7 million in FY 14 funding for new buses. This decision was not reached easily and followed considerable coordination and substantial efforts to move the item forward. Ultimately, WMATA leadership and the Virginia members of the WMATA Board have decided that the best decision is to withdraw the application and allow NVTA to provide the funds to other transportation projects in Northern Virginia.

WMATA is a true partnership and it looks to all of its funding jurisdictions to provide guidance on transportation policy priorities. This requires a commitment from all jurisdictions on regional capital projects before moving forward with initiatives. The NVTA policy that all funding partners must pay or officially commit to pay their portion of a larger project before funds are released precludes us from moving forward at this time. This policy requires WMATA to negotiate funding commitments with Maryland and the District of Columbia on a larger project in order to receive NVTA funds. Given the current budget climate and limited financial ability to support projects that increase capacity, we were unable to reach regional consensus on funding the \$7 million for new buses to provide new bus service in Northern Virginia.

WMATA remains committed to working with NVTA on advancing future funds that will support capital transit projects improving capacity in Northern Virginia. WMATA and the jurisdictions are currently working to move forward with the \$5 million for traction power in Virginia to support the eight car train program and will update you on that progress as it unfolds.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

www.metroopensdoors.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

Ms. Monica Backmon
Page 2

Sincerely,



Jim Corcoran
WMATA Board of Directors
Virginia Principal Director, Commonwealth of Virginia



William Euille
WMATA Board of Directors
Virginia Alternate Director, City of Alexandria



Catherine Hudgins
WMATA Board of Directors
Virginia Principal Director, Fairfax County



Mary Hynes
WMATA Board of Directors
Virginia Alternate Director, Arlington County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Draft FY2016 Regional Revenue Budget

DATE: April 21, 2015

- A. Recommendation:** Approval of FY2016 Regional Revenue Budget as recommended by the Finance Committee.
- B. Suggested Motion:** *I move approval of the draft FY2016 Regional Revenue Fund budget, with adjustment of the Transportation Projects Reserve to zero pending the establishment of related policies, as recommended by the Finance Committee.*
- C. Background:** Regional Revenues (70% funds) are considered restricted funds and can only be used in accord with HB2313 (2013). After meeting debt service obligations, regional revenues are largely programmed through the Authority's approval of specific projects on a PayGo basis. Any unused funds from one fiscal year are available for use in a future fiscal year. The Finance Committee provided guidance to Authority staff on the budget development during prior meetings.
- D. Assumptions:** The proposed Regional Revenue Fund budget detail follows in Attachment A.
- a. FY2014 Adjustment.** The budget detail has been modified to reflect the increase in available funds of \$7 million related to the withdrawal of the FY2014 Washington Metropolitan Area Transit Authority bus project.
 - b. FY2015 Year End Performance.** Carryover from FY2015 is not available at this time as the project selection process for FY2015-16 is expected in April 2015.
 - c. Revenue Projection.** HB2313 revenues will continue to be estimated conservatively. The FY2016 revenue amounts previously projected will continue to be utilized.
 - d. Professional Services.** Professional services for Regional Revenues are related to legal, regulatory and financial advisory services for bond financing
 - e. TransAction Update.** The Authority will be updating TransAction 2040. The current estimate for the update is \$2.5 million.
 - f. NVTa Advisory Panel.** The Executive Director is forming an advisory panel to develop policy recommendations related to the establishment of a Contingency for Approved Projects and a Transportation Projects Reserve, within the Regional Revenue Fund. The advisory panel will address the following items, for future review and comment by the

Finance Committee, prior to a recommendation being made to the Authority:

- i. Funding level
- ii. Funding methodology
- iii. Utilization of funds
- iv. Replenishment of utilized funds

g. Contingency for Approved Projects. This new contingency fund is targeted to support already approved projects requesting additional funds due to unforeseeable circumstances. The draft proposed FY2016 budget sets initial funding as 3.8% of annual revenue. No contingency funds will be utilized until policies for such use are established by the Authority.

h. Transportation Projects Reserve. This reserve is targeted to ensure funding availability to advance regionally significant projects. This reserve may also be used to set aside resources for projects which additional funding may not have been previously available or potential projects which require multiple years of allocations so as to not draw a disproportionate amount of resources in a single year. Project approvals must meet all HB2313 and all other legislative requirements. No reserve funds will be utilized until policies for such use are established by the Authority.

E. Summary. A summary of funding availability for FY2015/16 projects, un-programmed revenue and reserves is included as Attachment B:

a. As proposed in the draft budget, the funds available for projects after funding required debt service obligation, the TransAction update and the proposed contingency reserve is \$371.0 million.

- i. Recommended projects, as will be presented in a later agenda item, total \$345.9 million. These actions will result in \$25.1 million in un-programmed funds.
- ii. All un-programmed funds will remain in the Regional Revenue Fund for future allocation to projects or reserve designations as determined by the Authority.

b. Reserves set aside funds to provide assurance of future resource availability.

- i. The Authority has two required reserves supporting debt service obligations. The Working Capital Reserve which reaches a fully funded level in FY2016 and the Debt Service Reserve which was funded through bond proceeds. These two restricted reserves total \$109.0 million.
- ii. The Finance Committee has recommended the establishment of a Contingency for Approved Projects with a target balance of 3.8% of annual Regional Revenue Fund income. The Finance Committee has established the prospect of a Transportation Project Reserve. The policy details will be developed through a multi-jurisdictional advisory panel.

c. Based on the proposed budget, the Authority will have \$32.9 million in NVTa directed reserves and un-programmed funds and total reserves and un-programmed funds will total \$141.9 million.

F. Next Steps.

- a.** The Authority adoption of the FY2015-16 Two Year Program will effectively appropriate funds for approved projects.
- b.** The Finance Committee will receive reports on the progress of the Advisory Panel on a regular basis until contingency and reserve policies are presented to the Authority for approval.

Attachments:

- A.** Draft FY2016 70% Regional Revenue Budget
- B.** FY2015/16 Regional Revenue Fund Summary

Coordination:

Finance Committee

Northern Virginia Transportation Authority Proposed FY 2016 70% Regional Revenue Budget			
	Adopted FY2015	Current FY2015 Projections	Proposed FY2016
Revenue 70% Regional Funds			
Sales Tax	\$ 159,651,238.00	\$ 159,651,238.00	\$ 162,929,774.00
TOT	\$ 17,680,608.00	\$ 17,680,608.00	\$ 17,942,679.00
Grantor's Tax	\$ 25,832,566.00	\$ 25,832,566.00	\$ 26,041,735.00
State/Federal Grants	\$ -	\$ -	\$ -
Bond or LOC Proceeds	\$ -	\$ -	\$ -
Reimbursable Expenditures	\$ 300,000.00	\$ -	\$ -
Interest Earned	\$ 52,500.00	\$ 120,000.00	\$ 70,000.00
Revenue Variance (Regional Funds)	\$ -	\$ -	\$ -
Total Revenue with Debt Proceeds	\$ 203,516,912.00	\$ 203,284,412.00	\$ 206,984,188.00
Expenditures			
Debt Service - Principal	\$ 6,000,000.00	\$ 1,485,000.00	\$ 1,504,739.14
Debt Service - Interest	\$ -	\$ 2,310,000.00	\$ 3,238,550.00
Professional Services - Bond Issuance Costs	\$ 300,000.00	\$ 125,000.00	\$ 300,000.00
Working Capital Reserve (WCR)	\$ 66,028,434.00	\$ 67,721,472.00	\$ 33,860,736.00
WCR Required Incremental Adjustment	\$ -	\$ -	\$ 1,909,886.00
TransAction Update	\$ -	\$ -	\$ 2,500,000.00
NEW Contingency for Approved Projects (3.8%)	\$ -	\$ -	\$ 7,865,399.14
NEW Transportation Projects Reserve	\$ -	\$ -	\$ -
Total Expenditures	\$ 72,328,434.00	\$ 71,641,472.00	\$ 51,179,310.28
Available Balance For Projects	\$ 131,188,478.00	\$ 131,642,940.00	\$ 155,804,877.72
Projected Project Expenditures (PayGo)	\$ 131,188,478.00	\$ 131,642,940.00	\$ 155,804,877.72
Carry Forward Unassigned Project Funds	\$ 83,634,787.00	\$ 83,634,787.00	\$ -
Total Available for Project Assignments *	\$ 214,823,265.00	\$ 215,277,727.00	\$ 155,804,877.72
Funding Availabvle for FY2015 and FY2016			\$ 371,082,604.72
Cumulative Regional Revenue Reserve Balances			
Working Capital Reserve	\$ 66,028,434.00	\$ 67,721,472.00	\$ 103,492,094.00
Debt Service Reserve (Held by Trustee)	\$ 75,300,000.00	\$ 5,551,150.00	\$ 5,551,150.00
Contingency for Approved Projects	\$ -	\$ -	\$ 7,865,399.14
Transportation Projects Reserve	\$ -	\$ -	\$ -
Cumulative Reserve Balances	\$ 141,328,434.00	\$ 73,272,622.00	\$ 116,908,643.14

* SPA Approvals will determine exact assignments by fiscal year

Impact on funds available for projects after regional revenue contingency			
Percentage Rate	Contingency Amt.	FY2015/16 Available Funds	
3.80%	\$ 7,865,399.14	\$	371,082,604.72
4.00%	\$ 8,279,367.52	\$	370,668,636.34
4.50%	\$ 9,314,288.46	\$	369,633,715.40
5.00%	\$ 10,349,209.40	\$	368,598,794.46
5.25%	\$ 10,866,669.87	\$	368,081,333.99
6.00%	\$ 12,419,051.28	\$	366,528,952.58
7.00%	\$ 14,488,893.16	\$	364,459,110.70
8.00%	\$ 16,558,735.04	\$	362,389,268.82
9.00%	\$ 18,628,576.92	\$	360,319,426.94
10.00%	\$ 20,698,418.80	\$	358,249,585.06
12.00%	\$ 24,838,102.56	\$	354,109,901.30
14.00%	\$ 28,977,786.32	\$	349,970,217.54

FY2015/16 Regional Revenue Fund Summary
(All figures in millions)

Funds Available for projects	\$ 371.0	(Net after all commitments and recommended reserves)
Projects Recommended to PIWG	\$ 337.9	
PIWG April 13 Recommendation	<u>\$ 8.0</u>	
Total FY15/16 Recommended Projects	\$ 345.9	
FY2015/16 Un-programmed Funds	\$ 25.1	

Cumulative Regional Revenue Fund Reserve Balances

Working Capital Reserve	\$ 103.5	Debt Policy
Debt Service Reserve	<u>\$ 5.5</u>	Debt Policy
Restricted Reserves	\$ 109.0	
Contingency for approved projects	\$ 7.8	Policy in development
Transportation Projects Reserve	<u>\$ -</u>	Policy in development
NVTA Directed Reserves	\$ 7.8	
NVTA Directed Reserves/Un-programmed Funds	\$ 32.9	(\$25.1mm +\$7.8mm)
Total Reserves and Un-programmed Funds	\$ 141.9	(\$109.0mm + \$32.9mm)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

PROJECT IMPLEMENTATION WORKING GROUP

MEMORANDUM

FOR: Members, Northern Virginia Transportation Authority

FROM: Chairman Martin E. Nohe, Chairman, Project Implementation Working Group

DATE: April 18, 2015

SUBJECT: Adoption of the FY2015-16 Two Year Program

- 1. Purpose.** To seek Northern Virginia Transportation Authority adoption of the FY2015-16 Two Year Program.
- 2. Suggested Motion:** *I move adoption of the FY2015-16 Two Year Program.*
- 3. Background.** At its meeting on July 24, 2014, the Authority approved a schedule to develop and adopt the FY2015-16 Two Year Program. Consistent with this schedule, the Authority approved project selection criteria at its meeting on October 9, 2014. At its meeting on December 11, 2014, the Authority approved a revised schedule to allow sufficient time for the Virginia Department of Transportation (VDOT) to coordinate with project stakeholders with respect to the HB599 Evaluation and Rating Study. This revised schedule resulted in a one month delay in the planned adoption of the FY2015-16 Two Year Program, from March 2015 to April 2015.

NVTA staff presented its initial recommendations for the draft FY2015-16 Two Year Program to the Project Implementation Working Group (PIWG) at its meeting on January 15, 2015. These recommendations incorporated draft highway project ratings from the HB599 Evaluation and Rating Study, which were released to project stakeholders on January 6, 2015. Project stakeholders were invited to comment on the NVTA staff's initial recommendations, and were requested to provide additional information in response to PIWG comments.

NVTA staff presented an updated version of its initial recommendation to the PIWG at its meeting on February 13, 2015. PIWG members reviewed candidate projects that had not been included in the updated recommendation, some of which were subsequently added to the recommended list of projects to be included in the draft program.

At its meeting on February 26, 2015, the Authority approved release of the draft FY2015-16 Two Year Program for Public Hearing, which was subsequently held on March 25, 2015. 44

projects were included at the Public Hearing (27 highway projects and 17 mass transit projects.) Of these, 18 highway projects and 16 mass transit projects were 'recommended' by the PIWG. The remaining 9 highway projects and 1 mass transit project were referred to as 'candidate' projects.

In addition to the Public Hearing, Town Hall meetings were hosted in five locations representing seven jurisdictions.

- 4. Recommended Projects.** The PIWG met on April 13, 2015 to review the comments submitted to the NVTa during the public comment period, and to discuss its final recommendation for the FY2015-16 Two Year Program. This discussion resulted in three candidate highway projects being added to the recommended list, with no deletions.

At its meeting on April 17, 2015, the Finance Committee confirmed that the regional revenues available for the FY2015-16 Two Year Program are \$359 million, net of other commitments including a transportation reserve fund for future projects and a contingency fund for approved projects.

Funding requests associated with the recommended 21 highway projects and 16 mass transit projects amount to \$345,939,000, leaving \$13,061,000 unallocated in addition to reserve and contingency funds.

PIWG members and NVTa staff will be available at the April 23rd NVTa meeting to answer questions.

Attachments:

- A.** A list of 229 comments received from all sources during the public comments period, which ran from March 11th thru April 13th. All comments, including testimony, transcript, and a 467-signature petition, are posted on the Authority's website.
- B.** An overview of the public comments.
- C.** List of recommended projects and supporting documentation, including the project selection process, and allocation of funds by mode and jurisdiction/agency.
- D.** Letter from Fairfax County dated April 17, 2015, submitted at the request of PIWG, providing more information about the congestion mitigation capabilities of Project 8R: Frontier Drive Extension and Braided Ramps.

Coordination: Members, NVTa Project Implementation Working Group

VII.A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2015-16 Draft Two Year Program Public Comment Documentation

Spreadsheet compiling all Public Comments received is attached. Additional documents listed below are available upon request and at the NVTA website:

http://thenovaauthority.org/Documents/AR%20Flipbook/NVTA_Flip_PDF/Two%20Year%20Program%20FY2015-16.html

- [Public Comment Letters](#)
- [Public Hearing Transcript](#)
- [Public Hearing Written Testimony](#)
- [Public Comment Emails](#)
- [Delegate Surovell U.S. Route 1 Fairfax Petition](#)

Northern Virginia Transportation Authority

Draft FY2015-16 Two Year Program					
Public Comments March 11, 2015 - April 12, 2015					
Num	Comment	Project Name	Comment Type	Comment By	Summarized Comment
001	I would like to endorse all the staff recommended transit projects. Almost by definition, the transit projects are regional. However, the highway projects still remain the <u>top need</u> for the vast majority of the residents of the region. Using both the NVTA Score and the HB599 Rating, my recommended list of projects would include: 2C, 3H, 5B, 8P, 1M, 8Q and 3K. If funds are available several of the other staff recommended highway projects could be added.	2C, 3H, 5B, 8P, 1M, 8Q and 3K	Multiple projects	Richard D. Entsminger	Highway projects are top need.
002	Attached please find a "HIGHLIGHTED" list of Recommended Projects , (FY2015-FY2016), for approval and investment of the available \$352 million in Northern Virginia Regional Funds. It is imperative and critical to the Authority's mission and future success of Northern Virginia's transportation infrastructure that funded projects be selected from a 'REGIONAL PROSPECTIVE' solely. <i>*List attached NVTA proposed project list for Public Comment.</i>	N/A	General	Roy O. Beckner, Jr.	Wants funded projects selected solely from a regional prospective
003	I strongly support the funding of improvements and widening of Richmond Highway in Fairfax County. I am Vice President of the board of directors of the Southeast Fairfax Development Corporation, a public private partnership between Fairfax County, land owners, citizens and businesses of the corridor who are focused on redevelopment and revitalization of the land use and transportation improvement and new options of corridor. Richmond Highway is not a local arterial it is an inter county, inter city arterial as it ties Prince William County through Fairfax County to Alexandria, Arlington and the District of Columbia job centers and it supports a large residential and commercial land area along its route. The corridor is a mash of 4 lanes going to 6 lanes and back to 4 lanes and largely without sidewalks. This is a disgrace and needs to be corrected as soon as possible.	Route 1 projects	Project	John Thillmann	Supports improvements and widening of Richmond Highway in Fairfax.
004	I am a member of the Alexandria Transportation Commission. The Commission is sending along, separately, its collective thoughts on the Two Year Program; although what follows is largely in line with that, I am writing today to express my own thoughts only. I am very pleased to see the funding provided for the West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority projects. As regards the first two, these are <u>very critical</u> projects that will provide a significant benefit not only to Alexandria but to our visitors and neighbors as well. I personally hope the NVTA will continue to fund these important projects as they progress.	West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority	Projects	Scott Anderson	Supports projects.
005	I will be unable to attend the meeting this Saturday, however, I would like to see number 85 "Fairfax US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) \$13,500,000 \$90,000,000 TBD 29.2 12.0" moved into the recommended column.	Fairfax US 1 Richmond Highway	Project	Katy Fike	Supports project.
006	An immediate review of evening and late night commuter bus schedules from the Vienna Metro station is needed. When the Silver line opened last year, the number of evening trains arriving in Vienna was reduced. The arrival of trains does not coincide with scheduled bus departures between 7:30 pm and 10 pm. In particular the 644 bus leaving at 7:35 should be changed to 7:40 and the 644 leaving at 7:53 should be changed to 8 pm.	Vienna Metro station commuter buses	Transit changes	Brian Tumulty	Review of commuter bus schedules at Vienna Metro is needed.
007	Project 8P has a lower HB599 rating of 10.8 than Project 8S of 12.5 and should take the place of 8P since this is the only missing link between the 6 lane segment North to the Beltway and 6 lane segment now under construction through Fort Belvoir. The lack of funding for segment 8S in between is holding up the revitalization of the Rt. 1 Corridor in Fairfax County. The revitalization of this segment of Rt. 1 has been a recommendation on the Fairfax County Transportation Master Plan for over 20 years when final construction plans were put on hold to allow a study through Prince William County. The funding request of \$13.5 million for 8S is needed to start updating prior plans for the planned 6 lanes between the existing 6 lanes to the north and 6 lanes currently being constructed on the segment through Fort Belvoir.	Fairfax Route 1 widening	Project	Earl Flanagan	Supports project.
008	See Public Comment Letters pdf p 1-4	Multiple transit	Project	Arlington County Chamber of Commerce	Supports transit projects.
009	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief •Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion •Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance •Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Aaron G Volbrecht	Supports project.
010	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Rachel Dillensnyder	Supports project.
011	Please move Richmond Highway widening project up among the highest priority. The highway is in disarray. There will be six lanes from Telegraph RD to Jeff Todd Way and then four lanes to Napper Rd (across from Costco) and then back to six lanes up to the beltway. This is totally unacceptable. Please make it happen soon. Congestion and safety issues abound. Richmond Highway should be the focal point for all new happenings along the highway – it is a bastion of prospective redevelopment and revitalization for Fairfax County.	Fairfax US 1 Richmond Highway	Project	Richard Knapp	Supports project.
012	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Allen R Hodgkins III	Supports project.

Northern Virginia Transportation Authority

013	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	J. Corbin	Supports project.
014	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road: • It is heavily trafficked from both local and through traffic and desperately needs congestion relief; • Fort Belvoir is planning to bring on base another 30,000 people by 2030, further worsening traffic congestion; • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Stephen K. Keat	Supports project.
015	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Charles Britt	Supports project.
016	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Tina M. Clafin	Supports project.
017	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Yolanda Trotter	Supports project.
018	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robbyn Umland	Supports project.
019	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Catherine Voorhees	Supports project.
020	I am David Voorhees, a resident of the Mount Vernon District and Chairman of the Mount Vernon Council of Citizens' Associations Budget and Finance Committee. I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Improving US 1 from Mount Vernon Memorial Highway to Napper Road will facilitate attracting quality commercial businesses to this portion of US 1 and thereby improve the tax base for Fairfax County and improve the quality of life for residents of this area. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	David Voorhees	Supports project.
021	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Stephen Markman	Supports project.
022	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robbyn Umland	Supports project.
023	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jerry Zhao	Supports project.

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024	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jenny Jin	Supports project.
025	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jeremy Rissi	Supports project.
026	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is an extremely heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and, as I often see when driving on Rt 1, jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	John A Tolleris	Supports project.
027	See Public Comment Letters pdf p 5-6	N/A	General	Virginia Sierra Club	Support of NVTA and process, but recommends future selections include a broader range of that facilitate all modes of transportation.
028	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Chris Hamilton	Supports project.
029	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Johan De Leede	Supports project.
030	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Elisabeth De Leede	Supports project.
031	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Corey Sherrill	Supports project.
032	When is the commission going to look at the bottle neck of traffic heading north of Leesburg on HWY 15?	N/A	Question	Jim McKenzie	
033	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Charlotte Knipling	Supports project.
034	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • Despite being one of the oldest roadways in the county, improvements for this road have been slow in coming. This has created a congested roadway, with far too many distressed properties and traffic congestion. • It is a heavily trafficked roadway—both local and through traffic— • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Mike Frost	Supports project.
035	I am writing to voice my support of Project 8S: US1/Richmond Highway. This is a top level, priority project for the future growth of our county. It feeds one of the major economic engines of our county and the highway is woefully deficient. Please make this your number one priority.	Fairfax US 1 Richmond Highway	Project	John Speight	Supports project.
036	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Janet N Cole	Supports project.
037	See Public Comment Letters pdf p 7	WMATA 8-car Train Power Upgrades & VRE Crystal City Platform Extension Study	General & Project	Crystal City Business Improvement District (BID)	Support of NVTA and projects.

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038	As someone who commutes along Richmond Highway daily from Lorton to Sherwood Hall Lane, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief; • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion; • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance; I have had to dodge jaywalkers on several occasions; • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Christine A. Morin	Supports project.
039	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Sharon Brumleve	Supports project.
040	I understand that you are holding public hearings and considering possible transportation initiatives. Although I do not use Route 1 daily, it is crystal clear to me and thousands of others in the eastern part of Fairfax County that Route 1 is a priority that must be addressed. It serves so many purposes, including access to the Fort Belvoir area, and serving as an alternative to I-95 wherever the two roads run parallel. I am certain that you have limited funds and are balancing priorities and alternatives, but Route 1 is lost in the 1960's and needs help. It is time to act now, so we can have a rejuvenated Route 1 in a few years when it will be needed even more than it is needed now. Please do what you can to move the Route 1 improvements forward.	Fairfax US 1 Richmond Highway	Project	Mark S. Levinstein	Supports project.
041	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Carole Harman	Supports project.
042	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Frances Peterson	Supports project.
043	See Public Comment Letters pdf p 8	Ballston Metrorail Station West Entrance	General & Project	Ballston Business Improvement District (BID)	Supports NVTA and project.
044	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jessica Kaplan	Supports project.
045	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Brian Agreeen	Supports project.
046	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Susan K. Hamon	Supports project.
047	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Don Hamlin	Supports project.
048	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Debra McCullough	Supports project.
049	Two suggestions, one rather inexpensive one not, but it would relieve traffic on many secondary roads: Cheap suggestion: Add "MAINTAIN POSTED SPEED" overhead signs in both directions of Interstate 395 between the Turkey Run HOV intersection and King St. The road constantly bogs down between Duke and Seminary because of the hill up and down and there is no reason for this other than drivers slow down on the decline and then can't accelerate up the hill. You see these signs in tunnels so why not on this mile and a half stretch of road? They could be easily installed on current overhead sign structures or on overpasses. More Expensive suggestion: Adding a standard diamond intersection at Interstate 95 and Cardinal Drive. Cardinal Drive has several residential developments, and the only access to 95 is to go to US-1 and head south to 234, north to Rippon, or cut through other residential areas to Dale Blvd or Minnieville Road. Overloading these neighborhood roads does not promote a feel of safety for pedestrians, not to mention the roads are not designed for the traffic many of them see. A diamond intersection would minimize the size of the intersection as both sides of Cardinal Drive are surrounded by tall trees. A secondary alternative would be to explore the possibility of adding an HOV Express ramp to the north side only of this overpass.	N/A	Suggestions	ANDREW FIEBIG	Two suggestions to relieve traffic on many secondary roads

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050	See Public Comment Letters pdf p 8	Route 29 and Buckland Area Transportation Improvement Study	Project	Delegate Robert Marshall	Supports project.
051	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Marcia	Supports project.
052	As a 40+ year resident of Mt. Vernon, me and my neighbors know only too well how vitally important redevelopment of the area is to it's future. Redevelopment won't occur until our serious transportation issues are successfully solved, and project 8S is an essential start to that process. Please approve 8S as part of the current process.	Fairfax US 1 Richmond Highway	Project	Winston doCarmo	Supports project.
053	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project		Supports project.
054	Recommend support for Project 8S.	Fairfax US 1 Richmond Highway	Project	Frank J. Cihak	Supports project.
055	My name is Erica Hetzel and I live at 2816 Woodlawn Trail, Alexandria, VA 22306, in the community of Hybla Valley. I will not be able to attend the upcoming Northern Virginia Transit Authority meeting but wanted to voice my support for the "highway project not recommended" involving widening U.S. Route 1 from Mt. Vernon Memorial Highway to Napper Road in Hybla Valley. I also support funding for the proposed Potomac Yard Metro rail station. Both of these projects would significantly improve my daily commute from my home in Fairfax County Alexandria to downtown DC. Please reconsider appropriating some of the available \$350 million over two years to the U.S. 1 widening project between Mt. Vernon and Hybla Valley. This area, for years, has been a constant source of congestion and frustration for the many residents living in 22306 and further south. Additionally, the Potomac Yard Metro rail station will provide easier transportation access for the thousands of new residential units being built along U.S. 1 in northern Alexandria and will help to reduce vehicle congestion along the same route.	Fairfax US 1 Richmond Highway & Potomac Yard Metrorail Station	Projects	Erica Hetzel	Supports projects.
056	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Frances E. Greer, Jr.	Supports project.
057	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Michael Brownell	Supports project.
058	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Craig Caldwell	Supports project.
059	See Public Comment Letters pdf p 10 - 11	Loudoun County Parkway (VA Route 607), Route 28 (Manassas Bypass) Study, Fairfax County Parkway Improvements (Study), Route 28 Widening South, Route 28 Widening from Route 234, Route 28 Widening (Prince William County Line to Route 29), Innovation Center Metrorail Station construction, 8-Car Train Traction Power Upgrades, Potomac Yard Metrorail Station	Multiple projects	Washington Airports Task Force	Supports NVTA and projects.
060	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Donald Trilling	Supports project.

Northern Virginia Transportation Authority

061	Ballston Metrorail Station West Entrance project. Q. Are there drawings/maps showing the preliminary entrance location? Surely more documentation exists for the request to fund the dollars for this project. Q. I was under the impressions that when the 2 new elevator were installed a few years ago, some amount of work was completed on a pedestrian tunnel located next to the elevators leading to the proposed WEST ENTRANCE. Is this information correct? And if yes, then what will become of that tunnel? My questions are based on the fact I live in this neighborhood, actually in a condo above the metro station entrance.	Ballston Metrorail Station West Entrance	Project questions	Dale Reisfield	Project questions.
062	As long-time residents of Southeaster Fairfax County, my husband and I urge you to invest regional highway funds to widen Richmond Highway from four to six lanes from Hybla Valley to Woodlawn. The current traffic situation hinders local residents, causes air pollution, and negatively affects the quality of life. The traffic will only get worse as more and more functions are added to Fort Belvoir. The BRACA task force did not consult with the local communities when they moved thousands of personnel to the Fort. Now, we must deal with the terrible traffic jams the have resulted from this move, and the best way to do that is to widen the existing highway.	Fairfax US 1 Richmond Highway	Project	Mary Ann V. Gamble	Supports project.
063	See Public Comment Letters pdf p 12 - 13	N/A	General	Coalition for Smarter Growth	Expresses concern for HB 599 and congestion relief. *Please review this letter and add better summary if necessary.
064	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Soraya Bambha	Supports project.
065	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	William J. Byrne	Supports project.
066	Project 8S: Richmond Highway. This project is vital to the future economic development of this area. As a business owner, non-profit volunteer supporting schools and taxpayer I would like to see our tax dollars used for our community not always communities out west.	Fairfax US 1 Richmond Highway	Project	Diane Moery	Supports project.
067	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	John Pasour	Supports project.
068	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Hank Kim	Supports project.
069	I consider the proposed widening of Richmond Highway from the Beltway to Fort Belvoir to be essential for the well-being and inevitable growth of this area of eastern Fairfax County – and, by extension, for the benefit of the entire county and Northern Virginia. I ask you full support for this project.	Fairfax US 1 Richmond Highway	Project	Marvin E Burge	Supports project.
070	I'm wondering if the study took into account drivers cutting through residential neighborhoods to avoid traffic under the roads in consideration for improvement projects. The reason I ask is because, for example and with respect to Rolling Road, due to the heavy traffic on Rolling Road between Fairfax County Parkway and Old Keene Mill Road, drivers routinely will cut through residential streets, such as Greeley Road, which connects Rolling and Old Keene Mill. If Rolling Road was widened, there would be less traffic and drivers would not use a residential streets as a cut-through to get where they are going. Based on the various scoring criteria, it does appear that safety was taken into account (QS6), but it's not clear based on the information presented on your website, if this aspect of transportation safety was included. With all of the elementary schools on and adjacent to these roads, I think it should be. Although this study is complete and likely cannot be revised, I recommend including this aspect of safety in future studies. Also, I think QS4 should have been given more weight and that 5% is not suitable. Level of Service (LOS) is a significant issue when it comes to our roadways.	N/A	General	Erin Bevis-Carver	Question about transportation safety aspects being included included in scoring criteria.
071	See Public Comment Letters pdf p 14 - 15	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, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple projects	Northern Virginia Transportation Alliance	Supports projects.

Northern Virginia Transportation Authority

072	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Angie Maniglia Turner	Supports project.
073	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	David McAuley	Supports project.
074	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Daniel Johnson	Supports project.
075	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jeff Oakley	Supports project.
076	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robyn koelsch	Supports project.
077	On behalf of the Wessynton Homes Association and our 156 homeowners, I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Chris Revere	Supports project.
078	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Bruce Snow	Supports project.
079	I will not be able to attend the meeting on March 31 but I wanted to express my strong support for the widening of Route 1 from Hybla Valley to Woodlawn. We have lived in the area for over 20 years and have seen the traffic congestion get worse each year. The expansion of Fort Belvoir has traffic it dramatically. The widening is also important to redevelopment efforts which have shown great success in recent years, The highway is used by nearly all Mount Vernon residents for shopping, and by thousands of others for commuting. It is about the only viable alternative to I-95 if there is a blockage for any reason. It is the key transportation link in the southern part of the county and must be improved as soon as possible.	Fairfax US 1 Richmond Highway	Project	Kenneth Roberts	Supports project.
080	Ladies & Gentlemen, multiple times since 1984, you have promised to improve Route 1, from Alexandria to Fort Belvoir. The north half of the distance was upgraded very well, but the remaining half has been dragging for over thirty years. Please keep your promises to include highway widening, storm sewer connections, turn lanes and pedestrian safety, among other needs. As residents, US-1 users and tax payers, we have waited far too long.	Fairfax US 1 Richmond Highway	Project	William L. Foust	Supports project.
081	I have been involved with this project for over a year now. I address the same issues each time and each time the next phase is published without addressing the basic problem with the entire Route 1 Multimodal study and the resulting projects. As I reviewed the project listing, again, I see the exact same problems I have brought up every time and never heard/read or seen addressed. The projects are being funded and completed from south to north and the traffic problems are the exact opposite. As you progress north up route 1 the traffic gets heavier and heavier. By expanding from the south to the north, it will create many problems and cost significantly more. The property values will rise as the ability to live farther out is facilitated by the proposed expansions. When it comes time to do the northern section expansion, the ROW costs will be significantly higher than they are now and are forecasted to be in the studies I have seen. Additionally, the proposed plan does not even address the expected northern section traffic flow in the years before the expansions are complete. The proposed metro expansion from Huntington to Hybla Valley should be the first route 1 expansion completed. Only this expansion will actually address the expected traffic flow and remove vehicles from the roadway. Just like 95S's expansion. By the time the widening is completed, it will have fixed yesterday's problem tomorrow and not address the future increases in traffic along the route 1 corridor. I again, highly suggest that any widening of route 1 be completed as part of the metro expansion, starting from the north and working south to alleviate the actual traffic problem and complete the ROW for the entire project before the property values make the northern segment expansions financially impossible. I will be at the meeting on 31 Mar in the South County Government Center to raise all these concerns in person. Again.	N/A	General	Bill "Dollar" Brinley	Suggests Route 1 needs different alternatives.
082	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Pam and Anil Nachnani	Supports project.
083	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Jason Kane	Supports project.

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084	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance. & better communication about the hazards of jay walking should be discriminated into the community along route 1 such as wearing dark clothes at night. • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Sheina Waddell	Supports project.
085	See Public Comment Letters pdf p 16 - 17	Fairfax US 1 Richmond Highway	Project	Mount Vernon - Lee Chamber of Commerce	Supports project.
086	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Holly Dougherty	Supports project.
087	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Chetan Patel	Supports project.
088	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Damon Hinshaw	Supports project.
089	Fund Project 8S: US 1/ Richmond Highway. Please use regional funds for this project.	Fairfax US 1 Richmond Highway	Project	mhe83	Supports project.
090	Please include funding for widening US 1 Richmond Highway in the NVTA 2015-2016 Two Year Program. This road is a regionally significant transportation corridor and is in immediate need of widening from Mt. Vernon Memorial Highway to Napper Road. Widening will make US 1 Richmond Highway a consistent three lane width throughout Fairfax County and bring many benefits to our community and the region as a result. More economic growth is occurring in this part of Fairfax County than other region and funding for US 1 Richmond Highway is needed now to provide congestion relief and regional connectivity.	Fairfax US 1 Richmond Highway	Project	Peggy Hinshaw	Supports project.
091	My husband commutes from Montclair to Capitol Hill every day and there are a few things that would make his commute and others in the area better. There need to be more buses that run in the evening from the Pentagon to Montclair. Also the commuter lot at 234 and Rt 1 is not big enough! Lastly, the level of communication between the PRTC buses needs to improve! My husband has been on the bus that leaves the Pentagon at 8:02pm and sat in the parking lot of the 234 commuter lot for 20 minutes waiting for others buses to come through the lot with potential passengers for his bus. 95% of the time, the other buses DO NOT have passengers that need to change to his bus. Why can his bus not radio the other ones in route so see if anyone needs this transfer? Its a waste of time for everyone involved, negatively impacts our environment by having a idling bus sit and wait for 20 minutes and its also a waste of money for fuel and more maintenance for the bus. This practice needs to stop.	N/A	General	Amy Carney	Need more buses from Pentagon to Montclair, larger commuter lot at 234 & Rt.1, better PRTC communication.
092	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Whitney Stohr	Supports project.
093	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Whitney Stohr	Supports project.
094	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Mauricio Lainez	Supports project.
095	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Tom Schrichte	Supports project.
096	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	JANSEN EVANS	Supports project.

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097	Many years ago when Joe Alexander was in office as supervisor for this area the money to widen Rt. 1 from 235 down to Woodlawn was taken to put in the Springfield Metro. It has never been replaced. All other areas of Rt. 1 have been widened and this area just bottles up. We need those lanes widened so traffic will flow evenly all the way down Rt. 1 from the Beltway to Lorton. Especially since the Cosco store went in traffic is frequently backed up all the way up the hill to the Groveton area. This bottleneck is really bad when emergency vehicles need to get through. For everyone's safety we need this area widened so it is even with the rest of Rt. 1. With all of the new housing going in along the Rt. 1 corridor traffic is only going to get worse. Widening the section will be of great benefit for the area and renew a promise made long ago.	Fairfax US 1 Richmond Highway	Project	Mary Elizabeth and Thomas Castles	Supports project.
098	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Mary Elizabeth and Thomas Castles	Supports project.
099	Please support Project 8S.	Fairfax US 1 Richmond Highway	Project	Bob Kuletz	Supports project.
100	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Y Trotter	Supports project.
101	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	ckmaly	Supports project.
102	I do want to add my support for funding for the West Entrance to Ballston metro station. This is a project that has been on the books, so to speak, for a very long time. Now that the Silver Line is a reality (although not entirely finished) the Ballston station is busier and will be busier than ever. Helping to bring the entrance to fruition would be a boon not only to Arlington residents but to all Metro riders and bus riders who come to and depart from Ballston. The West entrance would relieve congestion at the only entrance on a day to day basis. It would also make the station safer in an emergency. Bus access could be split between two locations instead of one. This would allow greater scheduling flexibility and a better commuting experience -- whether one is using Metro to Bus/bus to Metro/bus to bus/or pedestrian to bus.	Ballston Metrorail Station West Entrance	Project	Nancy Iacomini	Supports project.
103	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Diane Franks	Supports project.
104	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have INSUFFICIENT pathways and jay-walking is a constant safety concern and nuisance...as a long-distance runner whose training routes take me near or along route 1, I can usually count on 1-2 near misses due to lack of pathways • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Keith Maly	Supports project.
105	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Candice Bennett	Supports project.
106	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Kevin Retcher	Supports project.
107	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Elizabeth Sanchious	Supports project.
108	See Public Comment Letters pdf p 18 - 21	Fairfax US 1 Richmond Highway	Project	Elizabeth Sanchious	Supports project & suggests specific improvements. Includes response from Supervisor McKay

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109	I urge the NVTA to include project 8s, the improvements to Route One (Richmond Highway) between Napper Rd to Mt Vernon Memorial Hwy/Jeff Todd Way as part of the two year program. The community support at the Fairfax County South County Government Center public hearing on March 31st was more than impressive. But even more important is the pressing immediate need. I cannot help but feel that the importance of this project was not fully appreciated and ranked accordingly. I live near the Mount Vernon estate and avoid Route 1 whenever possible because of its condition and the traffic congestion. What I find disheartening, even if understandable, are the number of new employees at Fort Belvoir because of the BRAC changes, who now use the George Washington Memorial Parkway to get to Fort Belvoir from Maryland to avoid Route 1. The proposed improvements on Route 1 could put them back where they belong, on the highway. I doubt that this was adequately considered in the ranking of need.	Fairfax US 1 Richmond Highway	Project	Peter Christensen	Supports project.
110	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) I use this road daily often to visit Prince William County to spend money at the businesses and restaurants there. This project will address the bottleneck that is only getting worse. Fund this project NOW!	Fairfax US 1 Richmond Highway	Project	Greg Crider	Supports project.
111	As we age are mind gets a bit foggy BUT I am certain funding was available for that expansion years ago What happened to it? How will this help traffic going south on Rt 1 when there are only 2 lanes going under railroad bridge? Ever thought of making service roads for shopping areas and thru lanes for those that do not wish to shop? With Costco at Sherwood Hall Lane and Ft Belvoir expansion it is really crowded on the roadway. And more housing areas going up and shopping areas expanding and still nothing done for the traffic problems....PLEASE do something soon	Fairfax US 1 Richmond Highway	Project	LadyG772	Supports project.
112	See Public Comment Letters pdf p 22 - 24	Fairfax US 1 Richmond Highway	Project	Supervisor McKay	Supports project.
113	SeePublic Comment Letters pdf p 25	Route 29 and Buckland Area Transportation Improvement Study	Project	Cate Magennis Wyatt	Supports project.
114	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Patrice Carlson	Supports project.
115	As a long-time homeowner and purchaser of personal and business goods and services in the Mount Vernon, VA region, I encourage the Northern Virginia Transit Authority to classify Project 85 (traffic congestion relief) as a top priority, not only for the economic benefit of Richmond Highway residents and businesses, but also for to the economic growth of adjacent Northern Virginia jurisdictions. Reduced traffic-congestion along Richmond Highway will encourage, rather than avoid, use of that corridor, which translates into increased exposure to and purchases from businesses along and near that route. Those vehicles, in turn, are likely to continue along the corridor into adjacent jurisdictions for additional purchasing opportunities, due to the ease of direct travel. Simply put, the easier it is to travel along Richmond Highway, the more likely it is that increased purchasing will result there and in other jurisdictions readily accessible from Richmond Highway/Route 1, thus directly improving the economic vitality (including tax revenue) of a significant segment of Northern Virginia.	Fairfax US 1 Richmond Highway	Project	Peter G. Baldwin	Supports project.
116	See Public Comment Letters pdf p 26 - 27	West End Transitway, the Potomac Yard Metrorail station and the Duke Street Transit Signal Priority	Multiple projects	Alexandria Transportation Commission	Supports NVTA and projects.
117	See Public Comment Letters pdf p 28	Fairfax US 1 Richmond Highway	Project	Southeast Fairfax Development Corporation	Supports project.
118	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Michele Amhaz	Supports project.
119	I'm just voicing my opinions / comments with regard to transportation projects that should receive funding. 1. Widening of Route 28 from Manassas Park to I-66 in Centreville	Widening of Route 28 from Manassas Park to I-66 in Centreville	Project	Dong Kim	Supports project.
120	We have urged a widening of Route #1 to six lanes from Huntington to the Occoquan since the 80's. That we are now marked down for not being shovel ready is inexcusable. Both political and appointed representatives need to take immediate action so that the last sector for widening Route #1 is ready for construction, since on the basis of congestion we can surely complete. Level the field for the Mount Vernon District to compete for a badly needed improvement! The success of the Route #1 Multimodal study hangs on this construction.	Fairfax US 1 Richmond Highway	Project	Frank Cohn	Supports project.
121	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Robert C. Palmer	Supports project.

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122	<p>I am a long-time resident of Arlington's Bluemont neighborhood and I strongly urge the funding of the proposed western entrance to the Ballston-MU Metro station. As Arlington County has stated in its CIP: A west entrance will be closer and more convenient to the rapidly growing high-density, mixed-land use development occurring around the intersection of N. Glebe Road and N. Fairfax Drive as well as adjacent neighborhoods west of Ballston. The County's 1998 Ballston Metro Access Study projected an increase in patronage from approximately 21,300 to 36,500 by 2010 due to planned development in the area and assuming a west entrance. An estimated 38%, or roughly 14,160 weekday entries and exits, of the projected daily patronage will use the west entrance. Today the current entrance located at the east end of the station handles an average of about 24,000 entries and exits per weekday. Further high density development west of Ballston, in areas such as Bluemont, will only contribute to an already worsening transportation situation in and around the area of the Ballston-MU Metro station, and west on Wilson Blvd. past N. George Mason Drive. Funding of the western entrance would be consistent with the County's stated goals to reduce vehicular traffic, and it would further the objective to make Metro more convenient, accessible, and safer for people who live and work in the Ballston area.</p>	Ballston Metrorail Station West Entrance	Project	David Van Wagner	Supports project.
123	<p>As a 51 year resident of Fairfax County from Annadale where I grew up, to Falls Church, to now Alexandria/Mt. Vernon for the last 20 years, I am writing to express my grave concern and surprise that Project 8S (Fairfax US 1 Richmond Highway, from Mt. Vernon Memorial Highway to Napper Road)) is not listed as "Recommended" in the "Proposed Highway Projects for the DRAFT NVTA Two Year Program (FY2015-2016)". Over the past 35 years that I have been driving through-out the Northern Virginia region, with my family, friends, work and recreational activities spread across the region (from all parts of the Potomac River, from Mount Vernon to Woodbridge and Dumfries, to Sterling and Leesburg, to Centreville, to Arlington, to Crystal City and Rosslyn, to McLean and Great Falls), I have seen no area ignored as much as this section of highway by the state. This section of Richmond Hwy has been neglected for decades. There are photo's from the 50's of the highway that look like black and white photos of today. Traffic flow is poor and highly mismanaged, It is one of Virginia's most deadly sections of road to pedestrians and most- dangerous to vehicle traffic. In fact, a former Mount Vernon Police commander recommended citizens take buses the wrong way and stay on the bus for miles until its return trip to the other desired direction in order to avoid crossing the under 50' 4 lane highway. Along this urbanized stretch of highway, there are limited sidewalks, no pedestrian refuges, no structured turn lanes along with non-existent turn lanes, hap-hazard curb cuts, where curbs even exist, and very little mass-transit/bus travel accommodations. There are even very deep and dangerous storm ditches within a few feet of the road. (See decade old photos at http://metroped.org/sc/index.htm#Problem) This mix greatly impedes traffic flow, causes drivers to make dangerous entry and exits decisions to/from Richmond hwy and constantly jeopardizes the life and safety of the our citizens using the highly traveled corridor. Furthermore, while threatening the safety of the citizens traveling through the area, these issues highly stunt the much needed and highly potential local and regional economic growth. It is clear that the NVTA scores and the HB599 rating failed to adequately rate what is obvious to any traveler down the "8S" corridor and those rankings should not be blindly followed. Good judgement must be used as well. It is also clear the many of the recommendations do not take into account currently on-going projects for local improvements, creating essentially a "double dipping" for many of those recommendations. These issues have been around decades and well before problems even existed for most of the recommended projects. The Northern Virginia Transportation Authority did not create this problem, but has indeed, inherited it. Now, the Authority has the ability and responsibility to rescue this section from these decades of neglect. Adding Project 8S to the recommended list is fair and the right decision. This will make for a safer and better economic future for both local citizens and those just traveling through the area.</p>	Fairfax US 1 Richmond Highway	Project	Jim Walton	Supports project.
124	<p>Thank you for holding the public hearing on 31 March 2015 at the South County Government Center. I live near Fort Belvoir and your hearing was the first I heard about the NVTA's proposed regional transportation projects for fiscal years 2015 and 2016. Given the turn-out at the meeting, this apparently was the case for a multitude of residents in this part of the county. I was deeply disappointed to learn that project 12 (for some reason, also known as project 8S), US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road, did not make the cut even though its HB599 rating was much higher than 13 of the 18 projects that did make it as recommended. This is incredulous! The traffic and congestion on US 1 caused by the 70,000-plus drivers going to and from Fort Belvoir each day is unbelievable. A large number of these commuters bear license plates from Maryland and DC. These commuters to the fort do not like sitting in traffic, either, even though they are the cause of it. They do what I do, and use alternate routes that avoid US 1 as much as possible. As a result, the George Washington Memorial Parkway and the Mt. Vernon Memorial Highway have become major commuter routes with horrifically deteriorating roadbeds. The section of US 1 Richmond Highway from Mt. Vernon Memorial Highway to Napper Road is a choke-point. It desperately needs to be widened to 6 lanes to help ease the overwhelming traffic and congestion. I urge you to reconsider the ranking of this project so it becomes one of the recommended projects for the two year program (FY2015-2016).</p>	Fairfax US 1 Richmond Highway	Project	Michele Aubry	Supports project.
125	<p>Please fully fund the improvements to US1, a long neglected and increasingly important roadway and Project #8S. This is very important for the community and growth to this side of the County.</p>	Fairfax US 1 Richmond Highway	Project	Jim and Sherry Murray	Supports project.
126	<p>I am writing to express my support of several projects in your two year program. As a resident of Alexandria I strongly support the funding for the Potomac Yard metro station 8t and the west end transitway 9j as well as other projects in the region including the route 1 widening in Fairfax County 8s and all of the vre improvements and the 8 car train power for metro. I hope in future years the NVTA can fund more mass transit projects and help fund many needed improvements for metro including new 8 car trains because the current metro system is a failure and there are breakdowns of trains and tracks daily. I have used metro for over 8 years and now travel to Tysons Corner daily because of my employer moved their offices from downtown to Tysons because of the silver line so I travel from Braddock Road to Tysons daily, a trip which is over one hour on metro in the morning and afternoon without delays and with delays it can take nearly close a hour and a half to two hours. There needs to be more funding for the metro system but at the same time this region needs to look at other methods from more and better mass transit to more teleworking as for me it is quicker and cheaper for me to drive on the tolled roads on 495 than to use mass transit and I actually feel guilty driving as we try to live a car lite lifestyle but it is hard to do living in Alexandria due to poor bus services though we live next to the Braddock Road metro the buses do not take us to where we want to go and are slow so we are mainly metro rail dependent but do appreciate the new metroway service because it has made it easier to get to Target by mass transit but in general driving has become a better option than metro which is sad. The good is that my employer is now offering telework which really helps as well. With such poor regional mass transit service it is difficult to live car free or car lite unless you are in DC or parts of Arlington or even now in Tysons Corner. I think VRE can play an even more important travel mode if it was able to run trains more frequently and on the weekend. It would be great for VRE and MARC to offer cross regional services from Alexandria to Baltimore. I think VRE's ridership would grow if it was more convenient and operated like the services in Maryland, Philadelphia and New York-New Jersey. It is amazing that this region of millions lacks feasible mass transit. I hope too that there will be a mass transit option like a light rail or extended metrorail from National Harbor to Alexandria in the future which could use funding from the NVTA to connect to dynamic regional places. I want to thank the NVTA for the opportunity to provide comments and thank all those who have worked to get this program complete from the staffs of NVTA and the other organizations and all the NVTA jurisdictions.</p>	Potomac Yard Metrorail Station, Fairfax US 1 Richmond Highway, West End Transitway, all VRE improvements; 8-Car Train Traction Power Upgrades	Multiple projects	Robin McEearney	Supports projects and suggests additional mass transit projects in the future.
127	<p>See Public Comment Letters pdf p 29</p>	Fairfax US 1 Richmond Highway & Metro expansion	Multiple projects	Gerald P. Krueger	Supports project, suggests new Metro projects.

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128	I urge the NVTA to include project 8S, the improvements to U.S. Route 1, Richmond Highway from Mount Vernon Memorial Highway to Napper Road as part of the Two Year Program as outlined in Project #8S to improve the Route 1 Corridor. We live near Fort Belvoir and have experienced the remarkable growth in traffic over the past few years--a situation that is not going to improve until some of the basic transportation issues are dealt with.	Fairfax US 1 Richmond Highway	Project	Marty Ditmeyer	Supports project.
129	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Becky Primeaux	Supports project.
130	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Kirsten Smith	Supports project.
131	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd, which I believe is called Project 2C in draft two year NVTA project program, is a critically important link to complete the Loudoun County Parkway. Currently with the Loudoun County Parkway (LCP) ending south of Ryan Road, traffic is sent through lower Ashburn and Brambleton down Ryan Road / Belmont Ridge Road / Evergreen Mills Road, back to LCP. This "diversion" leads to majority commuter traffic using roads that curve through school routes. There are daily incidents of drivers jumping beyond school buses, where children are loading and unloading. The Evergreen Mills Road / Belmont Ridge Road lights suffer huge back ups north to the Arcola fire station. If and when there is a fire / EMT call, the traffic back will one cause an accident / conflict between the traffic queues and the emerging first responders. In the west bound direction from LCP at Evergreen Mills through Brambleton, the Roadway is single lane, with no curbs, very little barrier offset and very poor pavement running surface. This road is used for commuter thoroughfare and this leads to a lot of those regular drivers jumping through red/amber phases on the lights, which is an unsafe condition. Signal and pavement and striping improvements are badly in need, but the biggest item to remedy these items I raise above is to complete the LCP through Ashburn, properly connecting the 267 to 50 with a consistent two lane median separated road to current standards. I appreciate that some of the LCP issues are driven by the housing developers who have not met or completed their commitments to sections of the LCP, Claiborne Parkway etc. However the crux of the matter for VDOT, NVTA, Loudoun County etc., is that the above conditions are safety critical matters and should a school bus incident or first responder incident take place due to the lack of completion of the LCP, then this will be very hard to defend or explain.	Loudoun County Parkway (VA Route 607),	Project	Hemal B Patel	Supports project.
132	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for up to 56,000 workers to be on the installation's main post and northern area by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Kelly Marshall	Supports project.
133	I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons: • It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief • Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion • Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance • Richmond Highway does not have any dedicated bicycle lanes to support cyclists. Please fund the much-needed Richmond Highway/Route 1 transportation project.	Fairfax US 1 Richmond Highway	Project	Meghan	Supports project.
134	See Public Comment Letters pdf p 30 - 31	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, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	General & Projects	Northern Virginia Building Industry Association	Supports projects, expressed disappointment about projects not on the list and need for more regional, less local projects.
135	See Public Comment Letters pdf p 32	Fairfax US 1 Richmond Highway	Project	Jude Shiver	Supports project.

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136	The number one priority among the 27 Northern Virginia highway projects should be project 12, the widening of US 1 Richmond Highway from Mount Vernon Memorial Highway to Napper Road. This last remaining four-lane bottle-neck on Route 1 between the City of Alexandria and the widened stretches of Route 1 farther to the south backs up traffic during rush hours and increasingly sees traffic jams during all open hours of commercial establishments along Richmond Highway. Its present configuration has long been recognized to constitute a grave safety hazard to vehicular, pedestrian and bicycle movement in the Mount Vernon area. There are regular fatal pedestrian accidents. With the widening program now underway adjacent to Fort Belvoir, early completion of the Mount Vernon Memorial Highway to Napper Road segment of Route 1 is all the more important to handle increasing traffic to, from and through the Fort Belvoir area and points south. The environmental importance of widening Route 1 is significant to all of Northern Virginia. As an aging development corridor Route 1 should be seen as an opportunity for "brown fields" redevelopment rather than facilitation of new development of natural lands which characterize many competing proposals farther to the west. Development pressures on Mount Vernon neighborhoods from the National Capital area are increasing. Evidence is seen clearly in the form of increasing commuter traffic reflecting the numbers of area workers who cannot afford to live closer in to DC, but are forced to live in Prince William County, Stafford County or points south. Further evidence comes on the form of the number of Maryland and DC license plates one sees at commercial establishments along Route 1 in Fairfax County. Failure to move Route 1 widening to top priority will condemn this area to the same status as the New York Avenue corridor in northeast DC and Prince George's County—perpetual bottleneck and blight.	Fairfax US 1 Richmond Highway	Project	John Kohout	Supports project.
137	I believe that the NTVA rating for Rt 1 has erred in the congestion relief and regional connectivity categories. Rt 1 is the vital arm of the travel triangle of I-95 - I-495 - Rt 1, and for better or worse, Rt 1 is the relief valve for traffic congestion/disruptions on I-95 or I-495. Thousands of commuters know that Rt 1 is available as the only continuous route going north or south. There is no alternative route west of the I-95 - I-495 corridor that serves as effectively. With the northern portion of Rt above Napper Rd three lanes in both directions, and with Rt 1 below Jeff Todd Way being widened by federal government funding, the portion of Rt 1 covered by this Project 12 is the "weak link" in that vital travel corridor of I-95 - I-495 - Rt 1. Widening this segment should therefore be critical for congestion relief and worthy of a higher rating. Likewise, Rt 1 as a part of the I-95 - I-495 - Rt 1 travel triangle is the only route on the NTVA list of projects that connects Maryland, via the WW Bridge, to Prince William County and points south in Virginia. No other project has such regional connectivity. Rt 1 has several wide east-west routes that connect it to I-95 at the south end that further reinforce the regional connectivity importance of Rt 1 and should enhance the importance of widening the Project 12 section of Rt 1 to support and strengthen that connectivity ability of Rt 1.	Fairfax US 1 Richmond Highway	Project	James B. McCracken	Supports project.
138	I would like to indicate my support for the proposed East Elden Street project in Herndon. This area is currently one of the most intimidating roads in Herndon for anyone not in a vehicle, but contains many destinations that could be reached on foot or by bike if the infrastructure was less hostile. The proposed project will make it easier for local residents to access many of the stores and restaurants along East Elden street safely, thereby reducing vehicle use for short trips. It will also enhance safety for those taking public transit; there are multiple stops along this stretch of road. Additionally, the road's intersection with the Fairfax County Parkway Trail, Sugarland Run Trail, and the W&OD Trail mean that adding safe infrastructure will help connect three well-used recreational/commuter trails and provide easy access to many local businesses for those passing through. For these reasons, I believe this improvement should be fully funded within the FY2015-2016 two-year program.	East Elden Street Improvements	Project	Matt Dykstra	Supports project.
139	This requests that you reconsider the priority you gave to the Route 1 improvements in Fairfax County. As a 34 year resident of the area, the Route 1 corridor is a congested, and often dangerous, road to drive. I believe that the low income residents need the proposed improvements and request that the Northern Virginia Transportation Authority reconsider its prioritization and ensure funding for the Route 1 Corridor.	Fairfax US 1 Richmond Highway	Project	Eleanor Quigley	Supports project.
140	See Public Hearing Transcript pdf p 27 - 31, Public Hearing Written Testimony pdf p 1 - 5	Rolling Road Widening	Project	Delegate David Albo	Supports project.
141	See Public Hearing Transcript pdf p 31 - 34	Fairfax US 1 Richmond Highway, Frontier Drive Extension, West End Transitway, Newington Road	Multiple projects	Delegate Mark Sickles	Supports projects, suggests Newington Road be looked at for future project lists.
142	See Public Hearing Transcript pdf p 34 - 42, Public Hearing Written Testimony pdf p 12 - 14	Glebe Road Corridor ITS Improvement	Project and general	Delegate Jim LeMunyon	Supports project and suggests that congestion reduction factors were not taken into account enough in project selection.
143	See Public Hearing Transcript pdf p 42 - 47	Route 28 Widening	Project and general	Delegate Bob Marshall	Supports project and suggests transit projects be evaluated for congestion reduction.
144	See Public Hearing Transcript pdf p 47 - 49	Route 1 in Prince William	Project	Supervisor Principi	Supports project.
145	See Public Hearing Transcript pdf p 50 - 52	Route 15 Bypass at Edwards Ferry Road, Route 7/Battlefield Parkway	Multiple projects	Mayor Umstattd	Supports projects.
146	See Public Hearing Transcript pdf p 52 - 55	East Elden Street Improvements	Project	Mayor Merkel	Supports project.
147	See Public Hearing Transcript pdf p 56 - 59, Public Hearing Written Testimony pdf p 10 - 11	Route 28 Widening, Route 1 Widening, Fairfax County Parkway Improvements, 8-car Train Traction Power Upgrades	Multiple projects and general	Fairfax County Chamber of Commerce	Requests NVTA give top priority to projects with the greatest congestion reduction, supports projects and notes all money does not need to be spent in this cycle.
148	See Public Hearing Transcript pdf p 59 - 62	N/A	Project	Audrey Clement	Expressed concern about future Silver Line and underutilization of current service.
149	See Public Hearing Transcript pdf p 62 - 65, Public Hearing Written Testimony pdf p 7	Fairfax US 1 Richmond Highway	Project	Catherine Voorhees	Supports project.

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150	See Public Hearing Transcript pdf p 65 - 68	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, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple projects	Northern Virginia Transportation Alliance	Supports projects.
151	See Public Hearing Transcript pdf p 68 - 70, Public Hearing Written Testimony pdf p 6	Route 1 Widening Prince William	Project	Woodbridge Potomac Communities Civic Association	Supports project.
152	See Public Hearing Transcript pdf p 71 - 72	Route 1 Widening Prince William	Project	John Lenahan	Supports project.
153	See Public Hearing Transcript pdf p 72 - 74	Route 1 Corridor and Route 28	Multiple	Jeremy McPike	Supports projects.
154	See Public Hearing Transcript pdf p 74 - 77, Public Hearing Written Testimony pdf 16 - 17	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, Route 7 Widening, Dulles Toll Bridge, Belmont Ridge Road, Turro Parish Road, East Elden Street Improvements, Route 15 Bypass at Edwards Ferry Road Interchange, 8-car Metro Train power upgrades, 4 Buses for Loudoun, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple Projects	Committee for Dulles	Supports projects.
155	See Public Hearing Transcript pdf p 77 - 79	Route 1 Widening Prince William	Project	Dennis Drinkard	Supports project and suggests Occoquan Bridge will need to be widened in the future.
156	See Public Hearing Transcript pdf p 79 - 82, Public Hearing Written Testimony pdf 15	Northfax Intersection Improvements	Project	Michael Roskind	Does not support project.
157	See Public Hearing Transcript pdf p 83 - 86	N/A	General	Robert Whitfield	Suggested project ratings are flawed.
158	See Public Hearing Transcript pdf p 86 - 87	Est End Transit Way, Potomac Yard Metro Station	Multiple Projects	Alexandria Transportation Commission	Supports project.
159	See Public Hearing Transcript pdf p 87 - 90, Public Hearing Written Testimony pdf p 8 - 9	Loudoun County Parkway, Manassas Bypass Study, Fairfax County Parkway Improvements, Route 29 Widening Projects and North Star, Innovation Center Metrorail, 8-Car Train Traction Power Upgrade, Potomac Yard Metro Station	Multiple projects	Washington Airports Task Force	Supports NVTA and project.
160	See Public Hearing Transcript pdf p 90 - 91	All projects on proposed list	Multiple projects	Faris Abboushi	Supports projects and commends NVTA.
161	Petition with comments and 467 signatures, see Petition pdf.	Fairfax US 1 Richmond Highway	Project	467 citizens	Supports project.

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162	I am writing on behalf of my fellow members of the Wellington Heights Community Association to sincerely and humbly request that Project 8S, improvements for US 1 - Richmond Highway, be included in the Authority's Two-Year Program. The continuing failure to widen and upgrade the road between Mount Vernon Memorial Highway and Napper Road to the same standards that will exist both north and south of those locations is, in our view, quite unconscionable and is having an adverse effect on the quality of life in the eastern part of Fairfax County. The growth of employment at Fort Belvoir has brought an urgent need for the upgrading to occur. We hope that you will give our request and the request of Supervisor Gerry Hyland dated March 31, 2015, all due consideration and find the courage to incorporate Project 8S in your Two-Year Program.	Fairfax US 1 Richmond Highway	Project	Wellington Heights Community Association	Supports project.
163	I am a Mount Vernon resident who lives along the Richmond Highway corridor. I am fully in favor of Project 8S and I ask that you please approve Project 8S for full funding. Route 1 is in dire need of widening and infrastructure improvements. Richmond Highway cannot currently handle the tremendous traffic volume carrying commuters from the Beltway and Alexandria City to the north to Fort Belvoir and Prince William County to the south. Like many Mount Vernon and Lee residents, my wife and I are often forced to avoid Richmond Highway due to its clogged and congested nature. It is slowed with heavy traffic both day and night, weekday and weekend. There is seldom any relief, which is putting a greater burden on the George Washington Memorial Parkway, a roadway that was not intended to handle an ever-increasing traffic load. Fort Belvoir already employs tens of thousands of personnel and it will be growing even larger in coming years. Added to that is the new base hospital and Army museum that will be drawing many more cars to Route 1. Plus, the Mount Vernon Estate and Woodlawn Plantation remain popular historical attractions that attract a great many visitors each year, many of whom travel along Richmond Highway. These are all reasons why we need Richmond Highway widened now. What is even more important is the fact that Project 8S will prepare the Route 1 corridor for a Metro extension in coming years. This crucial public transit improvement is long overdue and we finally have a chance to get closer to the goal via Project 8S. Road widening is critical in the present, but since we cannot continue to add lanes every few decades, we must prepare this heavily traveled corridor for public transportation. This is not a matter of "want" versus "need." Mount Vernon and Lee do, in fact, need Project 8S. Richmond Highway desperately needs this project and I urge you to make it a reality. Businesses on Route 1 are suffering from traffic congestion. Residents' quality of life is impacted negatively from traffic congestion. Our watersheds and storm water runoffs are in appalling condition and in need of the infrastructure improvements and modernization that Project 8S will bring. This can be a powerful first step in the revitalization of Mount Vernon and Lee similar to how NVRTA has assisted northern and western Fairfax County for many years. Please fully support Project 8S. Please invest in the South County area.	Fairfax US 1 Richmond Highway	Project	Brian Leclair	Supports project.
164	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Jeff Lybrand	Supports projects, suggests many proposed projects do not provide significant congestion relief.
165	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Ashton Hogge	Supports projects, suggests many proposed projects do not provide significant congestion relief.
166	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Abdullah Alyamani	Supports projects, suggests many proposed projects do not provide significant congestion relief.
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174	<p>Here are my suggestions, based upon 40 years residency in Fairfax County. Increase pedestrian walking and bike routes. Some routes could be along power transmission lines, where there are already jeep trails and sometimes even paved paths. Pedestrian infrastructure, like the W&OD trail, GW bike path, etc. add value to properties, increase nature habitat, provide recreational / exercise opportunities and reduce traffic congestion. We cannot keep building more roads. Route 28 and 66 have been widened, time and again, and they are still a nightmare. Each single occupant car takes up the space of at least 6 bicyclists. Ban cell phone use in cars. Distracted drivers are slow and often oblivious to changes around them. Distracted drivers cause accidents, resulting in delays, and are very slow to react to traffic moving faster - causing needless delays for everyone in their wake. Human over-population, and population migration are the culprits with transportation gridlock. We could pave the entire globe and still have traffic congestion. "Rush hour" used to start at 5pm and end at 6pm, in the afternoon, and 8-9am in the morning. The underlying issues are the culprits, and government officials have lacked the willpower to make substantive changes, for fear of upsetting anyone. So, we address transportation gridlock with band aid remedies like destroying more wildlife habitat, to make room for more people and more cars, again and again.</p>	N/A	General	Bruce Peters	Suggests transportation improvement options.
175	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Lorraine Arora	Supports projects, suggests many proposed projects do not provide significant congestion relief.
176	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Peggy Hamaker	Supports projects, suggests many proposed projects do not provide significant congestion relief.
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179	<p>As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Kim Neff	Supports projects, suggests many proposed projects do not provide significant congestion relief.

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180	See Public Comment Letters pdf p 33 - 34	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Josh Veverka	Supports projects, suggests many proposed projects do not provide significant congestion relief. States that both highway and transit projects need to be evaluated for congestion reduction.
181	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Chelle Gassan	Supports projects, suggests many proposed projects do not provide significant congestion relief.
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183	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Margaret Keagle	Supports projects, suggests many proposed projects do not provide significant congestion relief.
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185	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Mary LaViolette-Ange	Supports projects, suggests many proposed projects do not provide significant congestion relief.

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187	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Lyssa Seward	Supports projects, suggests many proposed projects do not provide significant congestion relief.
188	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	John Queeneey	Supports projects, suggests many proposed projects do not provide significant congestion relief.
189	As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Pam McCoach	Supports projects, suggests many proposed projects do not provide significant congestion relief.
190	As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Virgil Frizzell	Supports projects, suggests many proposed projects do not provide significant congestion relief.
191	See Public Comment Letters pdf p 35	Northfax Intersection Improvements	Project	John Mason	Supports project.
192	As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	David Moya	Supports projects, suggests many proposed projects do not provide significant congestion relief.

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193	<p>Route 28 from Manassas Park to Centreville (I-66) needs attention more than any other road in the entire state. The road cannot handle the current capacity (and the ever increasing amount of vehicles added from newly developed neighborhoods.) The traffic on the road has been bad for 15+ years and is no longer a reasonable option for commuting to points north or east of Manassas Park. Taking Yates Ford road to Fairfax to access larger highways, driving on tight - turning rural roads through Clifton is now a better option than getting stuck in 28's backups. It's easier to leave Jiffy Lube Live parking lot after a sold out concert than to attempt traveling on 28 regularly. Very unfortunate. My only concern with civic leaders in this area is resolving route 28 to focus on major improvements that will see expanded capacity and decreased vehicle backups.</p>	Route 298 from Manassass Park to Centerville	Project	Brian Shea	Supports project.
194	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Carol Dorsey	Supports projects, suggests many proposed projects do not provide significant congestion relief.
195	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Kristen Mason Coreas	Supports projects, suggests many proposed projects do not provide significant congestion relief.
196	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Jeff Shearer	Supports projects, suggests many proposed projects do not provide significant congestion relief.
197	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Martha Fisseha	Supports projects, suggests many proposed projects do not provide significant congestion relief.
198	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	AVA NGUYEN	Supports projects, suggests many proposed projects do not provide significant congestion relief.

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199	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Kelly Breeze</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
200	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Hillary Morton</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
201	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Sharon Smith</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
202	<p>See Public Comment Letters pdf p 36</p>	<p>Route 7 Widening - Dulles Toll Road Bridge</p>	<p>Project</p>	<p>Great Falls Citizens Association</p>	<p>Supports project.</p>
203	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Barbara Eisman</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>
204	<p>As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.</p>	<p>Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard</p>	<p>Multiple projects</p>	<p>Roger Nakazawa</p>	<p>Supports projects, suggests many proposed projects do not provide significant congestion relief.</p>

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205	As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Sara Rubida	Supports projects, suggests many proposed projects do not provide significant congestion relief.
206	As a 30-year resident of S. Alexandria who lives near the Route 1 corridor, I support and urge consideration for Project 8S, the widening of Rte. 1/Richmond Highway. Our area of Fairfax County has endured/suffered the longest period of neglect due to lack of appropriations for revitalization. As we are now attracting better businesses and (hopefully!) restaurants to this region, it is time to make these badly needed improvement to the transportation infrastructure.	Fairfax US 1 Richmond Highway	Project	Lauren Szymanoski	Supports project.
207	As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Jennifer Burke	Supports projects, suggests many proposed projects do not provide significant congestion relief.
208	As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	Matthew Ahn	Supports projects, suggests many proposed projects do not provide significant congestion relief.
209	As a resident of Northern Virginia, a Realtor®, and Chair-Elect of the 11,000 member Northern Virginia Association of Realtors, I talk to people living in Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include: Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard. Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.	Route 28 and Route 1 Widening; Route 28 Bypass Study; Fairfax County Parkway Improvements Study; Loudoun County Parkway Extension to U.S. 50; 8-Car Metro Train Capacity Upgrades; Connector Bus Service Expansion; and Metro Station Construction at Innovation Center and Potomac Yard	Multiple projects	George J. Creed	Supports projects, suggests many proposed projects do not provide significant congestion relief.
210	See Public Comment Letters pdf p 37	Glebe Road Corridor ITS Improvement, Route 22 Columbia Pike Street Improvements, Ballston Metrorail Station	Multiple projects	Arlington Transportation Commission	Supports projects.
211	See Public Comment Letters pdf p 38 - 39	Fairfax US 1 Richmond Highway	Project	Supervisor Gerry Hyland	Supports project.
212	See Public Comment Letters pdf p 40 - 44	East Elden Street Improvements	Project	Herndon Town Council	Supports project.
213	I'm here to address the issue of Northfax and the application for a traffic reduction grant associated with Northfax. I've set up a website fairfaxtaxrevoult.org where I lay out and pull up the spreadsheet and the data associated with the quality of the program. First thing is Northfax rates out of a scale of 0 to 100 on the VDOT Independent Rating, it rates 00.2 and in that rating, it's not clear if it takes into account the real intent of the project, which as an economic development project to put office buildings and clear the office building site from floodzone. That being said, the NVT, itself, when you look at their spreadsheet and how they rate the project, they give it 22.7 points for Northfax out of 100 and all of those points are basically we're ready to spend but then all of a sudden and without explanation the project jumps from the 36 of 37 most viable projects rated by VDOT to the 6th most viable project with a 51.7 rating, which I have no idea where that came from. The concern I have is a series of things: 1. It's not a roads project, it's not a congestion project, and it's really a development project to develop the personal property of private property owners over by the strip mall. It's gifting \$30M public dollars which you're asking for an additional \$10M. You had \$20M plus \$10M equals \$30M and I call this a tremendous misrepresentation. It's about \$1,500 from every man, woman, and child in the City. It's a huge amount of misrepresentation. I'd encourage people to come to the website and take a look at the facts. Thank you.	Northfax Intersection Improvements	Project	Michael Roskind	Does not support project.

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214	<p>The main question and observation that I have is there has been a lot of recent research about congestion reduction and different ways of measuring how you achieve congestion reduction. What concerns me is if you are measuring your standard level of service while it's 'f' and we need to make it an 'e' or a 'd' well then you're going to widen that road. But 5 to 10 years from now what are the impacts from widening that road. What are the land use patterns that you are going to induce from widening that road. How are you changing travel behavior if it's level of service 'f' all over again. And what I would like to, if Chairman Nohe could address this, would NVTA be considering looking at a broader sort of set of metrics, for measuring how you reduce and manage traffic. My favorite example, and I know people are sick of hearing it, but the Arlington County was not very different in its land use patterns from where we are today 40 years from now. They were not thinking about reducing traffic. They were thinking about economic development when they were planning their streets and when they were planning them around Metro. Well they have achieved tremendous economic development and they have also managed to that- having an incredible increase in economic activity and travel activity without increasing traffic. So sometimes we have to look for the answers a bit more broadly then let's just add capacity for single transportation mode. And to the comment in regards to the rating of Northfax project, I think this is related is we should, I think, even VDOT in their analysis would acknowledge what they are looking at in their measuring under HB599. It is fairly partial to larger scale projects like Fairfax County Parkway, which rates very high because you're moving over a vastly larger distance than say Northfax or Kamp Washington. That's why it only counts for a part of the overall scoring, so we need to put that in perspective. Thank you.</p>	N/A	General	Douglas Stewart	Suggested NVTA look at a broader set of metrics.
215	<p>Spoke in support of the Ballston-MU Metrorail Station West Entrance. He said the Neighborhood Conservation Plan for Bluemont, completed in 2013, provides a good summary of the need for the Ballston West Entrance. He said the ability to exit the station in an emergency is very important. He said that Ballston is a heavily used station and described how tragic an outcome could be if a smoke situation such that occurred at L'Enfant happened at Ballston. He said it would be a nightmare with only one entrance and one end of the station platform. He said that while congestion reduction and convenience are important, the west entrance is needed to improve the chance that emergency responders would get in and help people to get out and avoid tragedy.</p>	Ballston Metrorail Station West Entrance	Project	David Hughes	Supports project.
216	<p>Provided comments on behalf of the association in support of the Ballston-MU Metrorail Station West Entrance. He said the association fully supports NVTA's recommendation to proceed with design funding for the Ballston West Entrance. He said the entrance will bring the station within walking distance to the majority of Bluemont and other areas on the western side of the station, reducing walking distance by about 1/3 mile. The association formally supported the west entrance since before 2007. He said that as more parcels are redeveloped, the need for the west entrance will only escalate and that without the west entrance, new development will put even more pressure on the current entrance. He said 2,100 residents in the Bluemont neighborhood participated in the survey to develop the neighborhood's Neighborhood Conservation Plan, which showed strong support and need for the Ballston West Entrance. He said the west entrance will also provide needed emergency egress from the station. He said Arlington County included the project in its Capital Improvement Program and that there are development contributions provided to help fund the project. He asked NVTA to please fund the Ballston West Entrance.</p>	Ballston Metrorail Station West Entrance	Project	John Lau	Supports project.
217	<p>said he appreciates the forward-thinking of the Ballston-MU Metrorail Station West Entrance project and is speaking in favor of the project. He thanked the Transportation Commission and NVTA for the opportunity to comment. He said his office occupies space above the Ballston Metro Station and is considering moving between the current and proposed station entrances. He said that emergency exists are important, but that general access to the station is also important. He said he believes the congested pedestrian conditions at the current station entrance, coupled with the congested bus transfer facility outside the current entrance, yields capacity issues and unsafe pedestrian congestion at the current entrance. He said that having a west entrance would be a great benefit to reduce the traffic jam of people entering and exiting the current entrance. He closed by saying that, as an Arlington taxpayer, he strongly supports the Ballston West Entrance.</p>	Ballston Metrorail Station West Entrance	Project	Jeff Levine	Supports project.
218	<p>Said that during construction of the building directly above the proposed Ballston-MU Metrorail Station West Entrance the escalator ramps were poured, right under the overhand on the Fairfax Drive side of the building. He said the community benefit promised for the zoning incentive was the Ballston West Entrance. He said there has been recent construction of large buildings along Glebe Road. He is concerned about traffic at Glebe Road and Wilson Blvd. He said the building the west entrance to Ballston Station would help alleviate traffic by providing better access to transit. He said the need for the west entrance will increase in years to come with the proposed redevelopment of the Ballston Mall. He said we need a safer entrance/exit for riders now and the anticipated growth in riders in the future. He said the members of the Ballston BID believe that the west entrance will help fill apartment and office vacancy rates. He asked NVTA to fund the Ballston West Entrance. He said that if full funding cannot be provided, that elevators should at least be installed on the west side in the interim.</p>	Ballston Metrorail Station West Entrance	Project	Larry Smith	Supports project.
219	<p>Said the neighborhood has been waiting for the Ballston-MU Metrorail Station West Entrance. She expressed concern over the current elevator capacity at the Ballston Station and said that if one of both of the elevators were to go out of service, the station would not be ADA compliant. She said so much new development has occurred and been approved based on the anticipation of the Ballston West Entrance. She said the elevators and emergency egress stairs should be a priority for the west entrance.</p>	Ballston Metrorail Station West Entrance	Project	Ellen Armbruster	Supports project.
220	<p>This is to endorse The Town of Herndon's East Elden Street transportation and streetscape redesign project. The redesign of East Elden Street has long been contemplated by the Town and is critically needed to bring that end of the Town into accord with the work the Town has done on West Elden Street and other parts of the Town's main corridor to make the streetscape more pedestrian friendly while preserving a smooth and orderly flow of traffic. East Elden Street is one of the two main entrances to the Town, serving as a feeder from Baron Cameron Avenue in Reston/Fairfax County and one of the Town's two junctions with the Fairfax County Parkway. Because of the explosion of residential and commercial growth along Elden Street over the last decade, its importance to traffic flow into and out of the Town has only increased. Further, the amount of residential development, along with hotels and businesses, demands better pedestrian access and usability. The East Elden Street Project will better enable Herndon to manage its traffic and meet the demands of both vehicles and pedestrians in the 21st century.</p>	East Elden Street Improvements	Project	Kevin J. East Chairman, Planning Commission, Town of Herndon	Supports project.

Northern Virginia Transportation Authority

221	See Public Comment Letters pdf p 45 - 46	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, 8-car Metro Train power upgrades, Connector Bus Service Expansion for 22 new buses and routes, Innovation Center Metrorail Station construction, Potomac Yard Metrorail Station	Multiple projects	Northern Virginia Transportation Coalition	Supports projects.
222	I am writing to strongly urge Project # 8s (Route 1 widening between Mt Vernon Hwy and Napper Rd) to be funded in this two year cycle. This is the only proposed project in the Mount Vernon District, and it is critical for funding to be approved. The Mount Vernon area has suffered traffic nightmares since the expansion of Ft Belvoir in BRAC. North of Napper Rd, Route 1 is 6 lanes. Now, once the Belvoir road widening is complete, it will be 6 lanes South of Mt Vernon Hwy. That would leave the 2.5 mile stretch between as a 4 lane gridlock. Unless you have had to make this trip, you may not be able to imagine what a nightmare it is, and it makes no sense - traffic or economic wise - to leave this section as 4 lanes. While I understand that all the proposed projects are urgent and deserving, this one is more so. The traffic gridlock is only set to become worse with the addition of over 20,000 ADDITIONAL personnel at Ft Belvoir in the next few years.	Fairfax US 1 Richmond Highway	Project	Ellen Young	Supports project.
223	I am writing to ask that you fully fund Project 8S. I live in Mount Vernon and I experience daily the extreme traffic congestion along Richmond Highway. With your help, the last 2.5-mile stretch of 4 lanes can be widened to 6 lanes. I travel to Alexandria City and Washington, D.C. often and I always seek alternate routes despite the fact that Route 1 should and could be the most direct way to my destinations. I am also a strong environmental advocate and I know just how much Project 8S can help bring Richmond Highway back to a respectable level. The infrastructure along the Richmond Highway corridor is in dire need of upgrading and updating. We here in Mount Vernon have been told to wait until next year for far too long. We cannot wait until next year. Our time is now. Please help us here in the South County area. We've already started on capital improvements and we need the Commonwealth, the County, and the federal government to help us as well. I have visited northern and western parts of Fairfax County and noticed a very interesting thing - they have sidewalks, bike lanes, and plenty of cross-walks. Mount Vernon does not. I find it unacceptable that the district with the most residents who rely on walking or biking to get around forces them to walk in the street. This is dangerous and must be rectified. Project 8S can really be the shot in the arm that Mount Vernon needs. New environmental infrastructure, widened lanes, sidewalks, bike lanes, and cross-walks will help the appearance and functionality of Richmond Highway. It's about time we are given the same tools that the rest of Fairfax County is given. Please fully support and fully fund Project 8S.	Fairfax US 1 Richmond Highway	Project	Skaiste Rojute Leclair	Supports project.
224	I am requesting full funding for Route 1 improvements. Please mention Project #8S -- Improve the Route 1 Corridor.	Fairfax US 1 Richmond Highway	Project	Catherine Cross	Supports project.
225	I am a resident of Arlington, VA, and I am writing in support of the Ballston Metrorail Station West Entrance. For many years now, my civic association, the Bluemont Civic Association, has actively advocated for a West Entrance to this Metrorail Station. Now, the need is imperative. With the rapid growth in the Ballston area and the expansion of Marymount University and other higher education facilities, as well as other retail and offices, metrorail traffic will continue to rise. The single entrance to the station is simply inadequate and could be a serious safety hazard in an emergency. It is time now to build the long-promised West Entrance to the Ballston Metrorail station. I hope that you will give this your priority consideration as you proceed with decisions.	Ballston Metrorail Station West Entrance	Project	Kate Mattos	Supports project.
226	See Public Comment Letters pdf p 47	Ballston Metrorail Station West Entrance	Project	Bluemont Civic Association	Supports project.
227	See Public Comment Letters pdf p 48 - 49	Glebe Road ITS Improvements, Loudoun County Parkway, Route 28 Widening, Kamp Washington Intersection, Rolling Road Widening, Real-Time Adaptive Traffic Control, US 29 Widening, Fairfax County Parkway Improvements, US 1 Widening Woodbridge, Jermantown/US 50 Improvements, US 1 Widening Dumfries, Route 7 Widening, US 1 Fairfax Widening, Columbia Pike Multimodal, Braddock Road Widening, Belmont Ridge Road Widening, Route 28 - Godwin Drive Extension, Route 15 Bypass, Route 7/Battlefield Pkwy Interchange, East Elden Street Widening, Northfax Intersection	Multiple projects	Delegate Jim LeMunyon	Supports: Glebe Road ITS Improvements, Loudoun County Parkway, Route 28 Widening, Kamp Washington Intersection, Rolling Road Widening, Real-Time Adaptive Traffic Control, US 29 Widening, Fairfax County Parkway Improvements, US 1 Widening Woodbridge, Jermantown/US 50 Improvements, US 1 Widening Dumfries, Route 7 Widening, US 1 Fairfax Widening, Columbia Pike Multimodal, Braddock Road Widening. Does not support: Belmont Ridge Road Widening, Route 28 - Godwin Drive Extension, Route 15 Bypass, Route 7/Battlefield Pkwy Interchange, East Elden Street Widening, Northfax Intersection
228	See Public Comment Letters pdf p 50 - 51	Loudoun County Parkway, Belmont Ridge Road, Route 7/Battlefield Pkwy Interchange, Route 15 Bypass	Multiple projects	Loudoun County Chamber of Commerce	Supports projects.
229	See Public Comment Letters pdf p 52 - 53	N/A	General	Richard H. Kottemann	Suggestions for road improvements.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Project Implementation Working Group

Draft FY2015-16 Two Year Program: Overview of Comments

I. Background

The Public Hearing on the draft FY2015-16 Two Year Program was held on March 25, 2015. The Public Hearing was attended by 15 Authority members. Testimony was submitted by 21 speakers. The Public Hearing was video-taped and can be viewed on the NVTA website.¹

In addition to the Public Hearing, the following Town Hall meetings were hosted by member jurisdictions:

- Prince William County, including the Cities of Manassas and Manassas Park (March 18th);
- City of Alexandria (March 18th);
- City of Fairfax (March 24th);
- Arlington County (March 30th); and
- Fairfax County (March 31st).

The public comment period opened on March 11th, and closed on April 13th.²

This overview of the comments received was reviewed by the NVTA Project Implementation Working Group (PIWG) at its meeting on April 13, 2015.

II. Comments Received

Comments were combined into a single database, incorporating testimony submitted at the Public Hearing, feedback from jurisdictional Town Hall meetings, comments submitted online to NVTA's dedicated email account for the FY2015-16 Two Year Program, and a hand-delivered petition.

Collectively, these comments represent 229 items in the database. The petition, signed by 467 individuals, was incorporated as a single item.

Comments are posted on the NVTA website.³

¹ <http://www.thenovaauthority.org/>

² Extended by Chairman Nohe from the original deadline of April 12, 2015

³

http://www.thenovaauthority.org/Documents/AR%20Flipbook/NVTA_Flip_PDF/Two%20Year%20Program%20FY2015-16.html

III. Overview of Comments

This overview is structured into three components:

- Comments exclusively related to Project 8S in Fairfax County⁴ – 120 comments, including the 467-signature petition as a single comment;
- Comments related to multiple projects, including Project 8S – 54 comments; and
- Comments unrelated to Project 8S – 55 comments.

The following sections address each of the above components. Inevitably, an overview of this nature cannot address each of the 229 comments. PIWG members are encouraged to review the database of comments to obtain the most comprehensive understanding of comments received.

IV. Comments exclusively related to Project 8S

The comments provide strong support for addition of this ‘candidate’ project to the ‘recommended’ project list. Typical of the comments received is the following:

“I strongly support the funding of Project 8S: US 1/ Richmond Highway from Mount Vernon Memorial Highway to Napper Road for the following reasons:

- It is a heavily trafficked roadway—both local and through traffic—and desperately needs congestion relief
- Fort Belvoir is planning for another 30,000 people to be brought on base by 2030, further worsening traffic congestion
- Pedestrians have insufficient pathways and jay-walking is a constant safety concern and nuisance
- Richmond Highway does not have any dedicated bicycle lanes to support cyclists.

Please fund the much-needed Richmond Highway/Route 1 transportation project.”

Some respondents added that improvements to Route 1 would support economic development and revitalization in this part of Fairfax County. This project was a major topic at the well-attended Town Hall meeting. As mentioned above, this project is supported by a 467-signature petition.

V. Comments related to multiple projects, including Project 8S

In addition to the exclusive comments in support of Project 8S, 54 comments included support for this project among others. Of these, 41 comments were from the realtor sector. Typical of the comments received is the following:

⁴ Project 8S: US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)

“As a Realtor®, I talk to people moving to and within Northern Virginia every day. One of their primary concerns is congestion and travel time throughout the region. People want to be able to get to work, to shopping, or to their children's activities without sitting in gridlock. State law requires that highway and transit projects be evaluated for their ability to reduce daily congestion and to improve regional mobility. However, many of the projects included in the Authority's proposed Two-Year Program do not provide significant congestion relief. I urge you to reexamine the draft project list and refocus our tax dollars on projects with the greatest regional and long-term significance toward congestion relief. These projects include:

- Route 28 and Route 1 Widening;
- Route 28 Bypass Study;
- Fairfax County Parkway Improvements Study;
- Loudoun County Parkway Extension to U.S. 50;
- 8-Car Metro Train Capacity Upgrades;
- Connector Bus Service Expansion; and
- Metro Station Construction at Innovation Center and Potomac Yard.

Thank you for the opportunity to comment. I believe that only through a strategic regional approach will we be able to unlock the transportation grid to enhance accessibility, sustainability and quality of life while continuing the growth of the real estate market.”

Other business-related associations supported some or all of the above projects.

VI. Comments unrelated to Project 8S

55 comments were received that were unrelated to Project 8S. This included general and specific support for recommended transit projects, particularly:

- Ballston Metrorail Station West Entrance;
- West End Transitway; and
- Potomac Yard Metrorail Station.

Other recommended projects supported included:

- East Elden Street Widening;
- Northfax – Intersection and drainage improvements at Route 29/50 and Route 123;
- Loudoun County Parkway;
- Belmont Ridge Road;
- Route 7/Battlefield Pkwy Interchange;
- Route 15 Bypass;
- Route 7 Widening – Dulles Toll Road Bridge; and
- Columbia Pike Street Improvements.

Candidate projects supported included:

- Rolling Road Widening; and
- Frontier Drive.

Several comments were transportation-related but did not comment on the list of recommended and candidate projects, but did make other suggestions for transportation improvements.

VII. Process-related comments

In addition to project-related comments, some responses addressed NVTA's project selection process, expressing both support and concern. Two recommended projects were identified in some responses for consideration not to be funded, primarily due to their low HB 599 ratings:

- East Elden Street Widening; and
- Northfax – Intersection and drainage improvements at Route 29/50 and Route 123.

Several comments noted that the Authority should not allocate all available funds, and should instead reserve some funds for future project funding requests.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2015-16 Two Year Program: Supporting Documentation

I. Introduction

This document summarizes the overall approach to project selection for NVTA's FY2015-16 Two Year Program, and highlights why individual projects were classified as 'recommended' or 'candidate.'

II. Overall Approach to Project Selection¹

NVTA's overall approach was utilized for the FY2014 Program which was found by the court to comply with statutory requirements, and then added HB 599. The approach uses three types of screening.

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding.
- Detailed Screening: projects that pass Preliminary Screening are then evaluated in more detail using a combination of quantitative and qualitative criteria in parallel:
 - Quantitative Score: a composite score is calculated for each project, using weighted selection criteria. Eleven selection criteria are used, based on criteria from the TransAction 2040 long range transportation plan; the FY2014 project selection methodology, and (for highway projects only) the legislatively required HB599 (2012) Evaluation and Rating Study.²
 - Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.³

This approach favors projects that offer the potential to deliver a high degree of congestion relief sooner rather than later.

III. HB599 Evaluation and Rating Study

The final HB599 rating for each highway project was used by NVTA as the major criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by NVTA to determine each project's quantitative score. The HB599 rating itself is a composite of seven different measures, encompassing

¹ A more comprehensive description of the project selection process is posted on NVTA's website: <http://www.thenovaauthority.org/Documents/NVTA%20FY2015-16%20project%20selection%20process%20012515.pdf>

² Congestion reduction, project readiness (two criteria), urgency, reduction of vehicle miles traveled, safety, connection of activity centers, regional connectivity/modal integration, improved bike/pedestrian options, management/operations, and cost sharing.

³ Congestion reduction relative to cost, continuity of project funding, cost sharing, geographic balance, modal balance, and any additional information not taken into account elsewhere.

congestion (three measures), transit (two measures), accessibility (one measure), and emergency evacuation (one measure).

The definition of each project was based on information provided by the project sponsor to the VDOT consultant team, which then determined the HB599 ratings. The HB599 ratings were calculated assuming the projects were fully operational in each of the evaluation years – 2020 and 2040 – regardless of the current status of the project (study, design, right of way acquisition, etc.). The HB599 study was not required to take into account factors such as project cost, environmental impacts, or funding availability. These factors are considered to some extent as part of NVTA’s project selection process.

IV. Project Classification

NVTA’s Project Implementation Working Group (PIWG) used the overall approach to project selection described above to classify projects as either ‘recommended’ or ‘candidate.’ Recommended projects are generally those with the highest NVTA scores and, if approved by NVTA, will be funded to the extent requested using NVTA’s regional revenues for FY2015-16. The remaining projects are classified as candidate projects because they may still be funded subject to the discretion of NVTA and the availability of sufficient funds.

NVTA held a Public Hearing on March 25, 2015⁴ to present its draft FY2015-16 Two Year Program, comprising 44 regional projects:

- 27 highway projects, comprising 18 recommended and 9 candidate projects (see Table 1)
- 17 mass transit projects, comprising 16 recommended and 1 candidate projects (see Table 2)

V. Highway Projects

The 18 recommended projects include 16 projects with the highest NVTA scores. Two additional projects were recommended:

- Project 1P⁵ was recommended as it had been previously approved in NVTA’s FY2014 Program.
- Project 3K⁶ was recommended because it has the highest HB599 rating among the candidate projects. It also offers the potential for congestion relief ahead of the findings of recommended Project 3H⁷.

⁴ A public comment period was open from March 11 thru April 12, 2015

⁵ Project 1P (Town of Leesburg) Route 15 Bypass at Edwards Ferry Road Interchange

⁶ Project 3K (Fairfax County) VA Route 28 Widening (Prince William County Line to Route 29

⁷ Project 3H (City of Manassas) Route 28 (Manassas Bypass) Study Godwin Drive Extension

Following a review of the public comments, three candidate projects were added to the list of recommended highway projects, for a total of 21 recommended highway projects:

- Project 5C (Fairfax County) Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Parkway
- Project 8R (Fairfax County) Frontier Drive Extension and Braided Ramps
- Project 8S (Fairfax County) Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)

Recommended highway projects are highlighted in yellow in Table 1. If approved, the most advanced phase for which NVTA funds will be used for each of the 21 recommended highway projects is also highlighted in Table 1:

- Construction – 11 projects;
- Right of way acquisition – 2 projects;
- Final design – 1 project;
- Preliminary engineering – 6 projects; and
- Study – 1 project.

Although Project 6Q⁸ would also use NVTA funds for construction, it was not recommended because of its \$96 million funding request and low HB599 rating. Even though some candidate projects have higher HB599 ratings than some of the recommended projects, the latter will be able to deliver congestion relief sooner because they are at a more advanced phase.

It is noted that the HB599 rating is in part related to the geographic impact of the project – intersection/interchange improvements have smaller impact areas than corridor improvements. Project 6I⁹ has an HB599 rating of 0.2, but will nonetheless benefit users of Routes 29/50 and 123 in the City of Fairfax. Also, this project was previously approved in NVTA's FY2014 Program.

VI. Mass Transit Projects

For the draft FY2015-16 Two Year Program, the mass transit projects were not required to be evaluated by the HB599 process. Consequently, the highway and mass transit projects were evaluated on a slightly different basis and their NVTA scores are not directly comparable. The 16 recommended projects are highlighted in yellow, including 15 projects with the highest NVTA scores. One additional project was recommended:

- Project 8X¹⁰ was recommended as it is needed because of related rail studies in the corridor, and because it has a low funding request of \$400,000.

⁸ Project 6Q (Prince William County) Route 15 Widening (Route 29 to Route 55)

⁹ Project 6I (City of Fairfax) Northfax intersection and drainage improvements at Route 29/50 and Route 123

¹⁰ Project 8X (VRE) Crystal City Platform Extension Study

Recommended mass transit projects are highlighted in yellow in Table 2. If approved, the most advanced phase for which NVTA funds will be used for each of the 16 recommended mass transit projects is also highlighted in Table 2:

- Construction – 8 projects;
- Bus purchase – 3 projects;
- Final design – 3 project;
- Preliminary engineering – 1 project; and
- Study – 1 project.

Although Project 9N¹¹ would also use NVTA funds to reach the construction phase, it was not recommended because of its low NVTA score.

VII. Funding Requests for FY2015-16 Two Year Program

Funding requests associated with the recommended projects highlighted in yellow in Tables 1 and 2 are summarized in Table 3 by mode and jurisdiction/agency.

VIII. Long Term Benefits

HB 2313 (2013) specifies that when allocating the 70 percent regional revenues, the Authority needs to ensure that each jurisdiction's long-term benefit will be approximately equal to the proportion of revenues raised by the three taxes and fees in the respective jurisdiction. To this end, the Authority has established some principles to enable this requirement to be determined in the future. For the FY2015-16 Program, care was taken to ensure that recommended projects were not clustered in a one of two jurisdictions/agencies, i.e. that geographic balance was taken into account.

IX. Future Funding Programs

Any projects that are not funded using NVTA's regional revenues for FY2015-16 will be eligible to be submitted for NVTA's upcoming FY2017 One Year Program, provided they have an HB599 rating.¹² Funding levels and the project selection process for the FY2017 One Year Program have not yet been determined.

¹¹ Project 9N (WMATA) Bus Infrastructure Improvements

¹² The Call for Projects for FY2017 is tentatively scheduled for the latter half of 2015.

Table 1: 21 Recommended and 6 Candidate Highway Projects for the draft NVTA FY2015-16 Two Year Program

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

Note: Projects highlighted yellow are recommended (Phase: Construction, ROW, Final Design, Preliminary Engineering, Study)

Table 2: 16 Recommended and 1 Candidate Transit Projects for the draft NVTA FY2015-16 Two Year Program

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Phase Funded	NVTA Score
9J	Alexandria	West End Transitway	\$ 2,400,000	\$129,000,000	Final Design	88.3
8T	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	Final Design	83.3
6L	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000	\$424,811,000	Construction	83.3
6M	PRTC	Western Bus Maintenance and Storage Facility	\$16,500,000	\$ 38,688,050	Construction	80.0
1Q	Fairfax	Innovation Center Metrorail Station Construction	\$28,000,000	\$ 89,000,000	Construction	76.7
1R	Loudoun	Acquisition of 4 Buses	\$ 1,860,000	\$ 1,860,000	Bus Purchase	71.7
6N	Arlington	Ballston Metrorail Station West Entrance	\$12,000,000	\$ 90,000,000	Final Design	70.0
7C	Alexandria	Duke Street Transit Signal Priority	\$ 190,000	\$ 250,000	Construction	68.3
8U	VRE	Franconia-Springfield Platform Expansion	\$13,000,000	\$ 13,000,000	Construction	68.3
8V	VRE	Rippon Station Expansion and Second Platform	\$10,000,000	\$ 14,633,000	Construction	68.3
9K	Fairfax	Connector Bus Service Expansion – Capital Purchase 16 Buses	\$ 6,000,000	\$ 11,000,000	Bus Purchase	66.7
9L	City of Fairfax	CUE 35-foot Bus Acquisition	\$ 3,000,000	\$ 3,000,000	Bus Purchase	63.3
6P	VRE	Manassas Park Station Parking Expansion	\$ 500,000	\$ 19,000,000	Preliminary Eng.	63.3
9M	Fairfax	West Ox Bus Garage	\$20,000,000	\$ 20,000,000	Construction	61.7
8W	VRE	Slaters Lane Crossover	\$ 7,000,000	\$ 7,000,000	Construction	61.7
9N	WMATA	Bus Infrastructure Improvements	\$10,000,000	\$ 66,400,000	Construction	53.3
8X	VRE	Crystal City Platform Extension Study	\$ 400,000	\$ 2,000,000	Study	43.3

Note: Projects highlighted yellow are recommended (Phase: Construction, Bus Purchase, Final Design, Preliminary Eng., Study)

Table 3: Summary of Funding Allocations (37 Recommended Projects)

Sponsor	Mass Transit		Highway		Total	
	Projects	Funding	Projects	Funding	Projects	Funding
Counties						
Arlington	1	\$12,000,000	2	\$12,000,000	3	\$24,000,000
Fairfax	3	\$54,000,000	6	\$36,900,000	9	\$90,900,000
Loudoun	1	\$ 1,860,000	2	\$50,500,000	3	\$52,360,000
Prince William	0		2	\$66,100,000	2	\$66,100,000
Cities						
Alexandria	3	\$ 4,090,000	0		3	\$ 4,090,000
Fairfax	1	\$ 3,000,000	3	\$12,000,000	4	\$15,000,000
Manassas	0		2	\$ 5,794,000	2	\$ 5,794,000
Towns						
Dumfries	0		1	\$ 6,900,000	1	\$ 6,900,000
Herndon	0		1	\$10,400,000	1	\$10,400,000
Leesburg	0		2	\$14,000,000	2	\$14,000,000
Purcellville	0		0		0	n/a
Transit Agencies						
PRTC	1	\$16,500,000	0		1	\$16,500,000
VRE	5	\$30,900,000	0		5	\$30,900,000
WMATA	1	\$ 8,995,000	0		1	\$ 8,995,000
Total						
	16	\$131,345,000	21	\$214,594,000	37	\$345,939,000
Proportion of Funding Recommendation						
		38.0%		62.0%		
Proportion of Estimated Available Funding (\$359,000,000)						
		36.6%		59.8%		96.4%



County of Fairfax, Virginia

VII.D

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 17, 2015

Ms. Monica Backmon
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Dear Ms. Backmon

Monica

This letter is in regards to the Frontier Drive project currently being considered for funding in the Northern Virginia Transportation Authority (NVTa)'s FY 2015-2016 Program. At the NVTa's Project Implementation Working Group meeting on April 13, 2015, working group members requested more information about the congestion mitigation capabilities of the Frontier Drive Extension and Braided Ramps Project. In response to that request, additional information about the project is provided below, and is also included in the revised Description Sheet (attached).

The Frontier Drive extension is anticipated to reduce congestion by providing alternative route options to/from I-95, Fairfax County Parkway, Loisdale Road, and the Franconia-Springfield Parkway. It will shorten trip lengths and reduce trips on numerous streets in the Springfield Town Center area. The Town Center is redeveloping as a mixed-use development area. This project will especially improve traffic operations in the Springfield area east of I-95, including along adjacent roadways and intersections. The project will improve overall transportation capacity of the roadway network, as well as capacity and access for non-motorized modes. Provision of this alternate route is expected to support approximately 16,000 vehicles per day, approximately 5,000 of which will be diverted from the local roadway network. One critical element is that this project will enhance connectivity and access to and from the Franconia-Springfield Metrorail and Virginia Railway Express stations for commuters, transit buses, pedestrians and bicyclists from the south. This will increase the attractiveness of these transit options and will reduce single occupant vehicle trips in the I-395 corridor north of the Springfield area. This improvement in multimodal access is also important, because the project ranks in the top one-third of Reduced Congested Person Hours in Transit in the HB 599 Evaluation of Significant Projects completed by VDOT.

Thank you for your time and consideration. If you have any questions or need additional information, please call me at 703-877-5663.

Sincerely,

Tom Biesiadny
Director

Fairfax County Department of Transportation

4050 Legato Road, Suite 400

Fairfax, VA 22033-2895

Phone: (703) 877-5600 TTY: 711

Fax: (703) 877-5723

www.fairfaxcounty.gov/fcdot



Ms. Monica Backmon
April 17, 2015
Page Two

Attachment

cc: Sharon Bulova, Chairman, Fairfax County Board of Supervisors
Jeffrey McKay, Chairman, Transportation Committee, Fairfax County Board of Supervisors



FY 2015-16 PROJECT DESCRIPTION FORM (8R)

Basic Project Information

Submitting Agency: Fairfax County

Project Title: Frontier Drive Extension & Braided Ramps

Project Type (check one):

Roadway () Transit ()

VA State Route Number (if applicable) and NVTA Corridor Number (1-8):

VA 286 – TA 2040 Corridor 8

- 1. Project Description:** (Maximum 2 paragraphs)
Partial funding for preliminary engineering, performing Interchange Modification Report (IMR) level analysis, and environmental analysis. Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as pedestrian and bicycle facilities. Supports possible future relocation of the FBI to Springfield and provides access between Loisdale Road, Northern Virginia Community College, the Inova Medical Campus, the Franconia-Springfield Metrorail station, and the Springfield Town Center.
- 2. Requested NVTA Funds:** (Enter as \$XX for NEW NVTA 70% funds being requested)
\$9,000,000 which will allow completion of the preliminary design phase including environmental analysis and an IMR.
- 3. Phase(s) of Project Covered by Requested NVTA Funds:**
Preliminary design phase including developing design plans and performing environmental analysis and an IMR level analysis
- 4. Total Cost to Complete Project:** (Total of all funds needed to complete project \$xx-xx)
\$84,500,000
- 5. Project Milestone -Study Phase:**
Start of Study (month/year) Fall 2010
- 6. Project Milestone -Preliminary Engineering (30% Design):**
Start of PE (month/year) Spring 2015



7.

8. Project Milestones -Final Design:

Start of Final Design (month / year) TBD

9. Project Milestones -Right-of-Way:

ROW acquisitions completed (month/year) TBD

10. Project Milestone – Construction:

Start of Construction (month/year) TBD

11. Project Milestone – Mass Transit Vehicle Acquisition:

Start of Construction (month/year) N/A

12. Is Project in Transaction 2040:

Yes (X) No ()

13. Project in 2010 CLRP:

(If NOT in TransAction 2040, please provide 2010 CLRP ID number)

14. Project Leverages other Funding: (please state amount)

- Local (X)
- State ()
- Federal ()
- Other: Developer proffers



Stated Benefits

- **What Regional benefit(s) does this project offer?**

This project is expected to reduce congestion on I-95 between the Fairfax County Parkway and Old Keene Mill Road/Franconia Road, and in the area around the Springfield Town Center. It also enhances connectivity and access to and from the Franconia-Springfield Metrorail Station, Springfield Town Center, and the Springfield Industrial Park from the south. In doing so, the project makes the Franconia-Springfield Metrorail Station more attractive and helps to reduce single occupant auto trips on I-395. The project will also create a more walkable, bicycle/pedestrian-friendly environment. If the site is selected, it will support the relocation of the FBI headquarters to Springfield.

- **How does the project reduce congestion?**

The Frontier Drive extension is anticipated to reduce congestion by providing alternative route choice options to/from I-95, Fairfax County Parkway, Loisdale Road, and the Franconia-Springfield Parkway. It will shorten trip lengths and reduce trips on numerous streets in the Springfield Town Center area, which is proposed to be a mixed-use development area. This project will especially improve traffic operations in the Springfield area east of I-95 and also along adjacent roadways and intersections. The project will improve overall transportation capacity of the roadway network, as well as capacity and access for non-motorized modes. Provision of this alternate route is expected to support approximately 16,000 vehicles per day, approximately 5,000 of which are diverted from the local roadway network. One critical element is that this project will enhance connectivity and access to and from the Franconia-Springfield Metrorail and VRE Stations for commuters, transit buses, pedestrians and bicyclists, particularly from the south.

- **How does project increase capacity? (Mass Transit Projects only)**

- **How does project improve auto and pedestrian safety?**

The project will reduce congestion around the Springfield Town Center, enhance roadway connectivity and access to and from Franconia-Springfield Metrorail Station, and also enhance bicycle/pedestrian connectivity and access to Franconia-Springfield Metrorail Station. All of these measures will serve to improve safety by reducing vehicle/pedestrian conflicts.

- **List internet links below to any additional information in support of this project:**

Fairfax County Comprehensive Plan:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf>

Springfield Connectivity Study: <http://www.fairfaxcounty.gov/dpz/springfield/>

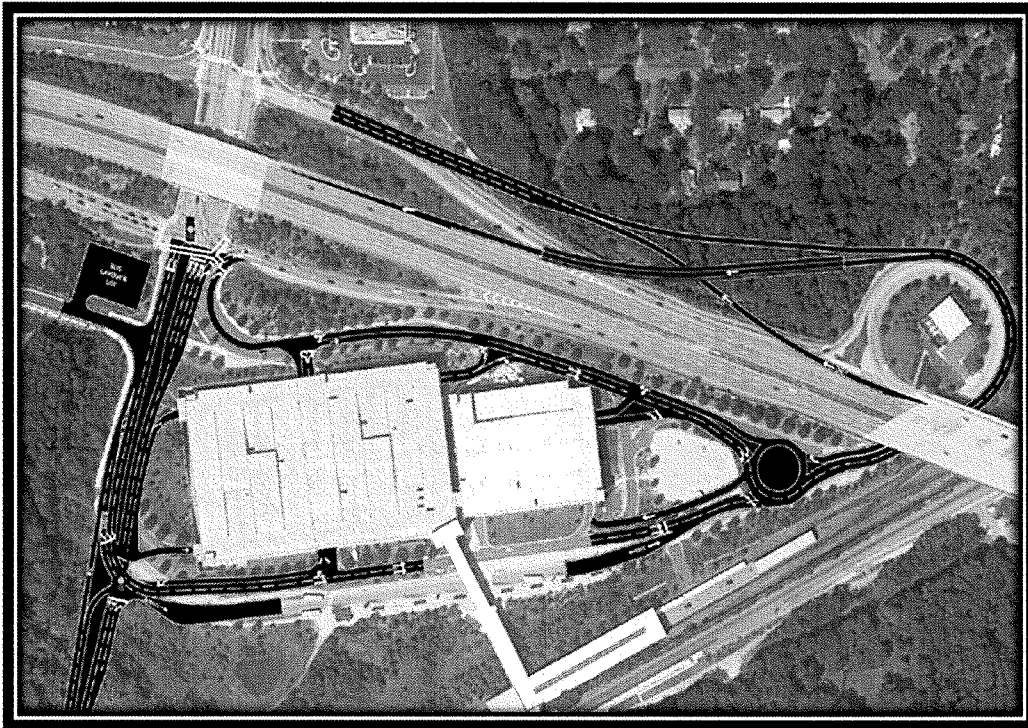


Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Please send pictures with Project Title to: Keith.Jasper@TheNoVaAuthority.org

NOTE: Please include the project title in the email subject line

- Will be sending picture by email (X)
- Will not be sending a picture ()



POINT OF CONTACT

Submitted by: Tom Burke

E-mail: Thomas.Burke@fairfaxcounty.gov

Telephone: (703) 877-5681

PLEASE PRINT A COPY OF THIS FORM FOR YOUR RECORDS BEFORE SUBMITTING

For assistance please contact Keith Jasper at Keith.Jasper@thenovaauthority.org

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

SUBJECT: Adoption of Policy 16 -Standard Project Agreement Activation

DATE: April 20, 2015

1. **Recommendation.** Approval of Policy 16 – Standard Project Agreement Activation as recommended by the NVTA Finance Committee.
2. **Suggested Motion.** *I recommend approval of NVTA Policy 16 – Standard Project Agreement Activation as recommended by the Finance Committee.*
3. **Background.** The Authority assigns funding to a project with the clear expectation of progress as outlined in the approved Project Description/Scope of Work. Project funding is obligated at the point that the Authority approves the project. The SPA (covered in another policy) provides details of expected utilization of the already obligated funds.
 - a. If a project sponsor is unable to complete project activation –either due to circumstances within or outside of their control – the best interest of the Authority may be served by cancelling the project and de-obligating the funds.
 - b. This policy specifically addresses projects that are not advancing to a fully executed SPA. Projects with approved SPAs that experience delays due to procurement, funding, unforeseen construction-related events, or other issues are not affected by this policy, but will be subject to ongoing review on a case-by-case basis.
 - c. The NVTA funds made available from actions taken under this policy will be returned to the Regional Revenue Fund for future allocation by the Authority.
 - d. On July 24, 2013, the Authority approved 33 projects for both pay-as-you-go and bond funding of nearly \$196 million. As of April 17, 2015:
 - i. NVTA has approved 29 SPAs;
 - ii. 2 projects are slated for future NVTA action; and
 - iii. 2 projects have been withdrawn.
 - e. For the 29 projects with approved SPAs, two projects are complete and have been fully reimbursed.

4. Policy Provisions.

- a. If the SPA has not been approved by the governing body of the sponsoring entity within six months of project approval by the Authority, the project shall be considered for NVTA action to de-obligate funds for the project.
- b. At the request of a sponsoring entity made within six months, NVTA may, at its sole discretion, refer the matter to the appropriate committee for recommended extension of the timeframe for SPA approval.
- c. In all cases, agreement will be sought with the implementing jurisdiction or agency. If agreement is not forthcoming the Executive Director may take a de-obligation request to the Authority for action.

5. Next Steps.

- a. It will be necessary for the Authority to amend SPA language.
- b. It is envisioned that this policy will be finalized and approved by the time the FY2015-16 Two Year Program is adopted, currently scheduled for April 2015.
- c. NVTA staff, on behalf of PIWG, has coordinated with PCAC, TAC, and JACC and the Council of Counsels.

Attachment:

Draft Policy Number 16 – Standard Project Agreement Activation

Coordination:

Project Implementation Working Group
Jurisdiction and Agency Coordinating Committee
Planning Coordination Advisory Committee
Technical Advisory Committee
Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Policy Number 16 – Standard Project Agreement Activation

- I. Purpose.** The Authority appropriates current and projected financial resources from the Regional Revenue Fund upon project approval. The purpose of this policy is to provide a mechanism for the Authority to remove appropriations for approved projects that are not advancing to execution of a Standard Project Agreement (SPA). These appropriations will be returned to the Regional Revenue Fund for assignment to future projects.
- II. General.**
- A.** The Authority assigns funding to a project with the clear expectation of progress as outlined in the Project Description/Scope of Work. Project funding is appropriated at the point that the Authority approves the project. The SPA (covered in Policy 12) provides details of expected utilization of the appropriated funds.
 - B.** If a project sponsor is unable to complete project activation – either due to circumstances within or outside of their control – the best interest of the Authority may be served by cancelling the project and the appropriation.
 - C.** This policy only addresses projects that are not advancing to a fully executed SPA. Projects with approved SPAs that experience delays due to procurement, funding, unforeseen construction-related events, or other issues are not affected by this policy, but will be subject to ongoing review on a case-by-case basis.
 - D.** All NVTAFunds made available from actions taken under this policy will be returned to the Regional Revenue Fund for future allocation by the Authority.
 - E.** Any SPA which has not been approved by the governing body of the sponsoring entity within six months of NVTAFApproval is subject to cancellation.
 - F.** At the request of a sponsoring entity made within six months, NVTAMay, at its sole discretion, refer the matter to the appropriate committee for recommended extension of the timeframe for SPA approval.
 - G.** In all cases, agreement will be sought with the implementing jurisdiction or agency. If agreement is not forthcoming the Executive Director may take a project cancellation request to the Authority for action.
 - H.** This policy will be in effect for all projects approved with FY2014 through 2017 funds.
- III. Responsibilities.**
- A. Project sponsoring agency**
 - 1. Completion of SPAs within six months of approval by the Authority.
 - 2. Request cancellation of any projects for which the jurisdiction determines the completion of a SPA is not possible, or request an extension of the six month deadline. Any request for an extension must include:
 - a. Basis for current delay.
 - b. Action needed to resolve delay.
 - c. Schedule for completion of actions to resolve delay.
 - B. NVTAFExecutive Director**
 - 1. If no request for extension is presented within six months of SPA approval, make recommendation to the Authority on project cancellation.

2. Accept requests for project cancellation and forward to Authority with recommendation to accept or reject the request.
3. Evaluate requests for extension of time to complete a SPA.
 - a. Request additional information, when required to evaluate request.
 - b. Make recommendation to the Authority on SPA extension or project cancellation.

Approved by Northern Virginia Transportation Authority:

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
JURISDICTION AND AGENCY COORDINATING COMMITTEE
(TransAction Subcommittee)

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: April 19, 2015

SUBJECT: Approval of the Statement of Work for the TransAction Update

1. **Purpose.** To seek Northern Virginia Transportation Authority approval of the Statement of Work for the TransAction update.
2. **Suggested Motion:** *I move approval of the Statement of Work for the TransAction update.*
3. **Background.** TransAction 2040 is the Authority's current long range transportation plan. Adopted in 2012, this TransAction update will be the first since the implementation of HB 2313 (2013). Per the legislation, the Authority can only fund regional projects that are included in its current long range transportation plan.

It has been the Authority's practice to update TransAction every five years. As the update process is expected to last two years, the Request for Proposals (RFP) must be posted soon so that the Authority can select a consultant later this year, and adopt the updated plan in 2017.

The TransAction update, when adopted, will guide the development of the Authority's FY2018-23 Six Year Program.

4. **Status.** In summer 2014, the Jurisdiction and Agency Coordinating Committee (JACC) established a TransAction subcommittee, with membership open to all JACC members. The subcommittee is representative of the broader JACC membership and its meetings have been well attended. NVTA staff has provided support to the subcommittee.

The role of the subcommittee has been to develop a statement of work for the RFP. This statement of work is based upon that used for TransAction 2040. The statement of work has been expanded for this update to reflect today's circumstances, to provide for more

robust analysis using scenario planning, and to enable more opportunities for public engagement. The statement of work will enable prioritization of projects that reduce congestion, and will include cost-benefit analysis. To this end, the subcommittee has met on numerous occasions, particularly over the past four months.

In developing the statement of work, the subcommittee took into account comments from the Technical Advisory Committee and the Planning Coordination Advisory Committee. The statement of work reflects the consensus of both the TransAction subcommittee members and JACC members.

In parallel with the subcommittee's efforts on the statement of work, NVTA staff has developed the other components of the RFP. The complete RFP will be reviewed by the Council of Counsels.

- 5. Budget.** The procurement will be competitive and a recommendation will be based on best value to the Authority taking into account technical scores and cost proposals. The Finance Committee has approved a budget of \$2.5 million for the project, using regional revenues. Over the five year life of the TransAction update, this is equivalent to one quarter of one percent of regional revenues over the same time period, estimated to be of the order of \$1 billion.

The statement of work allows for the possibility of a mid-cycle update, but no funding will be requested for this until such time as is necessary, if at all.

- 6. Next Steps.** Subject to approval of the statement of work by the Authority, the RFP will be posted on April 24, 2015. A subset of the TransAction subcommittee, together with NVTA's project manager, will serve on the selection panel that will review proposals, interview shortlisted firms, and make a recommendation. The recommendation will be reviewed by the Finance Committee, prior to approval by the Authority.

The project will kick-off later this year. The TransAction subcommittee will provide oversight throughout the two-year project timeline.

Mike Longhi, NVTA CFO will serve as Contract Officer; Peggy Teal, NVTA Assistant Finance Officer will serve as Contract Manager, and Keith Jasper, NVTA Program Coordinator will serve as Project Manager.

JACC and TransAction subcommittee members, and NVTA staff, will be available at the April 23rd NVTA meeting to answer questions.

Attachment(s): TransAction Update Statement of Work

Coordination: NVTA Jurisdiction and Agency Coordinating Committee, Council of Counsels

Scope of Work

- Task 1: Finalize Work Plan**
- Task 2: Review Transaction Vision and Goals**
- Task 3: Literature Review**
- Task 4: Analysis of What's New**
- Task 5: Identification of Regional Transportation Needs**
- Task 6: Scenario Planning Development**
- Task 7: Analysis**
- Task 8: Ranking of Projects**
- Task 9: Public Information and Participation**
- Task 10: Preparation of the Update**
- Task 11: Project Coordination**
- Task 12: Interim Updates during Plan Lifecycle**

Task 1: Finalize Work Plan

Objective: to develop a comprehensive, integrated, and transparent approach to update the TransAction long range transportation plan for Northern Virginia, including technical components, public engagement, and project management/coordination activities.

Within one month of project kick-off, the consultant shall refine and finalize the scope of work, overall project approach, public outreach plans and project schedule, including inter-dependencies between tasks. The consultant shall identify an approach for addressing potential intermediate methodology review points, e.g. following completion of Tasks 2, 3, and 4. Where appropriate, the consultant may suggest additional sub-tasks and deliverables.

NVTA's Project Manager will have sole discretion to decide whether any action in any task is necessary, e.g. which committees review which deliverables. To the extent possible, these will be documented in the work plan.

The consultant shall develop a project management plan, including a quality assurance component that demonstrates how the TransAction update will be completed on time and within budget, while achieving NVTA's objectives.

Within three months of project kick-off, the consultant shall prepare a plan outlining its approach for preparing the update, including review cycles/timing, format, and an overall document structure.

The consultant shall accomplish this task by conferring with the TransAction Subcommittee members.

Deliverables:

- Project kick-off meeting;
- Work plan with deliverables and project schedule;
- Project management plan;

- TransAction update preparation plan.

Task 2: Review TransAction Vision and Goals

Objective: to establish the overall direction for the update of the TransAction long range transportation plan.

The consultant shall review the TransAction vision and goals and performance criteria from previous versions of TransAction, comments made at the October 2014 Listening Session, and relevant legislation pertaining to NVTA's roles and responsibilities. Using this information, the consultant shall either confirm the ongoing relevance of the TransAction vision and goals or propose revisions for consideration by NVTA. The consultant shall propose objectives that support the TransAction vision and goals and preliminary performance measures. The consultant shall identify data sources that correspond with the preliminary performance measures, together with an indication of their ease and cost of collection.

In making funding decisions, NVTA is required to give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project, although this is not the sole criterion. NVTA selects and funds projects of all modes and strategies that are anticipated to address traffic congestion (however defined.)

The consultant shall accomplish this task by reviewing relevant approaches used in Northern Virginia and elsewhere, and by conferring with the TransAction Subcommittee members and other stakeholders as necessary. If revisions to the TransAction goals are proposed the consultant shall support the TransAction Subcommittee in the process to secure their formal adoption.

Deliverable:

- Updated (if necessary) TransAction goals, with supporting objectives, preliminary performance measures, and identification of corresponding data sources.

Task 3: Literature Review

Objective: to identify relevant and recent best practices that may enhance the technical approach for the update of the TransAction long range transportation plan.

The consultant shall identify how other transportation agencies evaluate transportation projects on an equivalent basis with respect to congestion relief and other factors. The consultant shall consider how highway, transit, freight, bicycle, pedestrian, commuter parking, intelligent transportation systems (ITS), and travel demand management projects are incorporated into long range transportation planning processes.

The consultant shall research current approaches to defining traffic congestion, and associated methodologies for measuring congestion. The consultant shall identify relevant and recent practices related to scenario planning and public engagement.

The consultant may supplement the literature review by including any relevant but undocumented experiences from other regions. The consultant shall summarize how each item included in the literature review is relevant to any or all of the tasks for the TransAction update.

The consultant shall identify which lessons learned from the literature review necessitate an intermediate methodology review, together with any possible modifications to subsequent tasks and their schedule implications. The consultant shall propose an approach for incorporating these lessons learned in conjunction with the TransAction Subcommittee members.

It is envisioned that the literature review will remain a living document throughout the period of performance.

The consultant shall accomplish this task by compiling a list of relevant documents (and other undocumented experiences) highlighting how other transportation agencies have addressed multi-modal transportation planning, particularly where congestion reduction is a priority. The review may be national and international in scope, including metropolitan planning organizations and other regional planning entities.

Deliverables:

- Draft Literature Review;
- Final Literature Review.

Task 4: Analysis of What's New

Objective: to identify relevant factors and trends that may enhance the technical approach for the update of the TransAction long range transportation plan.

The consultant shall identify and analyze any relevant factors and trends that may potentially affect transportation system use and performance in the Northern Virginia region over the coming decades. These may include:

- 'Game-changing' events such as the expansion of the Panama Canal;
- Emerging technologies, such as self-driving vehicles;
- Behavioral trends, such as changes to vehicle miles travelled per capita.

The consultant shall identify which lessons learned from the analysis necessitate an intermediate methodology review, together with any possible modifications to subsequent tasks and their schedule implications. The consultant shall propose an approach for incorporating these lessons learned in conjunction with the TransAction Subcommittee members.

The consultant shall accomplish this task by collating existing research to the fullest extent possible and, where necessary, by conducting new independent analysis. The analysis of what's new may be national and international in scope.

Deliverables:

- Technical memorandum addressing each factor or trend researched;
- Updated work plan (if necessary).

Task 5: Identification of Regional Transportation Needs

Objective: to identify the regional transportation needs for Northern Virginia up to the year 2040, the candidate regional projects to address those needs, and to finalize the performance measures that will be used to evaluate regional projects. It is noted that TransAction is a financially unconstrained plan.

The consultant shall, at a minimum, review TransAction 2040, identify regional factors influencing travel demand such as population growth patterns, land use, economic conditions and demographic data, and establish the framework for the analysis in Task 7. The consultant shall take full account of the deliverables from Tasks 2, 3, and 4.

5.1 Review Existing Plans

The consultant shall examine the TransAction 2040 plan's processes and outcomes, such as NVTA's FY2014 Program and FY2015-16 Two Year Program. Both of these programs placed a strong emphasis on projects that offered congestion relief but which were also at an advanced state of project readiness.

The consultant shall review all relevant plans prepared either regionally or by affected jurisdictions, including jurisdictional transportation master plans, transit development plans, comprehensive plans, and other relevant studies, that have been completed since TransAction 2040 was adopted. This will include relevant plans for the Commonwealth of Virginia, adjacent jurisdictions in Northern Virginia, adjacent states, and the District of Columbia.

Deliverable:

- Technical memorandum detailing the transportation plans that have been reviewed, and any conflicts or assumptions in terms of transportation projects or strategies among the reviewed plans that will need to be addressed in subsequent tasks.

5.2 Identify Demographic and Land Use Data for Analysis

The consultant shall gather necessary demographic and land use information to assess trends that will impact transportation demand in Northern Virginia, including:

- The MWCOG/TPB Household Travel Survey, incorporated into the travel demand model used in analyzing the transportation networks;
- The most up-to-date population, household and employment projections to 2040 adopted by the TPB;
- Demographic trends incorporated into relevant recent regional plans that further inform transportation demand in Northern Virginia; and
- Relevant information associated with Regional Activity Centers.

Deliverables:

- Presentation of the demographic and land use data to the TransAction Subcommittee for discussion and incorporation in the demand analysis. Any major discrepancies identified among the data reviewed should be included in the discussion;
- Technical memorandum summarizing the main findings.

5.3 Definition of Regional Projects

Projects funded using NVTA's regional revenue funds must be included in TransAction, and must be regionally significant. The consultant shall develop a methodology to identify attributes that may support the determination as to whether a proposed project is regional in nature (versus local). Such attributes may potentially include but are not limited to the number of vehicles or persons using a facility affected by the project, the importance of a facility to the region's economy, or the extent to which a facility connects jurisdictions, activity centers, and modes.

The methodology for determining whether projects are regional will be applied during Tasks 5.5 and 5.6.

Deliverable:

- Technical memorandum describing methodology to define regional projects.

5.4 Identify Transportation Plans and Projects for Analysis

Once the demographic and land use inputs affecting transportation demand are identified, the consultant shall review the project lists from the TransAction 2040 Plan, and the other transportation plans that have been developed in the region.

The project lists will need to be revised to reflect the outcome of completed projects, jurisdictional plans, regional plans, statewide plans, including strategic plans for transportation and traveler information systems, and corridor studies conducted since the previous plan was adopted.

The consultant shall obtain project lists and existing cost estimates from various recent planning efforts, including the 2015 CLRP, VDOT's six-year plan, the Washington Metropolitan Area Transportation Authority's (WMATA) Capital Improvement Program, the Virginia Railway Express (VRE) Strategic Plan, the Statewide Surface Transportation and Statewide ITS Plans, Jurisdictional Transit Development Plans (TDP), Jurisdictional Transportation Master Plans, VTrans2040 Statewide Multimodal Transportation Plan, and other relevant agency and jurisdictional plans including Comprehensive Plans.

The consultant shall work with relevant jurisdictions and agencies to ensure that cost estimates are verifiable and on a consistent basis. The consultant may be asked to inflate these cost estimates to year of expenditure.

As the plans are reviewed, the consultant shall note any discrepancies or gaps, i.e. where transportation needs do not appear to be met.

In TransAction 2040, the plan identified the following regional corridors:

1. Dulles/VA Route 7 Corridor
2. Loudoun County Parkway/Tri-County Parkway/Belmont Ridge Road/Gum Springs Road Corridor
3. VA 28 Corridor
4. Prince William Parkway Corridor
5. Fairfax County Parkway Corridor
6. I-66/US 29/US 50 Corridor
7. I-495 Beltway Corridor
8. I-95/I-395/US Route 1 Corridor
9. "Corridor 9" – other projects not clearly in one of the other specific corridors but within Northern Virginia

The definition of corridors will be reviewed at the conclusion of Task 5, and updated if necessary.

Deliverables:

- Current list of transportation projects including cost estimates for highway, transit, freight, bicycle, pedestrian, commuter parking, intelligent transportation systems (ITS), and travel demand management projects;
- Discrepancies identified by the consultant, such as network gaps or emerging corridors, should be highlighted for discussion with the TransAction Subcommittee;
- All projects completed or canceled since TransAction 2040 was adopted should be noted for inclusion in, or removal from, the baseline transportation network for the analysis to be completed in Task 7;
- Updated regional corridor list, including GIS maps and shapefiles illustrating the location and boundaries of each corridor, as necessary.

5.5 Identify New Projects for Inclusion in Plan (Bottom-up)

Based on input from the various documents reviewed in Task 5.4, the local jurisdictions and transit providers, the TAC, citizens, and other stakeholders, the consultant shall identify a list of new projects and/or groups of projects to be considered for inclusion in the TransAction update. This list of projects must separately include projects incorporated in the CLRP baseline but not yet completed. In addition, NVTAs staff will prepare a recommendation for NVTAs to issue a formal Call for Projects. All projects must meet the definition of a regional project as defined in Task 5.3.

These projects are referred to as 'Bottom-up' signifying that they will likely reflect the priorities of the jurisdictions and agencies who have nominated them. The consultant shall work with relevant jurisdictions and agencies to ensure that cost estimates are verifiable and on a consistent basis. The consultant may be asked to inflate these cost estimates to year of expenditure.

Deliverable:

- Project list, including project costs (Bottom-up).

5.6 Identify New Projects for Inclusion in Plan (Top-down)

In addition to the 'Bottom-up' projects identified in Task 5.5, the consultant shall identify a further list of new projects and/or groups of projects to be considered for inclusion in the TransAction update, taking account of the modeling effort undertaken in Task 7. All projects must meet the definition of a regional project as defined in Task 5.3. These projects are referred to as 'Top-down' signifying that they will likely be multijurisdictional in nature and may include ITS and potentially non-traditional approaches to address identified regional transportation needs. The consultant shall work with relevant jurisdictions and agencies to ensure that cost estimates are verifiable and on a consistent basis. The consultant may be asked to inflate these cost estimates to year of expenditure.

Deliverable:

- Project list, including project costs (Top-down).

5.7 Identify Final Performance Measures

The consultant shall finalize the preliminary performance measures identified in Task 2. These performance measures must support the TransAction vision, goals, and objectives.

In finalizing these measures, the consultant shall consider the results of the market research undertaken in Section 9.2.

Deliverable:

- Technical Memorandum detailing finalized performance measures.

Task 6: Scenario Planning Development

Objective: to evaluate the performance of regional projects under a flexible range of potential future scenarios.

Scenarios are not intended to represent preferred or predicted outcomes. Instead, the scenarios developed in Task 6 are intended to facilitate an understanding of the sensitivity of projects to a range of possible outcomes. By defining discrete future scenarios, project performance can be assessed under a variety of possible future outcomes, and better investment decisions can be made. Potentially, scenario planning may inform a need for identification and inclusion of additional new top-down projects.

The consultant shall, at a minimum, develop three core scenarios that are sufficiently different from each other and from the ‘baseline’ scenario embodied in the TPB’s CLRP 2015 forecasts. It is envisioned that each scenario will address a single ‘variable’ with potentially two to three alternatives, e.g. high, medium, or low. The consultant may develop additional scenarios, including hybrid scenarios based upon the core scenarios.

Offerers shall describe their proposed technical approach and preliminary schedule for developing scenarios. Stakeholder engagement associated with scenario planning must be reflected in the proposed approach to Task 9.

It is envisioned that scenarios reflect factors that could be influenced by member jurisdictions, e.g. a strong focus on growth and management of existing and new regional activity centers, or by factors beyond the influence of member jurisdictions, e.g. technological advances in automotive technology, the cost of gasoline/diesel fuel, and structural changes in logistics supply chains.

Scenarios developed in Task 6 must be grounded in practicality, and may consider potential infrastructure, technology, service, or other changes, such as but not limited to the addition of focused sets of new transportation projects, changes to the technologies or costs involved in day-to-day transportation, or more efficient distribution of trips.

Task 6 may include modifications to adopted land use plans. However, since local jurisdictions set land use policies and NVTa has no such authority, scenarios should not rely exclusively on moving the location of jobs or housing, and jurisdictions’ jobs and housing totals must remain whole compared to the CLRP.

The consultant shall accomplish this task by reviewing relevant approaches used in other metropolitan regions in Virginia and elsewhere, including relevant academic research and guidance. The consultant shall also confer with the TransAction Subcommittee, especially with respect to any scenarios with land use assumptions that differ from current plans and assumptions.

Deliverables:

- Technical Memorandum describing a detailed methodology for identifying and selecting core scenarios. The consultant should anticipate the possibility that a limited number of additional hybrid or follow-on scenarios may need to be developed;
- Technical Memorandum describing each of a minimum of three core scenarios, and any related hybrid or follow-on scenarios;
- Technical Memorandum describing how the three core scenarios will be incorporated in the analysis of projects (identified in Task 5) that will be conducted in Task 7. This may include evaluation of individual projects, groups of projects (in the same corridor, for example), and all projects combined.

Task 7: Analysis

Objective: Evaluate the transportation projects (or groups of projects) identified in Task 5 and test various transportation networks and scenarios developed in Task 6 to determine how well these projects address TransAction’s vision and goals, in a manner consistent with Virginia Code requirements.

The consultant should be familiar with the Transportation Planning Board’s (TPB) approved 2015 Constrained Long Range Plan (CLRP), the TPB’s regional demand model, and the underlying data (and data sources) on which it is based.

The consultant shall use an appropriate travel demand model and other tools to generate a series of visualizations, maps and other outputs that will clearly show the effect of transportation projects using the

performance measures identified in Task 5.7. Offerers may propose a methodology and modeling approach that meets NVTA's objective. The analysis must address quantitative and qualitative factors of highway, transit, freight, bicycle, pedestrian, commuter parking, intelligent transportation systems (ITS), and travel demand management projects, and may include both modeled and off-model evaluation, subject to approval by the TransAction Subcommittee.

To the extent possible, the analysis of individual projects must be compatible with the legislatively mandated HB 599 (2012) process for evaluating and rating highway and transit projects. The consultant shall also consider the HB 2 (2014) process for prioritizing statewide transportation funding as it relates to Northern Virginia. At the same time, analysis must recognize and accommodate the fact that TransAction is an unconstrained long range plan, which by necessity incorporates a broader set of projects and performance criteria than the processes for short term project selection / funding. TransAction should be compatible with project selection processes to the extent practical, but need not duplicate them exactly.

7.1 Travel Demand Model Validation and Runs

The consultant shall conduct model validation to recognized industry standards, prior to running the model. The consultant shall run the model on the projects identified in Task 5 and against the scenarios identified in Task 6.

The consultant shall determine the model runs and inputs needed that will facilitate the ranking process in Task 8. The analysis may be conducted as needed for individual projects, groups of projects, and for the region as a whole. Multiple model runs may be necessary to analyze scenarios identified in Task 6.

The strategy developed for this task should be explained thoroughly, with deliverables clearly identified so that all options are clear and can be finalized in Task 1.

Deliverable:

- A set of transportation demand model outputs based on agreed-upon network and scenarios for a 2040 base network as well as an alternative scenario networks.

7.2 Analysis of Model Output

The consultant shall prepare the data necessary to undertake the project ranking effort, including both quantitative and qualitative measures.

Scored projects and network model runs will be used to develop a set of ranked projects in Task 8 that will be presented to the public for comment and approval by the NVTA. The consultant shall analyze the model results according to identified performance measures.

Deliverable:

- Technical Memorandum showing the list of projects that are planned in the region, and their benefit to the transportation network. The impact on network performance of the projects should be prepared for presentation and discussion with the TransAction Subcommittee.

7.3 Development of Visualizations Showing Network Performance

Using previously identified performance measures, Offerers may propose visualizations that communicate the impact of projects and groups of projects on the region's transportation needs. These visualizations will be used extensively to educate a broad range of individuals and groups, including the public, stakeholders, Authority members, elected officials, and others.

Deliverable:

- A series of visualizations indicating the ability of the projects to address the region's transportation needs. The consultant will present the visualizations to the TransAction Subcommittee for discussion.

7.4 Re-evaluation Process

The consultant, in conjunction with the TransAction Subcommittee, shall identify segments of the multimodal transportation network that continue to experience unacceptable performance under the final performance measures, and propose additional projects that will address these problem areas to the extent practical. The consultant shall rerun the analysis and ranking with these additional projects.

Deliverables:

- Technical memorandum and presentation of the draft list of projects to the stakeholder groups upon approval by the TransAction Subcommittee;
- Updated model outputs;
- Updated visualizations.

Task 8: Ranking of Projects

Objective: Illustrate the relative effectiveness of projects proposed in TransAction, in order to identify priorities, and help support development of NVTAs first full Six Year Program for FY2018-23.

The consultant shall propose a ranking process using the finalized performance measures but also fully compliant with current legislative mandates. The ranking process may include:

- The types of projects which are most effective in meeting identified transportation needs;
- The types of projects that are most urgently needed;
- The cost of the transportation projects relative to their congestion and other impacts; and
- Other factors from previous TransAction plans, or as identified in consultation with the TransAction Subcommittee.

In developing the ranking scheme, the consultant shall seek input from the public and regional stakeholders. The consultant will be expected to demonstrate how the vision, goals and objectives of the TransAction update will be presented and discussed with the public, and how the input received will be incorporated into the final plan. This approach should be implemented as outlined in Task 9.

Deliverable:

- Technical memorandum containing a detailed list of projects with values assigned based on the agreed qualitative and quantitative criteria.

Task 9: Public Information and Participation

Objective: meaningfully engage the public to inform the TransAction planning process and educate the public using communications that are targeted effectively, are timely in their delivery, and meet all pertinent federal, state and local legal requirements.

The consultant, upon approval in Task 1 of the finalized communications program, including the materials needed, the timeframe for each type (technical memorandum, summary report, presentation, graphics, etc.) shall execute the communications program. This will include a mix of state of the art and traditional approaches that both continuously inform, and solicit specific inputs during the development and review of the TransAction update. Audiences for communications will generally fall into one of three categories, and must be tailored accordingly:

- Internal to NVTA, e.g. JACC, PCAC, and TAC;
- External to NVTA, e.g. relevant elected bodies, jurisdictional and agency professionals not represented above, community stakeholders, informed interests, and the public; and
- Authority members.

9.1 Plan and Schedule

The consultant shall prepare a plan and schedule for regular meetings consistent with Task 9.4 with all of the affected groups, as well as regular opportunities to communicate with the public. Additional public involvement opportunities may become evident as the project progresses, and should be anticipated as much as possible.

The consultant shall develop and maintain a project website and identify appropriate online engagement tools, including social media, for continuous public education and involvement.

The project website will be ADA accessible with a corresponding email address to make project information widely available and keep the public up-to-date on the study process. The consultant shall implement steps necessary to provide access for people with hearing impairments. The project website will also include a comment form whereby interested citizens can submit their comments, suggestions and inquiries.

The consultant shall describe its plan for advertising meetings to generate interest among stakeholders and the public.

Throughout the project process, the consultant shall make every effort to include all impacted populations including transit-dependent populations, people with disabilities and those with Limited English Proficiency (LEP). Particular languages include Spanish and Korean. Alternative formats should also be made available with sufficient notice.

Outreach materials shall be consistent with NVTA branding. A clear and concise writing style should be used in all outreach materials.

Online engagement tools and the project website will become the property of NVTA.

Deliverables:

- Overall approach to communications, including online engagement tools. This will include a schedule of planned communications (determined in Task 1);
- Project website with an associated strategy for documenting comments received via the website and integrating those comments into the update process.

9.2 Public Analysis

In addition to communicating the progress of the project, the consultant shall develop a market research strategic plan to capture perceptions of the TransAction update and the projects included within it. Task 9.2 is particularly intended to reach out to those who do not typically participate in traditional public

engagement efforts such as Town Hall meetings, open houses, and Public Hearings, but for whom transportation is an important topic.

The consultant shall indicate what type of interaction is intended and how that will be conducted strategically throughout the project process, and be prepared to discuss this in Task 1. Use of the latest technologies available to solicit input from citizens should be incorporated while also communicating with groups who may not be able to access these technologies. Use of both the data resulting from those efforts and the questions that those efforts leave unanswered should be considered. Methods for dissemination of the survey instrument as well as the results should be explained, and should be designed to maintain statistical validity in the process. The results are expected to be used to inform the development of performance measures in Task 5.7, as well as the ranking process described in Task 8.

To the maximum possible extent, the consultant shall leverage existing data sources and recent relevant research conducted by member jurisdictions, transit agencies, and other stakeholders. Deliverables:

- Market research strategic plan;
- Technical memorandum summarizing the results of market research activities.

9.3 Public Information

Together with traditional approaches to informing the public, the consultant shall implement appropriate online engagement tools, including social media, for continuous public education and involvement.

In conjunction with NVTA's project manager, the consultant shall be responsible for the preparation of press releases and other mechanisms to communicate with the public via the media. Media contact is required at key project milestones: to announce the kick-off, to advertise the public hearings and workshops, and to publicize the final NVTA endorsement of the update. While the consultant may respond to general project questions from the media, the consultant will not serve as the project spokesperson. All policy questions will be directed to NVTA's Project Manager.

Communication approaches will vary depending on the content and complexity of each message and the intended audience.

The consultant shall build upon NVTA's existing contact database, and maintain a mailing list and email list of individuals with whom contact is made during the update process.

Deliverables:

- Range of state of the art systems and traditional communication tools, including at a minimum electronic and hard copy format newsletters;
- Catalog of information releases including social media;
- Regular reports on tracking statistics;
- Database of stakeholder contacts, potentially with several thousand contacts.

9.4 Public Participation in Workshops and Hearings

Public workshops and targeted online engagement are envisioned during Tasks 5 and 8. Their purpose is twofold. First, the consultant shall brief the public on status of activities for the TransAction update. Second, the workshops will engage participants in the project ranking process. Offerers should provide sufficient details in their proposals as to how they intend to involve the public in this process. Creative and interactive techniques are encouraged. Results from these workshops and online engagement will be relayed to the NVTA prior to the NVTA's final adoption of a ranking. Offerers should explain how input

will be obtained, documented, and delivered to the NVTA, and how NVTA action on the input is communicated back to workshop participants and the general public. The consultant shall facilitate the workshops and prepare a workshop summary document.

Each of these two sets of workshops will be repeated around the region at a minimum of five strategic locations, at least two of which shall be within walking distance of a Metrorail station. Locations may include:

- Inside the Beltway/Arlington/Alexandria/Falls Church;
- Southeastern Fairfax County/US Route 1/I-95 Corridor;
- Dulles Airport Corridor/Herndon/Loudoun County;
- Centreville/Manassas/ Prince William County; and
- NVTA offices in Fairfax County.

While the TransAction Subcommittee will provide recommendations on venues, the consultant shall be responsible for making all workshop arrangements, handling logistics including signage for interior and exterior of facility, coordination with VDOT for use of variable message signs, documenting the meeting and public comments, and providing necessary supplies, including any large-scale plotted maps, flip chart paper, easels and markers, and information materials. Materials in alternative formats, including recorded and large print, sign language interpreters (ASL or Exact Sign English) and translators for non-English speakers and devices for people with hearing impairments need to be made available upon request. Light refreshments (water, coffee and cookies) and incentives for the public to attend may also be included.

The consultant shall prepare a presentation on work to date and will deliver this presentation at each of the two sets of public workshops.

The consultant shall also be responsible for workshop advertising through such means as public service announcements, press releases, bus ads, social media, and web-based announcements. Each workshop should enable key perspectives to be represented, including but not limited to employers, users of and advocates for all transportation modes (roads, transit, and bicycle and pedestrian facilities), smart growth advocates, environmentalists, millennials, seniors, persons with limited English proficiency, and persons with disabilities. The consultant should budget suitable incentives to achieve the attendance goals, including both the number and diversity of attendants

In addition to the public workshops above, the consultant will be required to attend a public information session to kick-off the study, which will be organized and facilitated by NVTA staff rather than the consultant. It is important that the consultant attend the workshop to understand the breadth of issues raised by the public.

As part of the public involvement program, two NVTA public hearings will be conducted to gather formal comments regarding the plan document, one at the draft phase, and one prior to adoption. A third set of public meetings will be held to present the draft final findings and outcomes.

Deliverables:

- Kick-off information session (at NVTA, attend primarily as observer);
- Task 5 public workshop (minimum of five locations);
- Task 8 public workshop (minimum of five locations);
- Task 10 public hearings (two, both at NVTA, one during the draft phase and one prior to adoption of the TransAction update);
- Support TransAction-related messaging as necessary.

Task 10: Preparation of the Update

Objective: to prepare the official TransAction update document that will guide use of NVTA's regional revenues commencing in FY2018. The TransAction update document must be both easy to read and convenient to use as a reference document. The final TransAction update will include associated maps, tables, and other figures.

The consultant shall be responsible for the creation of a summary brochure and associated color maps, consistent with previous versions of TransAction. The consultant shall be responsible for the professional printing of 5,000 copies of the summary brochure and maps.

As a minimum, hard copies and electronic media of the complete final document will be distributed to NVTA members, JACC members and Northern Virginia's 50 public libraries (main and branches). Five additional copies will be distributed to each NVTA jurisdiction. Public distribution of the document will be provided primarily via the NVTA project website.

The consultant will supply the master copies of camera ready documents and electronic files of all public information materials, including relevant GIS, data, and graphic files, to the Project Manager.

All materials will become the property of NVTA.

Deliverables:

- Draft update (multiple versions);
- Final update (for approval by NVTA), including a complete plan document and summary documents as described above;
- Hard and soft copies, brochures, electronic media, and fact sheets;
- Electronic data and files, including GIS data.

Task 11: Project Coordination

Objective: to ensure appropriate levels of internal review of key deliverables throughout the update process.

Consultants should plan for review and revision for all project deliverables with the TransAction Subcommittee, and for key deliverables with the JACC, PCAC and TAC. One week prior to a meeting with the JACC or the TransAction Subcommittee, the consultant shall provide electronic copies of any deliverables to be reviewed. The consultant shall bring 30 hard copies of deliverables and other handouts to JACC meetings, and 15 hard copies of the same to TransAction Subcommittee meetings. This includes color copies of any pages that require color to be easily understood. The consultant shall also bring one copy of any large-scale presentation materials. Additional refinements of deliverables may be requested by the NVTA.

Typically, monthly meetings with the TransAction Subcommittee will be working meetings to review and provide input on the project progress, and to prepare for presentation to the JACC, followed by other meetings as appropriate with the public and/or the PCAC, TAC, and NVTA.

Additional less formal meetings or conference calls may be necessary to coordinate with NVTA's Project Manager, the chairperson of the TransAction Subcommittee, or other key personnel.

Deliverable:

- Prepare materials for review at regular coordination meetings with the TransAction Subcommittee and other groups as necessary.

Task 12: Interim Updates during Plan Lifecycle

Objective: to enable interim updates (as needed) of the TransAction long range transportation plan following adoption and prior to the next full update.

12.1 Plan and Schedule for Interim Update

The consultant shall outline a process to perform an interim update, which may occur at NVTA's discretion. Circumstances that may necessitate an interim update include:

- Consideration of new projects for inclusion into TransAction, a requirement for project funding using NVTA regional revenues;
- Unforeseen changes to population, employment, transportation system and other inputs or assumptions that affect the robustness of TransAction; and
- Legislative changes.

Deliverable:

- Technical memorandum detailing the process for preparing an interim update, if activated under Task 12.2.

12.2 Prepare Interim Update

Task 12.2 may not be activated. Offerers should not price Task 12.2 into their cost proposals for the update. However Offerers are required to provide representative labor rate and escalation rate information in their cost proposals as a basis for pricing in the event that Task 12.2 is activated.

Regardless of whether Task 12.2 is activated, the consultant shall retain all records, data, project and network descriptions, computer models, contact databases, and any other relevant information for the full period of performance of the update.

Deliverable:

- Interim Update, if Task 12.2 is activated by NVTA.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority

FROM: Noelle Dominguez, Chairman
Jurisdiction and Agency Coordinating Committee

SUBJECT: Comments on Draft HB 2 Implementation Policy Guide

DATE: April 20, 2015

Recommendation: Approval of Comments on the Draft HB 2 Implementation Policy Guide

Suggested motion: *I Move Approval of the Attached Comments on the Draft HB 2 Implementation Policy Guide (Attachment I), and ask that they be provided in a letter to the Virginia Secretary of Transportation.*

Background: During the September 11, 2014, Authority meeting, Virginia Deputy Secretary Nick Donohue provided a briefing to the Authority and requested that the Authority provide comments on the developing HB 2 process. In December 2014, the Authority approved a letter which provided comments on the Implementation Process, including the Solicitation of Candidate Projects, Geographic Scale of Weighting Areas and Weighting Frameworks, and the Treatment of Co-Funded Projects (Attachment II).

In 2015, the General Assembly approved HB 1887 which the Governor signed on March, 27, 2015. This legislation changes the highway funding formulas. HB 1887 replaced the old 40-30-30 (primary – secondary – urban) roadway funding system with a new formula. Under the old system, secondary and urban funds were allocated to projects by the localities. HB 1887 changes the old formula to the following:

- 45 percent of the funding to state of good repair, for the rehabilitation of structurally deficient bridges and deteriorating pavement (allocated by CTB);
- 27.5 percent of the funding to the statewide high-priority projects program, for projects of statewide importance to be competed under HB 2 (2014) (allocated by CTB); and
- 27.5 percent of the funding to highway construction district grant programs - localities would be able to compete for funds under a regional version of HB 2 (allocations would be recommended by the transportation district offices, but the CTB would formally allocate the funding).

HB 1887 also provided that any un-programmed funds in FY 2016-2020 in the Six-Year Improvement Program (SYIP) would be split 50-50 between the high-priority projects program and the highway construction district grant programs.

On March 18, 2015, a draft HB 2 Implementation Policy Guide was released for Public Comment and was posted at http://virginiahb2.org/docs/HB2PolicyGuide_3_18_2015-draft.pdf. Comments will be accepted in March and April and the CTB is expected to receive a revised draft in May. The CTB is schedule to adopt the Implementation Policy in June.

Deputy Secretary Donohue will be providing an update on HB 2 (HB 2014) and HB 1887 (2015) to the Authority at its April 23rd Meeting. Attached is a list of proposed questions and comments to the Policy Guide, as prepared by the JACC. The JACC recommends using the attached document for the discussion and transmitting those comments the Authority feels are necessary to the Secretary.

Attachment:

- A.** DRAFT Comments on Draft HB 2 Implementation Policy Guide
- B.** Authority letter sent December 2014 with comments on the HB 2 Implementation Process, including the Solicitation of Candidate Projects, Geographic Scale of Weighting Areas and Weighting Frameworks, and the Treatment of Co-Funded Projects

DRAFT Proposed Questions/Comments on
Draft HB 2 Implementation Policy Guide

X.A

April 20, 2015

General Implementation

- The Authority is working diligently to implement the regional components of HB 2313 while the Administration is working diligently to implement the statewide provisions of HB 2313, as well as HB 2 and HB 1887. Continued coordination and cooperation is essential to ensuring that we are able to fully utilize the resources provided to implement the necessary improvements to Northern Virginia's transportation infrastructure. It is essential that VDOT and DRPT have sufficient resources needed to implement these processes.
- The Guide speaks to an Annual or Biannual Cycle. However, it does not speak to multi-year funding of projects. Will such projects only need to be evaluated and scored at the time of application, or every year? Clarification is requested on how multi-year funding of projects will be accomplished.
- The Authority is working diligently to implement the regional components of HB 2313 (2013). VDOT and DRPT are continuing to work on the congestion-related evaluation process required by Virginia law, as well as the HB 2 Process. Continued discussions and collaboration between us is essential, as projects may need to be evaluated by both HB 2 and the Northern Virginia congestion-related evaluation process to receive the local and regional funding they may need to move forward.

Eligibility to Submit Projects and Types of Projects

- The Policy Guide notes that localities will be able to submit projects within Corridors of Statewide Significance (COSS), Regional Networks, and Urban Development Areas (UDAs). The Policy Guide allows localities to apply for COSS projects, but requires a resolution of support from a regional entity. The Authority's previous letter expressed support for allowing localities to apply for all projects. While there is appreciation for the proposal to allow localities to apply for all projects, there continue to be questions about the Authority's role in this process, as was noted in the Authority's December letter.
- Corridors of Statewide Significance: A request for clarification on the area that the COSS covers for purposes of the application submissions. Specifically, do projects 1/3/5 miles from the Corridor fall under its purview. There are roadway and railways that run parallel to corridors, but may not be immediately adjacent to the main thoroughfare. Would projects on these parallel roads count as COSS projects? The policy guide should include descriptions of each CoSS. They are defined elsewhere, but should be included in the policy guide to ensure project applicants have all relevant information.
- Urban Development Areas (UDAs) and/or "UDA-like" Areas: The Policy Guide notes that one category of projects is UDA or UDA-like. Clarification is requested on what is necessary to submit projects in this category. Many of our localities may not have UDAs or may have only a small number. Therefore, there is a request for clarification on whether our localities will need to create new UDAs to qualify for funding in this category. If so, how will this be accomplished? Lastly, does the Virginia Department of Transportation (VDOT) have the capability to handle an influx of changes that may be requested due to this requirement?

- Regional Networks: The Policy Guide notes that Regional Networks have not been identified at this point. The Authority has long categorized several Regional Corridors as part of our long-range transportation plan (currently TransAction 2040). The Regional Networks should be consistent with those that the region has already defined.
- The Policy Guide notes that Regional Entities (MPOs and PDCs) are eligible to submit COSS and Regional Network Projects. Localities and Public Transit Agencies are also required to get a resolution of support from relevant regional entities for COSS projects. Several regional entities are embraced by Northern Virginia, for example the Authority, Northern Virginia Transportation Commission, Potomac and Rappahannock Transportation Commission, the Transportation Planning Board, etc. Clarification is requested on the definition of Regional Entity, for both the purposes of applying for projects and for approving resolutions of support for other projects.

Project Screening

- The Policy Guide includes screening criteria for each type of project. While congestion and bottlenecks are factors for COSS projects, they are not listed for Regional Network Investments. There are many congested roadways in Northern Virginia that may not be located within a COSS, but are located in Regional Networks, and projects that help address these issues must be eligible for funding.

Evaluation Measures

- HB 2 requires certain factors to be included in the evaluation process, specifically safety; congestion mitigation; accessibility, environmental quality; economic development; and land use coordination (for areas over 200,000 population). Comments on the following evaluation measures related to those factors include:
 - Congestion Mitigation: Clarification is necessary on what model/models will be used for measuring this criteria. It must be usable and normalized throughout the Commonwealth.
 - Clarity is needed on what is considered “peak period.” This differs throughout the state and those differences must be taken into account.
 - Transit measures should be consistent with those that will be included in VDOT’s congestion-evaluation of significant projects, as required by HB 599/SB 531 (2012).
 - The technical appendix notes that congestion for transit projects would be evaluated on the basis of modeled 2025 ridership per hour, rather than peak-period person volume. Does this mean an average hourly ridership figure by weekday, or an average peak-period figure? Considering excessive crowding on transit during peak hours, we would recommend that peak-period passenger volume remain the focus of congestion mitigation strategies.
 - Accessibility: The technical guidance indicates access to work will be determined on the basis of 45 minutes of travel. It may make sense to set different thresholds for different modes for these measures, such as 45 minutes by car and 60 minutes for transit and other modes.

- Safety Measures include: There is agreement that fatalities and severe injuries should be a factor in calculating impacts on safety, but we believe that measurements should not be limited to those criteria. The reduction of all accidents should be included, and should not be limited only the most severe.
- Environmental Quality: The measures include: (i) Air Quality and Energy Environmental Effect; (ii) Access to Jobs for Disadvantaged Populations; and (iii) Access to Essential Destinations for Disadvantaged Populations. The second two criteria are important but related more towards accessibility than to environmental quality.
- Economic Development: The Policy Guide notes that the measures are related to new economic development (new and expansion of existing). Clarification is requested on whether this includes redevelopment efforts.

Weighting Schemes

- As noted in the Authority's December letter, the Authority agrees that too many frameworks will subvert the entire process. However, at the same time, the frameworks should address the diverse needs and situations across the Commonwealth.
- Concerns remain over the fact that one weighting scheme (Category A) will be used for Northern Virginia, Hampton Roads, and the Richmond area. Understanding that HB 2 requires congestion to be rated highest for Northern Virginia and Hampton Roads, there is still a belief that there are significant differences between our regions and that there should be at least two frameworks weighing congestion the highest, as our three regions should also be allowed the opportunity to have frameworks that address their differing needs.
- Category A gives a weight of 35% to Congestion Mitigation; 10% to Economic Development; 25% to Accessibility; 10% to Safety; 10% to Environmental Quality; and 10% to Land Use. Given the parameters put in place by the General Assembly and the Administration, Category A is a reasonable framework. However, it will be important to evaluate the schemes following the first round of project allocations to see how they work during the process, and determine whether changes should be made for future allocations.

Project Costs

- The Authority continues to strongly support the provision in the Policy Guide stating that, for the purposes of the cost benefit analysis, the project benefits will be calculated relative to HB 2 (state)-funded costs only. The funds that the Authority and its member jurisdictions allocate should not be considered in any statewide cost-benefit analysis. It is important to leverage various sources to complete the region's transportation needs, and penalizing these entities for providing funding could inhibit these efforts. Additionally, we ask that the Administration be mindful of the language in HB 2313 (2013) that states Northern Virginia's regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.
- Projects in Northern Virginia and other urban areas throughout the Commonwealth may be more costly, due to differences in complexity, adjacent right-of-way, utilities, wage rates, and

other factors. If total project costs are used for prioritization, this could put Northern Virginia at an inherent disadvantage.

Changes in Project Scope/ Schedule/ Costs and Re-Rating Projects

- The Policy Guide notes that projects have been selected for funding must be rescored, if there is an estimated increase prior to the contract award that forces the total cost of the project over the thresholds for the original score/latest rescore, unless local or other exempt funding is identified to support the increase. The threshold for re-scoring a project is based on the total cost of the project. For projects with a total project cost over \$5 million, that threshold is a ten percent increase prior to the award of the construction contract, with a \$5 million maximum increase before a re-score is required. Many projects in our region are expected to exceed \$100 million. For those projects, \$5 million is far less than ten percent of the project and any cost increases could force a re-scoring, thereby delaying the project implementation and reducing the stability of funding.
- To cover cost increases, the Policy Guide notes that funds will be reprogrammed from projects with surplus allocation or the lowest priority project with eligible funds and backfilled in a later cycle as necessary to advance projects to the next phase or award. The Guide notes that those projects that require de-funding must be resubmitted and treated as a new project for purposes of prioritization. The purpose of HB 2 was to provide certainty in project funding – that once a project is included in the Six-Year Improvement Program, it should not be removed. This provision could severely reduce stability of that funding for many projects, particularly if there are significant cost increases on the highest priority projects.



X.B

Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 12, 2014

The Honorable Aubrey L. Layne, Jr.
Secretary of Transportation
Patrick Henry Building
1111 East Broad Street, Third Floor
Richmond, Virginia 23218

RE: Comments on House Bill 2 (2014)

Dear Secretary Layne:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am transmitting comments on the implementation of HB 2 (2014). The Authority appreciates the opportunity to provide input on this new prioritization process.

As you are aware, at the same time that the Commonwealth is working on this process, the Authority and the Virginia Department of Transportation (VDOT) are working on our own congestion-related evaluation process (HB 599). Continued discussions and collaboration between us is essential, as projects may need to be evaluated by both to receive the local and regional funding they may need to move forward. The Authority believes that the two processes should be compatible. We would also like to thank Deputy Secretary Nick Donohue for attending our September 11th meeting to discuss the process with us.

Additionally, the Authority is aware that Deputy Secretary Donohue provided several staff recommendations to the Commonwealth Transportation Board (CTB) on October 14, 2014, for input and direction. The Authority has the following comments on the issues presented by the Deputy Secretary:

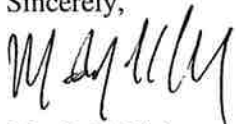
- Solicitation of Candidate Projects
 - The Authority believes that local governments should have the ability to apply for projects within the Corridor of Statewide Significance (COSS). Requiring regional entities to submit projects raises questions over the role of the Authority in the process. Further, localities need flexibility. In many cases, local projects that are on a COSS may not be considered as regional projects. These projects should still be considered for funding.
 - The Authority also requests clarification on what would occur if a project falls into multiple categories, such as being in both a COSS and an Urban Development Area (UDA)? Would applications be restricted to only regional entities? The Authority supports greater flexibility for applicants in situations like this.
 - The Authority requests clarification on the area that the COSS covers for purposes of application submissions. Specifically, do projects 1/3/5 miles from the Corridor fall under its purview and will localities be prohibited from submitting projects in those areas?
 - Jurisdictions are not required to create UDA's. The Authority requests clarification on how or whether a jurisdiction could submit a project for consideration if it does not have a UDA?
 - The Authority also requests clarification on the definition of a regional entity for the purpose of project applicants.

- Weighting Framework
 - The Authority agrees that too many frameworks will subvert the entire process. However, at the same time, the frameworks should address the diverse needs and situations across the Commonwealth.
 - As you are aware, Northern Virginia and Hampton Roads are required to have congestion mitigation rated highest amongst the factors noted in HB 2. However, there continue to be other differences between the two regions. As such, the Authority believes that there should be at least two frameworks weighting congestion the highest, as Northern Virginia and Hampton Roads should also be allowed the opportunity to have frameworks that address their differing needs.
 - Questions have also been raised as to whether the region may have the ability to have more than one framework to address its differences, such as one for jurisdictions closer to a city core and one for jurisdictions further from that core. The Authority requests addition information on how this may occur.
 - Lastly, the Authority requests clarification on how the Administration will reconcile the varying priorities assigned by each region to the criteria in deciding how funding will be programmed.

- Co-Funded Projects
 - The Authority believes that the prioritization process should be based on the funds the Commonwealth is expending and not for the total costs of the project. The funds that the Authority and its member jurisdictions allocate should not be considered in any statewide cost-benefit analysis. It is important to leverage various sources to complete the region's transportation needs, and penalizing these entities for providing funding could inhibit these efforts. Additionally, we ask that the Administration be mindful of the language in HB 2313 that states Northern Virginia's regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.
 - The Authority also appreciates the Administration's staff comments that note that projects in Northern Virginia and other urban areas throughout the Commonwealth may be more costly, due to differences in complexity, adjacent right-of-ways, utilities, wage rates, and other factors.

The Authority appreciates the work undertaken to date and the opportunity to comment on the HB 2 Prioritization Process and looks forward to continue to work with the Administration on this issue. If you have any questions or would like to discuss any of the comments, please contact Monica Backmon at (703) 642-4650 or myself at (703) 792-4620.

Sincerely,



Martin E. Nohe
Chairman

Cc: Members, Northern Virginia Transportation Authority
Mr. Nick Donohue, Deputy Secretary of Transportation
Mr. James W. Dyke, Jr., At-Large Urban Board Member, Commonwealth Transportation Board (CTB)
Mr. E. Scott Kasproicz, At-Large Urban Board Member, CTB

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority

FROM: Noelle Dominguez, Chairman
Jurisdiction and Agency Coordinating Committee

SUBJECT: Testimony for the Draft Fiscal Year 2016-2021 Six-Year Improvement Program and VTrans2040 Draft Vision, Goals & Objectives, and Guiding Principles

DATE: April 23, 2015

Recommendation: Approval of Testimony for the FY 2016 – 2021 Six-Year Improvement Program

Suggested motion: *I move approval of the Testimony on the Commonwealth Transportation Boards' FY 2016 – 2021 Six-Year Improvement Program and VTrans2040 Draft Vision, Goals & Objectives, and Guiding Principles (Attachment A).*

Background: As was done in previous years, the Secretary of Transportation and the Commonwealth Transportation Board will be conducting public hearings throughout Virginia to solicit public comment about the FY 2016 – 2021 Six-Year Improvement Program (SYIP). The draft SYIP was prepared to reflect the transition to the new prioritization process, referred to as HB 2 (2014), as well as the new highway allocation formula (HB 1887) that was approved by the General Assembly this year and signed into law by Governor Terry McAuliffe.

The DRAFT testimony includes updates to requests previously made by the Authority, as well as comments pertaining to HB 2 and HB 1887. The testimony includes new concerns related to the level of State of Good Repair funds that the region is expected to receive and the proposal to reduce funding for the Revenue Sharing program over the next six years.

The DRAFT Testimony also includes comments on the VTrans 2040 Draft Vision, Goals & Objectives, and Guiding Principles (Attachment II). VTrans is the Commonwealth's long-range, statewide multimodal policy plan, which the Administration is updating.

The scheduled public hearing date for Northern Virginia is Tuesday, April 28, 2015, at 6:00 p.m. in the Potomac Conference Center at VDOT's Northern Virginia District Office, located at 4975 Alliance Drive, Fairfax, VA. 22030.

Attachments: **A.** DRAFT Testimony for the Draft FY 2016 – 2021 Six-Year Improvement Program VTrans2040 Draft Vision
B. Goals & Objectives, and Guiding Principles

Northern Virginia Transportation Authority
DRAFT Comments on
Draft FY 2016 – 2021 Six-Year Improvement Program
April 28, 2015

Good Evening Secretary Layne, Commissioner Kilpatrick, Director Mitchell, and members of the Commonwealth Transportation Board. My name is Martin Nohe and I am Chairman of the Northern Virginia Transportation Authority. I am here to present the Authority's comments on the Draft FY 2016 – 2021 Six-Year Improvement Program as well as comment on several other matters. The Authority's comments are as follows:

- The Authority is working diligently to implement the regional components of HB 2313 (2013). VDOT and DRPT are continuing to work on the congestion-related evaluation process required by Virginia law and VDOT is also implementing several projects the Authority has funded. Continued coordination and cooperation with the Commonwealth is essential to ensuring that we are able to fully utilize the resources provided to implement the necessary improvements to Northern Virginia's transportation infrastructure.
- We would like to thank Deputy Secretary Donohue for meeting with the Authority last week to discuss HB 2 (2014) and HB 1887 (2015) implementation. It will be essential to continue the collaboration between the Commonwealth and the Authority, as projects may need to be evaluated by both HB 2 and the Northern Virginia congestion-related evaluation process (HB 599/SB 531, 2012) to receive the local and regional funding they may need to move forward. We stand ready to work with you on the implementation of HB 2 and are willing to provide any assistance we can.
- Due to the large role that VDOT and DRPT have in the implementation of HB 2, HB 1887, HB 2313, HB 599/SB 531, as well as project implementation, it is essential that VDOT has sufficient resources needed to participate in this effort.
- As the HB 2 process continues, please be mindful of the language in HB 2313 that states that Northern Virginia's regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions.
- In addition, we request that VDOT engage the Authority and our local governments earlier in the six-year program process. Local, regional, state-wide, and federal funds are all a part of the solution for addressing the long-term transportation needs of the Commonwealth, and it is essential that we all coordinate to ensure these needs are met.
- The Authority is concerned that Northern Virginia is only expected to receive 10.6 percent (\$36.1 million) of State of Good Repair funds. According to VDOT's Dashboard, 79 percent of roads in Northern Virginia are in Fair or Better Condition. We are one of only three transportation districts below the 82 percent target, and only

Richmond's pavement conditions are worse. Secondary pavement conditions are even worse, with only 30 percent of these roads in Northern Virginia in Fair or Better Condition, far less than the Commonwealth's average of 60 percent. Millions of people drive on our roads every day and these deteriorated pavements will only get worse until something is done to address them.

- **The Authority is also concerned that the Draft SYIP includes a substantial decrease in funding for the Revenue Sharing program over the next six years. This program significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects. This program has been a success in Northern Virginia, where our localities regularly apply for these funds, several for the maximum amount allowed. By design, the Revenue Sharing program has allowed more projects throughout the Commonwealth to move forward through the leveraging of funds from local sources. Reducing this funding will only slow the efforts to improve our transportation system.**
- **The Administration has also begun updating VTrans, which will include a comprehensive review of statewide transportation needs. We thank the Administration for including Authority staff amongst the stakeholders during this process and look forward to continuing to work with the Administration and provide input throughout the process.**
- **We are concerned that the VTrans Vision Statement discusses “improving goods movement and supporting strategic placemaking,” but does not address the need to improve moving people. We do ask you ensure that there is coordination between local and regional plans in regard to VTrans. The Authority, many localities, and regional agencies have incorporated performance measures into their own plans and programs. Coordination will be necessary to ensure consistency in measures across these plans.**
- **In regards to the VTrans Guiding Principles, the Authority generally concurs with the principles but has the following comments:**
 - **Guiding Principle 1 (Optimize Return on Investment) must embrace all modes.**
 - **Guiding Principle 4 (Consider Operational Improvements and Demand Management First) speaks to the increasingly important role of transportation technology, as well as innovative options to influence travel behavior. Attention to the role and impact (good and bad) of driverless vehicles over the life of the plan may be appropriate.**
 - **Guiding Principle 5 (Provide Transparency and Accountability through Performance Management) could require the development of region wide monitoring systems. If this is necessary, we request that the Commonwealth work with the Authority and other stakeholders on this important topic.**
 - **Guiding Principle 6 (Improving Coordination between Transportation and Land Use) notes that this will include “providing incentives” to local governments for this purpose. The Authority and jurisdictions stand ready to coordinate with the Commonwealth in ensuring congruence between local land use plans and the**

Commonwealth's transportation plans, but would like additional information on what this and the incentives may include.

- **With regard to the Plan's Goals and Objectives, the Authority has the following comments:**
 - **Goal A (Economic Competitiveness and Prosperity) should consider increasing person throughput as another Objective**
 - **Goal B (Accessible and Connected Places): Regional activity centers are defined in Northern Virginia and improved accessibility to, between, and within these activity centers is important for the region. Regional activity centers should be used when measuring the outcome of this Goal's objectives.**
 - **Goal C (Safety for All Users) should incorporate all modes, including roadways, transit, and bicycle/pedestrian facilities.**

- **In addition to addressing the foregoing major issues, the Authority also wishes to comment on the following:**
 - **Thank you for continuing to include the Virginia match for Federal dedicated funding for the Washington Metropolitan Area Transit Authority and we ask that the Commonwealth continue to provide these vital funds. We appreciate this significant commitment to help WMATA bring its system into a state of good repair and restore safe and reliable operations. Additionally, WMATA's strategic plan (Momentum) provides direction for critical system capacity investments to meet the region's anticipated population and economic growth, and WMATA is requesting its funding partners to increase contributions over the next decade to fully utilize the system.**

 - **Work continues on the statewide transit formula, through the Transit Service Delivery Advisory Committee (TSDAC). We are pleased that work is being done on pilot programs to address congestion mitigation and transit dependent riders. We are thankful that the Administration addressed the counting of Metrorail ridership, which is essential to the new operations formula for transit. However, concerns remain over the change to how state transit capital assistance participation is calculated, i.e. "net" versus "gross" costs, which results in an outcome where Northern Virginia is the only region that must increase local support for its capital projects. We stand ready to continue to work on this issue and ask that you remember the importance of transit in the region and the impact any change in funding may have in the region.**

 - **The Authority continues to be concerned by provisions in the State Code that provide VDOT and the CTB the ability to decide whether a local transportation plan is consistent with the Commonwealth's priorities. If VDOT and the CTB decide that a local plan is not consistent, the CTB can withhold funding for projects. While efforts to better coordinate local and state transportation planning are appreciated, these provisions essentially transfer the responsibility for land use planning, as it relates to transportation, from local governments to the Commonwealth. Our localities work diligently with our residents, property**

owners, and the local business communities on our land use and transportation plans. These provisions could inhibit development and redevelopment efforts throughout Virginia.

- The Authority remains opposed to any policy that would require the transfer of secondary road construction and maintenance responsibilities to counties and specifically, Northern Virginia jurisdictions. Unfunded mandates of this magnitude would result in dire consequences to localities.
- The federal government requires that a portion of CMAQ funds be spent on projects that reduce certain particulate matter (PM 2.5), which restricts what type of projects can receive this federal funding. As such, we ask the CTB to reconsider its decision regarding hybrid vehicle purchases using CMAQ funds since these vehicles qualify for this purpose while many other projects may not.
- The Authority thanks the Commonwealth for its continued partnership in funding VRE's track leases and requests the CTB continue to assist with funding necessary capacity improvements to the system.
- The Authority requests that the CTB, DRPT and VDOT support, promote, and encourage walking and bicycling as more viable modes of transportation and look for opportunities to enhance pedestrian and bicycle connectivity in the Northern Virginia.
- The Authority supports the policy that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments.
- The Authority believes the CTB should adopt policies that simplify and shorten environmental reviews for locally administered projects and streamline transportation project review by further delegating the design review process from VDOT to the local governments and by adopting a uniform timeframe for plan reviews that remain under VDOT jurisdiction. These efforts would save Virginia taxpayers money and simultaneously result in timely approvals of contextually appropriate projects.
- We request that this testimony be made part of the Draft Six-Year Improvement Program public hearing record, and that full consideration be given to these comments in preparing the FY 2016 – 2021 Six-Year Improvement Program. Thank you again for the opportunity to speak today. Please let me know if I can provide any clarification regarding the Authority's testimony.

VTrans2040 Draft Vision, Goals & Objectives, and Guiding Principles

Vision

Virginia's multimodal transportation system will be **Good for Business, Good for Communities, and Good to Go**. Virginians will benefit from a transportation system that advances Virginia businesses and attracts a 21st century workforce by improving goods movement and supporting strategic placemaking.

Guiding Principles

GP 1: Optimize Return on Investments

Implement the right solution at the right price by analyzing comprehensive data that considers the impact on economic prosperity and livable communities.

GP 2: Ensure Safety, Security, and Resiliency

Provide a transportation system that is safe for all users, has continual operations during evacuation, and allows for rapid mobilization for disaster and incident response.

GP 3: Efficiently Deliver Programs

Deliver high-quality projects and programs in a cost-effective and timely manner.

GP4: Consider Operational Improvements and Demand Management First

Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

GP5: Provide Transparency and Accountability through Performance Management

Establish performance targets for key outcomes, measure progress towards targets and adjust programming and policies as necessary to achieve the established targets.

GP6: Improve Coordination Between Transportation and Land Use

Promote transportation-efficient land use by providing incentives to local governments.

GP7: Ensure Efficient Intermodal Connections

Provide seamless connections between modes of transportation to harness synergies



Goals

Goal A – Economic Competitiveness and Prosperity: *invest in a transportation system that supports a robust, diverse, and competitive economy.*

Objectives:

- A.1. Reduce vehicle miles traveled in severe congestion.
- A.2. Reduce the number and severity of freight bottlenecks.
- A.3. Improve reliability on key corridors for all modes

Goal B – Accessible and Connected Places: *increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs.*

Objectives:

- B.1. Reduce average peak-period travel times in metropolitan areas
- B.2. Reduce the combined housing and transportation costs for Virginians.

Goal C – Safety for All Users: *provide a safe transportation system for passengers and goods on all travel modes.*

Objectives:

- C.1. Reduce motorized fatalities and severe injuries.
- C.2. Reduce non-motorized fatalities and severe injuries.

Goal D – Proactive System Management: *maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure.*

Objectives:

- D.1. Improve the condition of bridges based on deck area.
- D.2. Increase the lane miles of pavement and percent of transit vehicles in good or fair condition.

Goal E – Healthy and Sustainable Communities: *support a variety of community types promoting local economies and healthy multi-modal lifestyles that minimize vehicle travel, while preserving agricultural, natural, historic and cultural resources.*

Objectives:

- E.1. Reduce per capita vehicle miles traveled.
- E.2. Reduce transportation related NOX, PM and CO emissions.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Noelle Dominguez, Chairman, Jurisdiction and Agency Coordination Committee

SUBJECT: Approval of the Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County

DATE: April 17, 2015

1. **Purpose.** To inform the Authority of Jurisdiction and Agency Coordinating Committee (JACC) approval of CMAQ Reallocation Request for the Fairfax County.
2. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Jurisdiction and Agency Coordinating Committee (JACC).

On April 7, 2015, Fairfax County requested the following reallocation:

- Transfer \$49,249 in CMAQ funds from UPC 94363 (HOT Lanes Bicycle/Pedestrian Facilities – Phase I) to UPC 104005 (HOT Lanes Bicycle/Pedestrian Facilities – Phase II). This transfer will allow for the construction of bicycle and pedestrian facilities on I-495 between Route 123 and Idylwood Road.

The JACC approved this request on April 9, 2015.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from Fairfax County

Coordination: Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

April 25, 2015

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) Program Funds for Fairfax County

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previous approved by the NVTA to the Jurisdiction and Agency Coordinating Committee (JACC).

On April 7, 2015, Fairfax County requested the following reallocation:

- Transfer \$49,249 in CMAQ funds from UPC 94363 (HOT Lanes Bicycle/Pedestrian Facilities – Phase I) to UPC 104005 (HOT Lanes Bicycle/Pedestrian Facilities – Phase II). This transfer will allow for the construction of bicycle and pedestrian facilities on I-495 between Route 123 and Idylwood Road.

NVTA's delegation requires that the JACC notify the NVTA of these requests. The JACC approved this request on April 9, 2015, and the NVTA was informed on April 24, 2015. The NVTA has not objected to this reallocation.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Noelle Dominguez
NVTA JACC Chairman

Cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Jan Vaughn, Transportation Planning Section, VDOT
Tom Biesiadny, Director, Fairfax County Department



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

April 7, 2015

Ms. Noelle Dominguez, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Congestion Mitigation Air Quality (CMAQ) Funds between Fairfax County's HOT Lanes Bicycle/Pedestrian Facilities Projects

Dear Ms. Dominguez:

Fairfax County requests the approval of the Jurisdiction and Agency Coordinating Committee (JACC) to transfer the following funds:

- \$49,249 in CMAQ funds from Fairfax County's HOT Lanes Bicycle/Pedestrian Facilities – Phase I project (UPC 94363) to Fairfax County's HOT Lanes Bicycle/Pedestrian Facilities – Phase II project (UPC 104005), which will allow for the construction of bicycle and pedestrian facilities on I-495 between Route 123 and Idylwood Road.

If you have any questions or concerns about this request please contact Brent Riddle at (703) 877-5659.

Sincerely,

Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, FCDOT
Ray Johnson, FCDOT
Bethany Mathis, Virginia Department of Transportation (VDOT)
Jan Vaughn, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Scott York, Chair - Finance Committee

SUBJECT: April 2015, Finance Committee Report

DATE: April 21, 2015

1. **Purpose.** To provide a monthly report of the activities of the NVRTA Finance Committee.
2. **Comments.** The Finance Committee last met on April 17, 2015. The next Committee meeting is scheduled for May 15, 2015. Actions from the April 17th include.
 - a. **Budget Adjustment.** The Finance Committee reviewed the voluntary request by the Washington Metropolitan Area Transit Authority (WMATA) to withdraw a FY2014 project. The committee recommends approval of the withdrawal.
 - b. **Draft FY2016 – Regional Revenue Fund Budget.** The committee reviewed the draft FY2016 Regional Revenue Fund budget and provided direction on the development of contingency and transportation projects reserves. The committee recommends approval of the draft budget.
 - c. **TransAction Update.** The committee received a report of the procurement activity and schedule related to the TransAction Update.
 - d. **Advisory Panel.** The committee received a report on the Executive Director’s action to establish an advisory panel. The first panel is being established to develop the policies related to the contingency and transportation projects reserves in the Regional Revenue Fund.
 - e. **Draft Policy – Standard Project Agreement (SPA) Activation.** The committee reviewed the draft policy for SPA activation.
 - f. **Financial Activities.** The committee reviewed the following updates from the CFO, which included.
 - i. **Employee Benefits Package Completion.** Establishment of a disability insurance and a 457 tax deferred plan were discussed.
 - ii. **Accounting System Installation.** Progress on the system implementation was discussed. The accounting system installation is 95% complete, ahead of schedule and on budget. The FY2014 financial information is installed and

reconciled, the system is currently in use. Outstanding items relate mostly to minor report and banking configuration.

- iii. **30% Annual Certification Workshop.** Authority Staff will be conducting a workshop in April with member jurisdictions to collaborate on the FY2016 certification process.
- iv. **Standard Project Agreement (SPA).** Authority staff will conduct a workshop in May to collaborate on process improvements to the SPA submittal process.
- g. **NVTA Monthly Revenue Report.** The committee received and reviewed the monthly revenue report. No changes to the original estimates are expected at this time.
- h. **Operating Budget Report.** The Committee received and reviewed a report of operational expenditures. There are no changes to the operating budget at this time.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: Monthly Revenue Report

DATE: April 23, 2015

1. **Purpose:** Update of HB 2313 receipts, revenue estimates and distributions.
2. **Background:** The attached reports reflect funding received or in process through March 2015.
3. **Comments:**
 - a. **FY 2015 Revenues (Attachment A)**
 - i. The Authority has received approximately \$177.7 million through the March transfers from the Commonwealth.
 - ii. Actual to estimate comparison for revenues through March show a 6.94% positive variance in Grants Tax receipts, a 3.30% positive variance in Sales Tax receipts and a .22 % negative variance in Transient Occupancy Tax receipts.
 - b. **FY 2015 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, all nine jurisdictions have completed the HB2313 required annual certification process to receive FY2015 30% funds.
 - ii. Of the \$177.7 million received by the Authority for FY2015, approximately \$53.4 million represents 30% local funds.
 - iii. All the \$53.4 million eligible to be distributed has been transferred to the member jurisdictions as of the end of March.
 - c. **FY2014 to FY2015 Year to date Revenue Comparison (Attachment C).**
 - i. This chart reflects a month to month comparison of revenue by tax type and a year to year comparison of total revenues received through March 2015.
 - ii. While the chart reflects positive growth in the three revenue types the year to year history for the Authority is very limited.
 - iii. No changes to the FY2015 revenue estimates are recommended at this time.

Attachments:

- A. Revenues Received By Tax Type, Compared to NVTA Estimates, Through March 2015
- B. FY2015 30% Distribution by Jurisdiction
- C. Month to Month Comparison By Tax Type and YTD Receipts Through March 2015 and 2014

XIV.A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET
 Based on: Revenue Data Through March 2015
 FYE June 30, 2015

Grantors Tax		Received		NVTA		Projected Variance
Transaction Months	8	To Date	Annualized	FY 2015 Budget	Annualized - Actual To Budget	
City of Alexandria		\$ 2,305,926	\$ 3,458,888	\$ 3,195,000	\$ 263,888	
Arlington County		\$ 2,537,303	\$ 3,805,955	\$ 4,574,287	\$ (768,332)	
City of Fairfax		\$ 182,539	\$ 273,809	\$ 290,799	\$ (16,990)	
Fairfax County		\$ 11,757,839	\$ 17,636,758	\$ 15,169,980	\$ 2,466,778	
City of Falls Church		\$ 205,583	\$ 308,374	\$ 263,319	\$ 45,055	
Loudoun County		\$ 5,653,226	\$ 8,479,840	\$ 8,466,000	\$ 13,840	
City of Manassas		\$ 197,255	\$ 295,883	\$ 272,917	\$ 22,966	
City of Manassas Park		\$ 114,967	\$ 172,450	\$ 149,692	\$ 22,758	
Prince William County		\$ 3,355,539	\$ 5,033,308	\$ 4,521,672	\$ 511,636	
Total Grantors Tax Revenue		\$ 26,310,177	\$ 39,465,265	\$ 36,903,666	\$ 2,561,599	6.94%
Regional Sales Tax*		Received		NVTA		Projected Variance
Transaction Months	7	To Date	Annualized	FY 2015 Budget	Annualized - Actual To Budget	
City of Alexandria		\$8,049,564	\$ 13,799,252	\$ 14,891,000	\$ (1,091,748)	
Arlington County		\$13,992,986	\$ 23,987,976	\$ 23,984,390	\$ 3,586	
City of Fairfax		\$4,441,125	\$ 7,613,356	\$ 6,536,626	\$ 1,076,730	
Fairfax County		\$62,070,687	\$ 106,406,893	\$ 100,596,000	\$ 5,810,893	
City of Falls Church		\$1,304,677	\$ 2,236,589	\$ 2,498,666	\$ (262,077)	
Loudoun County		\$23,630,699	\$ 40,509,770	\$ 40,086,000	\$ 423,770	
City of Manassas		\$2,769,739	\$ 4,748,124	\$ 4,620,629	\$ 127,495	
City of Manassas Park		\$718,177	\$ 1,231,160	\$ 930,903	\$ 300,257	
Prince William County		\$20,451,734	\$ 35,060,115	\$ 33,928,982	\$ 1,131,133	
Total Sales Tax Revenue*		\$ 137,429,387	\$ 235,593,235	\$ 228,073,196	\$ 7,520,039	3.30%
Transient Occupancy Tax (TOT)		Received		NVTA		Projected Variance
Transaction Months	4.63	To Date	Annualized	FY 2015 Budget	Annualized - Actual To Budget	
City of Alexandria	Months	7.00	\$ 1,668,633	\$ 2,860,514	\$ 3,364,000	\$ (503,486)
Arlington County	Months	7.00	\$ 4,779,645	\$ 8,193,677	\$ 8,890,830	\$ (697,153)
City of Fairfax	Quarters	2.00	\$ 195,069	\$ 390,139	\$ 349,526	\$ 40,613
Fairfax County	Quarters	2.00	\$ 4,910,654	\$ 9,821,307	\$ 8,965,800	\$ 855,507
City of Falls Church	Months	7.00	\$ 55,849	\$ 95,741	\$ 143,309	\$ (47,568)
Loudoun County	Quarters	2.50	\$ 1,584,081	\$ 2,534,530	\$ 2,020,000	\$ 514,530
City of Manassas	Months	7.00	\$ 32,393	\$ 55,530	\$ 78,546	\$ (23,016)
City of Manassas Park			\$ -	\$ -	\$ -	\$ -
Prince William County	Quarters	2.50	\$ 782,094	\$ 1,251,350	\$ 1,446,000	\$ (194,650)
Total TOT Revenue			14,008,417	25,202,788	\$ 25,258,011	(55,223)
Total Revenue Received			\$ 177,747,981	\$ 300,261,288	\$ 290,234,873	\$ 10,026,415
			\$ 177,747,981			3.45%
*The Regional Sales Tax is reported net of the following fees:						
August Receipt			\$ -			
September Receipt			\$ -			
October Receipt			\$ 22,065			
November Receipt			\$ 1,035			
December Receipt			\$ 22,310			
January Receipts			\$ 14,198			
			<u>\$ 59,608</u>			

XIV.B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY 2015 30% DISTRIBUTION BY JURISDICTION

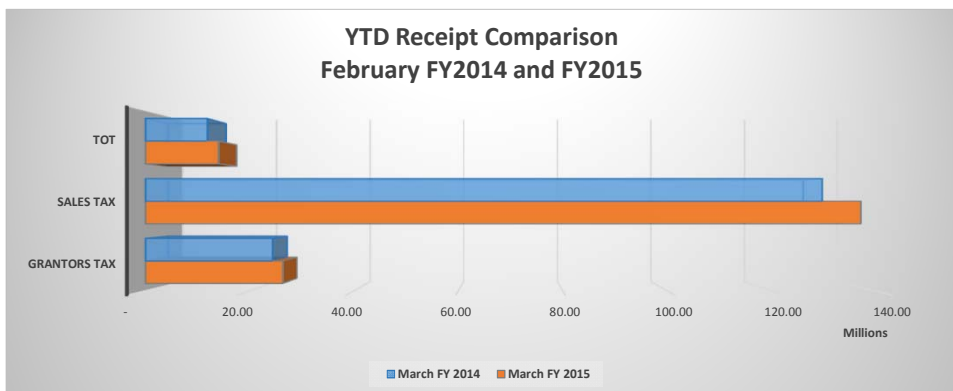
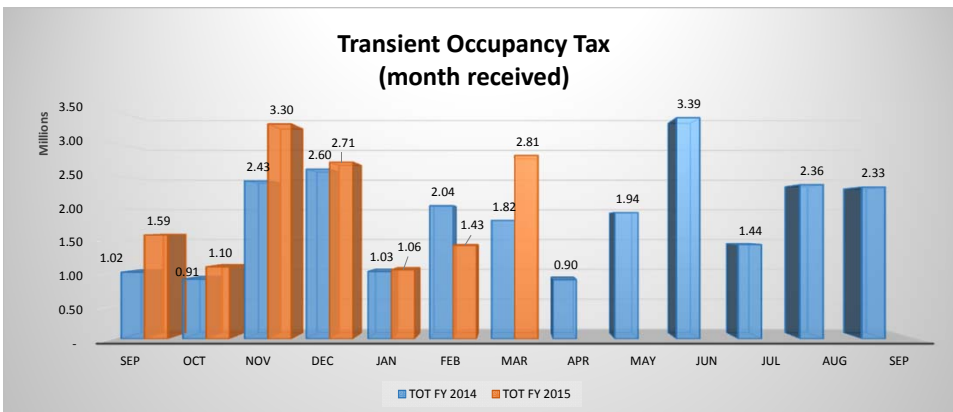
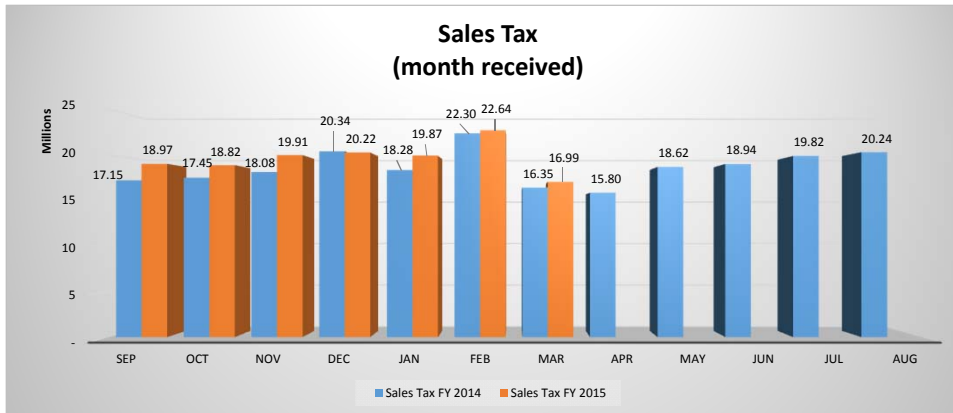
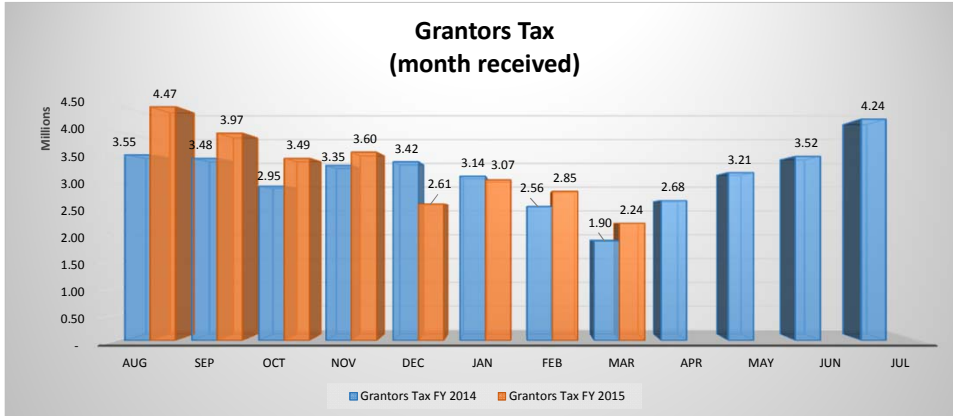
Based on: Receipts through March 2015

Jurisdiction	Grantor's Tax	Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Total	30% Funds	Accrued Interest (3)	Prior Distributions	Current Month Distribution	Total Funds Transferred
City of Alexandria	\$ 2,305,925.60	\$ 8,049,563.90	\$ 1,668,633.24	\$ 12,924.53	\$ 12,037,047.27	\$ 3,611,114.18	214.38	\$ 3,189,211.91	\$ 422,116.65	\$ 3,611,328.56
Arlington County	\$ 2,537,303.30	\$ 13,992,985.71	\$ 4,779,644.69	\$ 26,474.17	\$ 21,336,407.87	\$ 6,400,922.36	367.50	\$ 5,665,968.85	\$ 735,321.01	\$ 6,401,289.86
City of Fairfax	\$ 182,539.35	\$ 4,441,124.60	\$ 195,069.43	\$ 1,346.08	\$ 4,820,079.46	\$ 1,446,023.84	91.88	\$ 1,446,115.72	\$ 1,446,115.72	\$ 1,446,115.72
Fairfax County	\$ 11,757,838.80	\$ 62,070,687.35	\$ 4,910,653.53	\$ 54,059.48	\$ 78,793,239.16	\$ 23,637,971.75	1,347.50	\$ 20,475,771.98	\$ 3,163,547.27	\$ 23,639,319.25
City of Falls Church	\$ 205,582.95	\$ 1,304,677.09	\$ 55,848.95	\$ 783.87	\$ 1,566,892.86	\$ 470,067.86	30.63	\$ 415,549.26	\$ 54,549.23	\$ 470,098.49
Loudoun County	\$ 5,653,226.36	\$ 23,630,699.11	\$ 1,584,081.34	\$ 23,187.76	\$ 30,891,194.57	\$ 9,267,358.37	520.63	\$ 8,211,693.80	\$ 1,056,185.20	\$ 9,267,879.00
City of Manassas	\$ 197,255.25	\$ 2,769,738.87	\$ 32,392.59	\$ 1,020.62	\$ 3,000,407.33	\$ 900,122.20	61.25	\$ 787,597.19	\$ 112,586.26	\$ 900,183.45
City of Manassas Park	\$ 114,966.75	\$ 718,176.83	\$ -	\$ 436.80	\$ 833,580.38	\$ 250,074.11	-	\$ 221,879.55	\$ 28,194.56	\$ 250,074.11
Prince William County	\$ 3,355,538.54	\$ 20,451,733.64	\$ 782,093.70	\$ 13,219.91	\$ 24,602,585.79	\$ 7,380,775.74	428.74	\$ 6,531,637.49	\$ 849,566.99	\$ 7,381,204.48
Total Revenue	\$ 26,310,176.90	\$ 137,429,387.10	\$ 14,008,417.47	\$ 133,453.22	\$ 177,881,434.69	\$ 53,364,430.41	\$ 3,062.51	\$ 45,499,310.03	\$ 7,868,182.89	\$ 53,367,492.92

1 Net of Dept. of Taxation Fees

2 County TOT includes any town collections

3 Interest earned through 2/28/2015



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Michael Longhi, Chief Financial Officer

SUBJECT: NVTA Operating Budget

DATE: April 23, 2015

1. **Purpose:** To update the Authority on the NVTA Operating Budget for FY2015.
2. **Background:** The NVTA operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2015 operating budget.
3. **Comments:**
 - a. Operating Revenue at over 100% of estimate.
 - b. March represents 75% of the fiscal year. Through March 2015, the Authority has utilized 63.50% of its expenditure budget.
 - c. No changes are expected to the Operating Budget.

Attachment: FY2015 Operating Budget through March 31, 2015

XV.ATTACHMENT

Northern Virginia Transportation Authority FY 2015 Operating Budget March 31, 2015			
	Approved Budget	Actual Receipts	Variance Budget to Actual
INCOME:			
Budget Carryforward	\$ 270,000.00	\$ 294,142.00	\$ 24,142.00
Interest (70% Regional Revenues) *			-
Billed to Member Jurisdictions	1,149,473.00	1,149,473.00	-
Misc. Income		3,229.09	3,229.09
Reimbursement -LOC Cost of Issuance			-
Total Income	1,419,473.00	1,446,844.09	27,371.09
EXPENDITURES:			
	Approved Budget	Actual Expenditures	Variance Budget to Actual
Personnel Expenditures			
Salaries	\$ 649,290.00	\$ 466,075.37	\$ 183,214.63
Benefits	140,850.00	85,818.87	55,031.13
Taxes	49,600.00	34,230.98	15,369.02
Personnel Subtotal	839,740.00	586,125.22	253,614.78
Professional Service			
Audit/Accounting	27,500.00	27,369.00	131.00
Banking Services	1,000.00	129.57	870.43
Insurance	3,700.00	3,689.00	11.00
Payroll Services	2,000.00	794.21	1,205.79
Transaction Update Outreach	46,200.00	-	46,200.00
Public Outreach	23,800.00	26,164.08	(2,364.08)
Professional Subtotal	104,200.00	58,145.86	46,054.14
Technology/Communication			
Accounting & Financial Reporting System	25,000.00	20,125.00	4,875.00
Hardware Software & Peripherals Purchase	7,000.00	3,920.16	3,079.84
IT Support Services including Hosting	11,794.00	8,250.94	3,543.06
Phone Service	7,060.00	3,476.45	3,583.55
Web Development & Hosting	30,000.00	1,080.00	28,920.00
Subtotal Technology/Communication	80,854.00	36,852.55	44,001.45
Administrative Expenses			
Advertisements	6,000.00	25.00	5,975.00
Dues & Subscriptions	2,500.00	1,418.00	1,082.00
Duplication/Printing	15,000.00	10,116.13	4,883.87
Furniture/Fixtures	58,000.00	39,621.53	18,378.47
Meeting Expenses	3,600.00	4,062.57	(462.57)
Mileage/Transportation	7,200.00	1,558.63	5,641.37
Miscellaneous Expense (moving expense)	5,000.00	825.31	4,174.69
Office Lease	50,000.00	5,535.00	44,465.00
Office Supplies	5,200.00	5,069.92	130.08
Postage/Delivery	600.00	140.85	459.15
Professional Development/Training	5,000.00	1,613.32	3,386.68
Subtotal Administrative Expenses	158,100.00	69,986.26	88,113.74
Expenditure Subtotal	1,182,894.00	751,109.89	431,784.11
Operating Reserve (20%)	236,579.00	-	236,579.00
Total Expenditures	1,419,473.00	751,109.89	668,363.11
Budget Balance	\$ -	\$ 695,734.20	\$ 695,734.20
Member Jurisdiction Support			
Jurisdiction	2010 Population	FY 2015 Support Amounts	
City of Alexandria	6.30%	\$ 72,417	
Arlington County	9.40%	\$ 108,050	
City of Fairfax	1.00%	\$ 11,495	
Fairfax County	48.00%	\$ 551,747	
City of Falls Church	0.60%	\$ 6,897	
Loudoun County	14.20%	\$ 163,225	
City of Manassas	1.70%	\$ 19,541	
City of Manassas Park	0.60%	\$ 6,897	
Prince William County	18.20%	\$ 209,204	
		\$ 1,149,472	

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: April 18, 2015

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Authority of items of interest not addressed in other agenda items.
2. **Route 28 Groundbreaking Event:** On Monday, May 11th at 1:00pm, the NVTA will host a Groundbreaking event for the Route 28 projects approved by the Authority as part of the FY2014 project list. This event will be held at the Innovation Avenue Bridge and will also serve as the official kick-off of the Authority's FY2015-16 Two Year Program. Invitations were sent to the Authority, Planning Coordinating Advisory Committee, Technical Advisory Committee, Jurisdiction and Agency Coordinating Committee, Northern Virginia Delegation of the General Assembly, Northern Virginia members of the Commonwealth Transportation Board, as well as the Secretary and Deputy Secretary of Transportation. The invitation can be found in the Correspondence Section of the meeting packet.
3. **NVTA Website Update:** NVTA staff has initiated the update of the Authority's website. The update should take approximately 12 weeks. Staff anticipates unveiling the new website at the July 2015 meeting. The update to the Authority's website is in the initial stages.
4. **Audio Recording of NVTA Meetings:** In response to inquiries from members regarding the ability to stream NVTA meetings, audio recordings of Authority meetings are now posted to the NVTA website. This is a cost-effective way to allow the public to better follow the NVTA.
5. **Advancing FY2014 Projects:** The Authority has approved 29 Standard Project Agreements (SPAs) for the FY2014 projects. There are two outstanding SPAs. NVTA staff anticipates these will be on the May 2015 agenda for approval, finalizing the approval of all SPAs for the FY2014 project list. The approval of these agreements is a critical step to advancing the FY2014 projects. The attached handout details the status of the projects with approved SPAs. Two projects are officially closed out. In addition, the status of all approved projects can be found on the NVTA homepage.
6. **FY2017 One Year Program:** With the passage of HB 1470 (2015), in addition to being in the Authority's long range transportation plan, all projects funded with Regional Revenues must undergo the HB 599 rating and evaluation process. As this will be the first time that transit

projects are included in the HB 599 analysis, NVTA staff has been working with DRPT and VDOT to test candidate transit projects to determine if calibration of the model is needed. This process will take a few months. A call for projects for the FY2017 One Year Program is anticipated to be initiated this summer.

- 7. Advisory Panels (APs):** The Executive Director has established a charter for the use of advisory panels to be convened to gather member jurisdiction collaboration. Advisory panels may be formed by the Executive Director to address single issues or multiple closely related issues. The Executive Director will review the work of advisory panels prior to the issue being referred to a standing committee or the Authority.
- a. Charge. The NVTA Advisory Panel is formed to assist in the development, assessment and revision of papers related to Regional Revenues (70% funds) or other tasks as identified by the Executive Director. The panel may be assigned multiple tasks or two or more panels may be convened for distinct separate tasks.
 - b. Membership. The panel(s) will strive to ensure the inclusion of staff from all member jurisdictions. As appropriate for the issue under consideration, a panel may include representatives from outside agencies. Membership may vary depending on the topics being addressed by the panel.
 - c. Chair. A chair and optional vice-chair will be appointed by the NVTA Executive Director.
 - d. Staff Support. Staff support will be provided by the NVTA staff, as requested by the panel chair. The Chair may request additional support from jurisdictional or agency staffs as needed.
 - e. Quorum and Voting. A quorum shall consist of a majority of the panel members. The panel shall strive for consensus when developing recommendations. If consensus cannot be achieved, majority and minority reports that identify issues that need to be addressed shall be presented.
 - f. Reporting. The panel will present reports to the Executive Director for communication to the Authority. Where appropriate, panel reports may first be reviewed by an NVTA standing committee prior to presentment to the Authority.

Attachment: FY2014 Transportation Projects Advancing as of April 23, 2015.



NVTA Projects Moving Ahead!

XVI. ATTACHMENT

29 Regionally Significant Transportation Projects Continue to Make Progress in April 2015.

ARLINGTON COUNTY

Blue/Silver Line Mitigation – Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.

- **NVTA Funds:** \$1 million
- **Status:** Buses acquired in March 2014.
- **COMPLETE!** The service was initiated on March 31, 2014.

Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.

- **NVTA Funds:** \$4,335,000
- **Status:** Planning and design underway; construction of the interchange begins in Fiscal Year 2018; construction of the local road that connects to the interchange (Long Bridge Drive) begins in Fiscal Year 2016.
- **Completion:** By 2018 (Long Bridge Drive) and by 2020 (interchange)

Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.

- **NVTA Funds:** \$12 million
- **Status:** Design notice to proceed was provided in October 2014. Invitation to Bid scheduled for release December 2015, with construction expected to be under way in spring 2016.
- **Completion:** Fall 2018

Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.

- **NVTA Funds:** \$1.5 million
- **Status:** Construction contract awarded in February 2015. Project will break ground May 2015.
- **Completion:** December 2015.

LOUDOUN COUNTY

Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.

- **NVTA Funds:** \$1 million
- **Status:** In process of acquiring the identified property.
- **Completion:** Acquisition of land anticipated by end of 2015.

LC Transit Buses – New transit buses to introduce Silver Line connecting service.

- **NVTA Funds:** \$880,000
- **Status:** Buses have been ordered.
- **Completion:** Anticipated delivery by May 2016.

Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.

- **NVTA Funds:** \$20 million
- **Status:** Contractor selection in process for Design/Build. Contract award June 2015.
- **Completion:** December 2018

PRINCE WILLIAM COUNTY

Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway; including a multi-use trail on the west side and a sidewalk on the east side.

- **NVTA Funds:** \$3 million
- **Status:** Design contract was approved by Board of Supervisors on March 3, 2015.
- **Completion:** Design December 2016. Construction advertisement December 2018.

Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes relocation and re-alignment of Route 215 (Vint Hill Road) and construction of a multi-use trails on the south side and a sidewalk on the north side.

- **NVTA Funds:** \$28 million
- **Status:** In right-of-way phase. Purchased 34 of the 56 properties. Utility relocation to be completed by spring 2015.
- **Completion:** December 2017

Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.

- **NVTA Funds:** \$2 million
- **Status:** The City expects to make a decision on the Locally Preferred Alternative in spring 2015, with a Record of Decision by spring 2016.
- **Completion:** The station is expected to open by the end of 2018.

Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.

- **NVTA Funds:** \$450,000
- **Status:** An Invitation to Bid is expected by May 2015. Installation is expected to commence in late summer/early fall 2015.
- **Completion:** Winter 2016/2017

Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.

- **NVTA Funds:** \$660,000
- **Status:** Procurement documents are in development. Design begins in spring 2015.
- **Completion:** Winter 2016/2017

DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.

- **NVTA Funds:** \$1,462,500
- **Status:** Delivery expected to commence in late spring 2015.
- **Completion:** Fall 2015

Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widens Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.

- **NVTA Funds:** \$5 million
- **Status:** Utility relocations. Construction is expected to commence in spring 2016.
- **Completion:** 2017 or 2018, depending on utility relocations

Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.

- **NVTA Funds:** \$200,000
- **Status:** Final engineering review. Easement acquisition and procurement expected to commence during spring 2015.
- **Completion:** Fall 2015

Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed. Project includes design, ROW acquisition and construction.

- **NVTA Funds:** \$700,000
- **Status:** Engineering/initial design begun. Construction expected to commence in summer 2015.
- **Completion:** Summer 2017

Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.

- **NVTA Funds:** \$300,000
- **Status:** Engineering/initial design begun. Construction expected to commence in summer 2016.
- **Completion:** Early 2017

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.

- **NVTA Funds:** \$559,275
- **Status:** Delivery of bus in spring 2014. Approved for payment in August 2014.
- **COMPLETE!**

Alexandria Station Tunnel – This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.

- **NVTA Funds:** \$1.3 million
- **Status:** Preliminary engineering has begun and a schedule developed. 30% plans are due in June 2015. Coordination with VDOT for environmental documentation review and particularly the Effect Determination with the new West Platform elevator and stairway introduced to address the at-grade crossing elimination.
- **Completion:** Summer 2017

Gainesville to Haymarket Extension – Corridor study and preliminary development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.

- **NVTA Funds:** \$1.5 million
- **Status:** Contract awarded March 2015; execution is awaiting REF funding agreement.
- **Completion:** Spring 2018

Lorton Station Second Platform – This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.

- **NVTA Funds:** \$7.9 million
- **Status:** Update of prior second-platform preliminary engineering PE underway with Fairfax County and DRPT to accommodate new CSXT platform requirements.
- **Completion:** Fall 2016

Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.

- **NVTA Funds:** \$12.4 million
- **Status:** VDOT issued Notice to Proceed in January 2015. Substantial completion expected in winter 2016.
- **Completion:** Summer 2017

Route 28 Widening Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.

- **NVTA Funds:** \$20 million
- **Status:** VDOT issued Notice to Proceed in January 2015. Substantial completion expected in winter 2016.
- **Completion:** Summer 2017

Route 28 Widening McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.

- **NVTA Funds:** \$11.1 million
- **Status:** VDOT issued Notice to Proceed in January 2015. Substantial completion expected in winter 2016.
- **Completion:** Summer 2017

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/Arlington County/Alexandria) – Corridor study to study transit options on Route 7.

- **NVTA funds:** \$838,000 (100 percent of study cost)
- **Status:** Study underway. Issued the full Notice to Proceed in November 2014. Finalized Outreach Plan in January. Virtual public kick-off scheduled for April 20, 2015.
- **Completion:** Study expected to be complete in March 2016.

TOWN OF HERNDON

Intersection Improvements (Herndon Parkway/Sterling Road) – Funding for street capacity improvements for congestion relief. Project includes ROW acquisition and construction.

- **NVTA funds:** \$500,000
- **Status:** Right of way acquisition for sidewalk improvements.
- **Completion:** Highway improvement became operational in November 2014. Sidewalk improvements are expected during the first half of 2015.

Intersection Improvements (Herndon Parkway/Van Buren Street)—Funding for street capacity improvements for congestion relief.

- **NVTA funds:** \$500,000
- **Status:** Procurement approved and awarded in February 2015.
- **Completion:** Expected in 2018, prior to the opening of Dulles Metrorail Phase II.

Access Improvements (Silver Line Phase II – Herndon Metrorail Station)

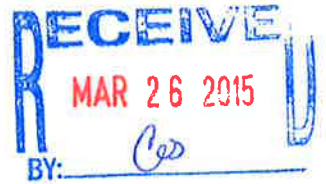
- **NVTA funds:** \$1.1 million
- **Status:** Procurement approved and awarded in March 2015. ROW acquisition/street dedication is to begin in early 2016 to be ready for construction in 2017.
- **Completion:** Expected in 2018, prior to the opening of Dulles Metrorail Phase II.

TOWN OF LEESBURG

Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.

- **NVTA funds:** \$1 million
- **Status:** VDOT conducting survey work.
- **Completion:** Interchange Justification Report expected complete in 2017.

Correspondence Section



ROUTE 66 INSIDE THE BELTWAY - SOLUTION

The bottleneck on Route 66 from the Beltway through Arlington gets worse every year and NOBODY HAS A SOLUTION. Arlington does not want to expand the road and take away the property on the two sides and they are against the whole idea of putting extra lanes on the highway. Solution- No Solution.

So let's think outside the box. When bridges get overloaded we double-deck the bridge. So why can't we double deck the highway inside the beltway where there is no room to widen the highway. Where you can put in two extra lanes without a problem that should be done. Where the highway is too narrow for two extra lanes lets double deck the highway. It was done in San Antonio and Austin.

Sounds radical but is the only solution that will be cost effective and Arlington County might consider. The new lanes could pay for themselves by charging to use the new four lanes. And the new lanes would go directly to and from D. C. without any exits to simplify construction. They would be called Super Lanes that drives would pay a small fee to expedite their commute.

Construction would not have to incumber commuters and slow traffic by building two lanes at a time. The work on the first two lanes would be done at night between 9 PM to 5 AM and the other two lanes would be used for traffic coming and going to and from D. C. So daily commuters would not be inconvenienced by the construction.

When the first two new lanes are completed the next two lanes can be constructed the same way and you would have four new lanes for traffic that can be used for incoming or outgoing traffic.

The total cost for the extra lanes would cost no more than buying the property on the sides of the highway and adding only ONE extra lane plus you can collect a fee to use the Speed Lanes to and from D. C. to help pay for the construction. Adding two lanes instead of one lane would make the road less immune from overcrowding for many more years than adding only one new lane. And it would not disturb traffic as adding one extra lane would.

This of course is thinking outside the box but it seems to me the only long term solution that could alleviate this growing bottleneck and it could pay for itself.

Joel Lasko
8047 Park Overlook Dr.
Bethesda, Md. 20817

301-469-0084



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Construction would not have to inconvenience commuters and slow traffic by building two lanes at a time. The work on the first two lanes would be done at night between 9 PM to 5 AM and the other two lanes would be used for traffic coming and going to and from D. C. So daily commuters would not be inconvenienced by the construction.

When the first two new lanes are completed the next two lanes can be constructed the same way and you would have four new lanes for traffic that can be used for incoming or outgoing traffic.

The total cost for the extra lanes would cost no more than buying the property on the sides of the highway and adding only ONE extra lane plus you can collect a fee to use the Speed Lanes to and from D. C. to help pay for the construction. Adding two lanes instead of one lane would make the road less immune from overcrowding for many more years than adding only one new lane. And it would not disturb traffic as adding one extra lane would.

This of course is thinking outside the box but it seems to me the only long term solution that could alleviate this growing bottleneck and it could pay for itself.

Joel Lasko
8047 Park Overlook Dr.
Bethesda, Md. 20817

301-469-0084

Rec'd
4/2/15



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall
Alexandria, Virginia 22313
703-746-4025

alexandriava.gov

March 30, 2015

Dear Interested Party,

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), has prepared a Draft Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project would include the construction of a new Metrorail Station, associated track improvements, and pedestrian bridges. The proposed station would be located at Potomac Yard within the City of Alexandria, Virginia along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The project is proposed to improve local and regional transit accessibility to and from the Potomac Yard area adjacent to the U.S. Route 1 corridor for current and future residents, employees, and businesses.

The Executive Summary of the Draft EIS is attached to this letter and the full Draft EIS document can be accessed from the attached Compact Disk (CD) or from the project website: <http://potomacyardmetro.com>. If you would prefer a hardcopy of the Draft EIS please contact Lee Farmer by email at lee.farmer@alexandriava.gov or by telephone at (703) 746-4146.

Written comments on the Draft EIS will be accepted until **May 18, 2015**:

By email: comments@potomacyardmetro.com

or

writtentestimony@wmata.com

By mail: Potomac Yard Metrorail Station EIS
P.O. Box 16531
Alexandria, VA 22302

or

Office of the Secretary
WMATA
600 Fifth Street, NW
Washington, DC 20001

March 30, 2013

Page 2

A public hearing on the Draft EIS will be held as part of the National Environmental Policy Act (NEPA) process at the following time and location:

Thursday, April 30, 2015
6:30pm (Open House) and 7:00pm (Hearing)
Cora Kelly Recreation Center
25 W. Reed Avenue
Alexandria, VA 22305

The location of the hearing is wheelchair accessible. Shuttle buses from the Braddock Road Metrorail Station will be provided and will depart the station at 5:00pm, 5:30pm, 6:00pm, and 6:30pm. Return shuttle will depart the Cora Kelly Recreation Center at the conclusion of the hearing. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Pena at 202-962-2511 or TTY 202-962-2033 as soon as possible in order for WMATA to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the hearing.

Sincerely,



Sandra Marks, AICP
Deputy Director

Enclosures - 2

cc: Yon Lambert, AICP, Director, T&ES
Lee Farmer, Potomac Yard Project Manager, T&ES
Elizabeth Patel, Federal Transit Administration



Please join the
Northern Virginia Transportation Authority (NVRTA)
for the
Route 28 Widening and Improvement Ground-breaking
May 11, 2015 at 1 p.m.
Innovation Avenue Bridge, Sterling, Virginia
(Located between Route 606 and the Dulles Interchange)



NVRTA's Route 28 Ground-breaking and FY2015-2016 Project Construction Summer Kick-off

The Route 28 Widening and Improvement project will make commuting easier in Fairfax, Loudoun and Prince William counties.

- **In Fairfax:** Route 28 North will be widened from McLearn Road to the Dulles Toll Road and Route 28 South will be widened from the Dulles Toll Road to Route 50.
- **In Loudoun:** Route 28 South will be widened from Sterling Boulevard to the Dulles Toll Road, providing much needed "hot spot" improvements.
- **In Prince William:** Route 28 will be widened from Linton Hall Road to Vint Hill Road, which will be realigned; sidewalks and multi-use trails will be added.

The Authority and its FY2015-2016 Projects are a collaborative effort to improve mobility and provide congestion relief in Northern Virginia.



County of Fairfax,
Virginia



County of Loudoun,
Virginia



County of
Prince William,
Virginia



Virginia
Department of
Transportation

* **Innovation Avenue Bridge is currently not open to public traffic, but will be open the day of the event for participants.**

Ground-breaking Directions

From points North:

Take Route 28 South to the future Innovation Avenue Exit. Staff will be on hand to direct the parking of attendees.

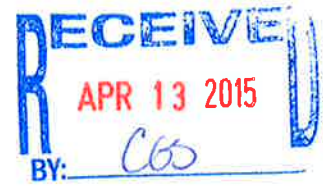
From points South:

Take Route 28 North, going past the Innovation Avenue Exit. Take the next exit, Route 606 West, and immediately take a right at the top of the loop onto the exit for Route 28 South. Take Route 28 South to the future Innovation Avenue Exit. Staff will be on hand to direct the parking of attendees.

The Innovation Avenue Bridge and Exit Ramp
Route 28 Ground-breaking Event Site



In accordance with Title VI and ADA requirements, please contact the Fairfax County Department of Transportation at 703-877-5600, TTY 711 to request reasonable Title VI or ADA accommodations, including printed material in an alternate format or translated, and interpreter services for public events.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

4975 Alliance Drive
Fairfax, VA 22030

April 9, 2015

The Honorable Martin E. Nohe, Chairman
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Chairman Nohe:

The Commonwealth Transportation Board (CTB) will conduct a public hearing for citizens in Northern Virginia on April 28, 2015, at 6:00 p.m. at the Virginia Department of Transportation's Potomac Conference Center, 4975 Alliance Drive, Fairfax, VA 22030. This public hearing will give citizens the opportunity to review and provide comments on projects and programs to be included in the Fiscal Year 2016-2021 Six-Year Improvement Program (FY2016-2021 SYIP), including highway, rail and public transportation initiatives. These projects and programs represent important improvements to address safety, congestion and preservation of Virginia's transportation network. Written comments may also be submitted during the hearing, or they may be mailed or e-mailed afterwards.

Your input is also needed on a how transportation projects should be scored through a new prioritization process that is being developed under House Bill 2. This process will help determine critical transportation needs through a fair and objective analysis. The draft Policy Guide describing the new prioritization process has been made available for public comment and can be found at http://www.virginiahb2.org/docs/HB2PolicyGuide_3_18_2015-draft.pdf.

You are encouraged to attend the public hearing in our region, or one of the other hearings listed on the attached list of public hearings if it is more convenient for you. If you cannot attend the hearing, you may send your comments to Infrastructure Investment Director, Virginia Department of Transportation, 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov. Comments on the draft SYIP will be received until May 22, 2015. For more information, please visit <http://www.virginiadot.org/projects/syp-default.asp> or <http://www.virginiahb2.org>. You may also want to review the HB2 presentations that have been presented at the CTB meetings, available on line at <http://www.ctb.virginia.gov/meetings.asp>.

The Honorable Martin E. Nohe
April 9, 2015
Page 2

If you have any questions prior to the meeting, please contact Maria Sinner, P.E., Assistant District Administrator for Planning and Investment, at maria.sinner@vdot.virginia.gov or (703) 259-2342.

We will truly appreciate your attendance at this session.

Sincerely,



Helen L. Cuervo, P.E.
District Engineer
Attachment

Copy: Maria Sinner, P.E.

FY2016-2021 DRAFT SYIP PUBLIC HEARING DATES AND LOCATIONS

All meetings will begin at 6:00 p.m.

<p><u>Tuesday, April 21, 2015</u> Blue Ridge Community College Plecker Center for Continuing Education One College Lane Weyers Cave, VA 24486</p>	<p><u>Wednesday, April 22, 2015</u> Holiday Inn Downtown 601 Main Street Lynchburg, VA 24504</p>	<p><u>Thursday, April 23, 2015</u> Hampton Roads Planning District Commission 723 Woodlake Drive Chesapeake, VA 23320</p>
<p><u>Tuesday, April 28, 2015</u> VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030</p>	<p><u>Wednesday, April 29, 2015</u> Northside High School 6758 Northside High School Road Roanoke, VA 24019</p>	<p><u>Thursday, April 30, 2015</u> Germanna Community College Center for Workforce & Community Education 10000 Germanna Point Drive Fredericksburg, VA 22408</p>
<p><u>Monday, May 4, 2015</u> Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210</p>	<p><u>Tuesday, May 5, 2015</u> Thomas J. Fulghum Conference Center Chesterfield Career & Technical Center at Hull Street Road 13900 Hull Street Road Midlothian, VA 23112</p>	<p><u>Monday, May 11, 2015</u> Germanna Community College Daniel Technology Center 18121 Technology Drive Culpeper, VA 22701</p>