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**Testimony of Sharon Bulova, Chairman,
Fairfax County Board of Supervisors
Regarding the
Proposed Draft FY 2013 - 2018 Virginia Department of Transportation Six-Year Improvement
Program for Interstate, Primary, and Urban Systems and Public Transportation
October 25, 2011**

Secretary Connaughton, Commissioner Whirley, Director Drake, and members of the Commonwealth Transportation Board: I am Sharon Bulova, Chairman of the Fairfax County Board of Supervisors.

I am here today to present testimony on behalf of the Board. I appreciate this opportunity to testify before you to provide comments for the Draft FY 2013-2018 Six-Year Improvement Program for Interstate, Primary, and Urban Systems and Public Transportation. This testimony was approved by the Fairfax County Board on October 18, 2011.

The Board recognizes and appreciates the funding for the County's priorities included in the Adopted FY 2012-2017 Six-Year Program. These include:

- That the state has honored its commitment to the Federal Government by providing the local match for WMATA's Capital and Safety Improvements.
- Over \$32 million for Active Traffic Management along I-66,
- Funds to address Route 7 congestion between Reston Avenue and Lewinsville Road,
- The numerous projects in the program to improve safety and upgrade the signal and pedestrian facilities throughout the County,
- \$11 million to purchase new buses for the Fairfax Connector, and
- \$700,000 to continue our Transportation Demand Management Program.

Also, representatives of the Virginia Department of Transportation worked closely and cooperatively with the County's Department of Transportation staff to develop and submit a \$185 million BRAC-related Office of Economic Adjustment grant proposal for funding for the widening of Route 1 between Telegraph Road and Mount Vernon Highway. The Board would like to request VDOT's continued cooperation and close coordination as the project is implemented.

As appreciative as we are for the increased resources going to transportation, we believe additional funding is essential to fix our transportation infrastructure. Fairfax County, like other localities throughout Virginia, still has numerous critical projects that require funding, including some that I previously mentioned. In particular, significant state assistance will be needed to transform Tysons Corner from a suburban office development to a transit-oriented, mixed-use area that continues to provide significant revenues to the Commonwealth well into the future. Other major improvements are necessary to manage the influx of personnel to Fort Belvoir, address the costs associated with the Dulles Rail Phase II, and improve I-66.

Specifically, there still remains a need for additional funding for several of the County's priority projects. These include:

- Dulles Rail Project – Phase II: At least \$150 million to reduce the cost of the project to be borne by Dulles Toll Road users.
- Jones Branch Drive Connector – Needed to mitigate congestion in Tysons Corner.
- Tysons Corner Roadway Improvements – This is a \$1.2 billion program of projects. Currently, only \$22.6 million is funded in the Adopted FY 12 through FY 17 Six-Year Program.
- Tysons Metrorail Access Improvements.
- Route 7 Improvements – There are multiple segments that need various improvements, including some in Tysons Corner, as well as the widening of the road from Reston Avenue to the Beltway.
- Reconstruction of the I-95/Fairfax County Parkway Interchange at Newington.
- Rolling Road improvements, including the widening of the road from the Fairfax County Parkway to Old Keene Mill Road, and the new loop road at the Fairfax County Parkway and Rolling Road.

- Funding for the ramp from the I-395 HOV lanes to Seminary Road, as well as other improvements needed to accommodate the end of the I-95 HOT lanes near Edsall Road.
- Route 236/Beauregard Street Intersection Improvements.
- Reinstating the \$195 million previously agreed to for the bus service portion of the I-95 HOT Lanes project.
- Funding for design of I-66/Route 28 interchange improvements.

The Board requests any further assistance the state can provide for these critical projects. We also request your approval of NVTA's CMAQ and RSTP recommendations as submitted by NVTA, including the Columbia Pike Streetcar project, the Rolling Road Loop Ramp, Tysons Metrorail Access Improvements, the Reston Metrorail Access Group recommendations, and the Springfield Multimodal Transportation Hub project. The Board also urges VDOT to move the I-66 Corridor Tier I Environmental Impact Statement Study, outside the beltway, forward expeditiously and include significant local participation in the study.

Lastly, while the Board appreciates the General Assembly's actions to provide short-term funding for transportation projects during their last session, it is concerned that the CTB has allocated hundreds of millions of dollars to transportation projects in rural areas of the state. The Board wants to ensure that Northern Virginia receives its fair share of this funding, as the Washington metropolitan area continues to have the most congestion in the country.

The Commonwealth must now work to adopt a long-term solution to fully address the needs of our transportation operations, maintenance, and construction programs; one that must include new dedicated and sustainable multi-modal revenues.

We need your assistance in addressing these issues, and many other challenges. We will continue to work with the General Assembly to reach a long-term dedicated and sustainable solution for Virginia's transportation funding situation as soon as possible.

We request that the Board's testimony be made a part of the Draft Six-Year Program public hearing record, and that full consideration be given to these comments in preparing the draft allocation document

for FY2013 – FY2018 in the spring of 2012. Thank you for this opportunity to provide comments on behalf of Fairfax County. If you need any further clarification or information, please let me know.