

# Transportation Policy Goals



**Air Quality** – Support policies to encourage new technology-based solutions, including higher vehicle gas mileage standards to reduce carbon dioxide and greenhouse gases; and hold the region harmless for airborne ground-level ozone generated outside the region.

**Airport Accessibility and Capacity** – Support improved ground access to Washington Dulles International Airport to ensure the airport is able to meet projected passenger and freight demands. Support Dulles Airport's Phase II expansion program including new runways.

**Allocation Formula Equity** – Adjust the state funding formula to provide greater equity to Northern Virginia.

**Base Realignment and Closure (BRAC) Improvements** – Increase funding and accelerate construction of road and transit improvements necessary to support relocation of defense-related jobs in southeastern Fairfax County and elsewhere.

**Federal Re-Authorization** – Increase Virginia's federal funding share and resources for projects beneficial to the area. Oppose counting federal earmarks against Virginia's federal share.

**High Occupancy/Toll (HOT) Lanes** – Support appropriate use of HOT Lanes at the regional and state level, providing resources necessary for VDOT to efficiently evaluate and implement proposals, and requiring the state to ensure facility designs meet overall transportation network needs.

**Highway Standards** – Allow greater urban/suburban area design standards flexibility in ways that do not jeopardize public safety. Reclassify the road network based on functionality.

**Performance-Based Prioritization** – Support preparation of a prioritized, multi-modal, regional transportation plan based upon performance measures such as the ability to improve travel times, reduce congestion, and move the most people and goods in the most cost-effective manner.

**Public Transit Accountability and Efficiency** – Support representation of the Commonwealth of Virginia on the WMATA Board of Directors by a gubernatorial appointee.

**Regional and Statewide Funding Sources** – Ensure the sufficiency of regional funding and work to increase sustained state funding for maintenance and construction.

**Regional Security** – Require federal, state and regional officials to prepare and fund a package of security-related transportation projects to facilitate activity center evacuation and emergency response mobility in the wake of a terrorist attack.

**Strategic Right-of-Way Preservation** – Support the Commonwealth taking a more aggressive role in identifying and protecting new regional and interstate transportation corridors.

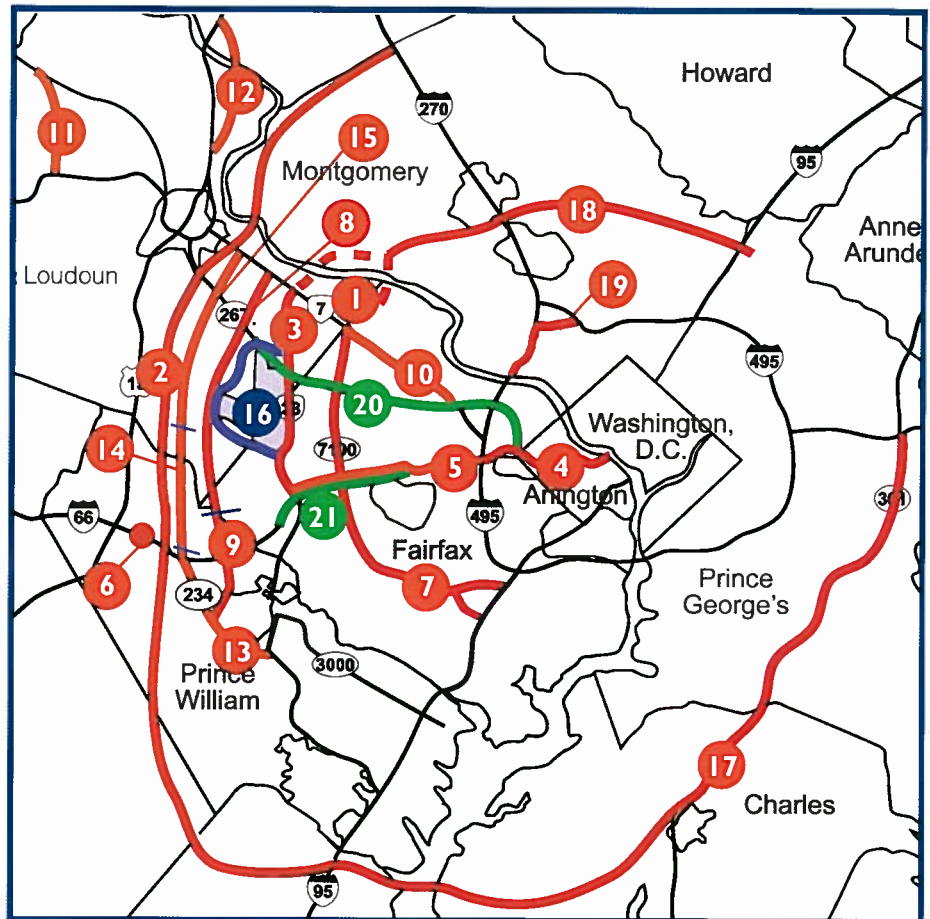
**Transportation-Oriented Development** – Support land use policies that encourage higher density, mixed use development near major transportation corridors and public transit hubs to maximize past and future transportation investments.

**Transportation Trust Fund** – Restore public confidence with a protective constitutional amendment or other legislative measures to prevent diversion of transportation revenues.

# Most Important Missing Transportation Links

## ROADS AND BRIDGES

- 1 Northern Potomac Crossing (Techway)** Construct limited access parkway and transit corridor with new Potomac River bridge linking Dulles/Reston with Rockville/Gaithersburg.
- 2 Western Corridor** Identify and protect corridor and construct limited access parkway linking Fredericksburg/Stafford with Frederick/Montgomery Counties in Maryland.
- 3 Route 28** Widen to 8-lanes between I-66 and Route 7.
- 4 Third I-66 Lane Inside Beltway** Construct one new lane in each direction.
- 5 I-66 Lane Outside Beltway** Rehabilitate existing road foundation and upgrade to new multi-modal facility with additional conventional lanes and rail extension right-of-way.
- 6 I-66/Route 29 Gainesville Interchange** Expedite construction.
- 7 Fairfax County Parkway Upgrade** Expedite construction of Engineering Proving Grounds segment to I-95. Accelerate conversion of signalized intersections to grade-separated interchanges and of entire facility to originally-planned limited access design.
- 8 Loudoun County Parkway** Complete construction by 2012 and limit access points.
- 9 Tri-County Parkway** Construct on the three-county master plan alignment.
- 10 Route 7 Upgrade** Re-construct as limited access facility with a minimum of three lanes in each direction between the Fairfax/Loudoun Line and Dulles Toll Road in Tysons Corner.
- 11 Route 9 Relocation** Preserve right-of-way to allow for relocation west of Hillsboro on new limited access corridor connecting to Route 7 at Purcellville.
- 12 Route 15 Relocation** Preserve right-of-way to allow for relocation and construction of a 4-lane, limited access facility north of Leesburg and east of Lucketts connecting to a new Potomac River bridge east of Point of Rocks.
- 13 234 Bypass/Prince William Parkway** Upgrade to limited access facility with grade-separated interchanges between Route 234/Dumfries Road and I-66.
- 14 Route 234 Extended** Construct as limited access facility between I-66 in Prince William County and Route 50 in Loudoun County.



- 15 Route 659/Belmont Ridge Road** Upgrade to four lanes, limited access, with design speed of 60 mph between Route 7 and Route 50 and connecting to Route 234 Extended in Prince William County.
- 16 Dulles Loop** Upgrade 18-mile circumferential consisting of portions of Routes 28, 50 and 606 to improve traffic flow around and access to Dulles Airport.
- 17 Eastern Bypass** Construct limited access parkway between I-95 and an upgraded Maryland Route 301 or alternative parallel corridor.
- 18 MD InterCounty Connector** Complete construction by 2011.
- 19 MD Beltway** Widen Wisconsin Avenue to American Legion Bridge.

## PUBLIC TRANSIT

- 20 Dulles Corridor Transit** Extend Metrorail to Tysons, Reston, Dulles Airport and Eastern Loudoun County in a manner equitable to users and landowners. Expand bus transit as demand warrants until rail extension is complete.
- 21 I-66 Corridor Transit** Improve express bus access to Vienna Metro Station and extend rail service to Centreville/Manassas.

For more information, please visit [www.nvta.org](http://www.nvta.org).

NOTE: Numerical order does not necessarily indicate prioritization.