

The background features abstract, overlapping geometric shapes in various shades of blue, ranging from light sky blue to deep navy blue. The shapes are primarily triangles and polygons, creating a dynamic, layered effect. The central area is white, providing a clean space for the text.

**Fix It!**

**Four Point Plan**

**Reforming Northern Virginia Transportation**

# Fix It!

1. Stop Mis-allocating SMART SCALE Monies
2. Toll Relief- I-66 Inside the Beltway
3. Toll Relief- Dulles Greenway
4. Accountability- Transportation Lockbox  
Legislation and Constitutional Amendment

# 1. Stop Mis-allocating SMART SCALE Monies

Northam's transit-heavy recommended project list for Northern Virginia:

- Benefit: 61% Land Use vs. 7% Congestion Mitigation
- \$52.9 million, over ¼ of NoVa SMART SCALE, to fund a 2nd entrance @ Crystal City Metro (near Amazon HQ2)
- 92% of NoVa funding directed to transit projects
- \$16 of \$200 million in NoVa state funding for highways
- SMART SCALE process is legislatively mandated to “...ensure that **congestion mitigation...** is weighted highest among the factors in the prioritization process...” in Northern Virginia

# 1. Stop Mis-allocating SMART SCALE Monies

## Sample statement 1:

The SMART SCALE funding recommendations released in mid-January by the Northam Administration left many very important projects out in the cold while diverting monies intended for congestion relief to recommendations such as \$52.9 million, over one quarter of Northern Virginia total Smart Scale spending, to fund a second entrance to a Metro station in Crystal City, near Washington, DC, and the new Amazon HQ2.

# 1. Stop Mis-allocating SMART SCALE Monies

## Sample statement 2:

These recommendations are nothing short of outrageous and demonstrate beyond any shadow of a doubt that SMART SCALE scoring is failing those who see the dire need for congestion relief; scoring is not following the legislative mandates imposed by the Virginia Legislature in 2014. Northern Virginia's notorious congestion will not go away if 70% of the estimated benefit of projects comes from Land use, Economic Development, and Accessibility; with another 18% from Environment.”

# 1. Stop Mis-allocating SMART SCALE Monies

**Short Term Goal...** Action Items-- Rescore 3rd round projects and appeal to Commonwealth Transportation Board to accept revised recommendations

**Long Term Goal...** Press for a thorough revision to the Smart Scale process to significantly increase the weighting of congestion relief and get this rating program fixed and functioning so our precious dollars benefit drivers and not developers. Stop funding trails and developer-friendly Metro & BRT projects. Get our road hot spots fixed!

**General...**Public Hearings on the plan are underway. The Northern Virginia meeting is scheduled for Monday, May 13<sup>th</sup>, at 6:00pm at VDOT's Northern Virginia District Office located at 4975 Alliance Drive, Fairfax, VA 22030.

More information and an **online comment form** are located at <http://www.ctb.virginia.gov/planning/springmeetings/>

# 1. Stop Mis-allocating SMART SCALE Monies

- Rescore NoVa: Congestion Mitigation 65%, Safety 10%, Accessibility 10%, Land Use 5%, Economic Development 5%, Environmental quality 5%
- Provide better metrics to ensure that Transit and Highway projects are scored consistently, transparently, and fairly relative to each other.
- Revise current 3-step allocation process to ensure that the best projects in each district have a fair shot at the Statewide High Priority (HPP) funds.
- Revise the “Project Readiness” standards to allow more discretion for projects to move forward even though necessary, but expected studies, approvals, etc. have not yet been finalized (Rt. 28, Rt. 15 projects among [FY2020 “Screened out” applications](#)). These projects are still 4 years out; if something “falls through” there is time to pull the project and add other projects to the plan in time.
- Accountability--New Interstate funds (Diesel tax, truck fees, road fees) from the I-81 bill to areas outside of NVRTA/ I-81 corridor should be subject to SMART SCALE - as per Virginia Dept. of Legislative Services, new monies are not.

# 1. Stop Mis-allocating SMART SCALE Monies

## Resources:

SMART SCALE website: <http://vasmartscale.org/>

[Review of SMART SCALE Round 3 - Presented by Delegate LaRock](#)

## News Articles:

[VDOT, WE NEED TO DO SOMETHING](#) News & Advance Editorial

[Local Smart Scale projects deserve funding](#) EDITORIAL FREE

LANCE-STAR Oct 20, 2018

## 2. Toll Relief- I-66 Inside the Beltway

### Statement:

We need to reduce tolls on I-66 ITB and reduce hours of tolling. Stop wasting I-66 ITB toll dollars on bike share, pedestrian trails, and big screen TVs. The requirement set in connection with the Commuter Choice program is that these projects benefit toll-payers!

## 2. Toll Relief- I-66 Inside the Beltway

### THE FIX:

1. Cap tolls to help commuters on I-66 ITB by refunding EzPass balances over \$200/month (\$5 one way x 10 trips per wk. X 4 weeks/month= \$200) until the new eastbound lane opens in fall of 2020. This approach leaves toll rates posted to deter overuse/congestion showing up on screens.
2. Move the Commuter Choice Program (spending I-66 ITB tolls) away from the NVTC (exclusively transit organization)
3. Put the Northern Virginia Transportation Authority, (NVTA) in charge of I-66 ITB toll revenue so that I-66 ITB toll money will be used for roads and transit projects that have real bang for the buck in Northern Virginia.
4. Implement tolling of reverse commuters to send additional revenue to NVTA for actual I-66 corridor improvements.

## 2. Toll Relief- I-66 Inside the Beltway

### Information / Resources:

- I-66 Inside the Beltway tolling information: <http://66expresslanes.org/>
- Commuter Choice Program: [I-395](#) and [I-66 ITB](#)
- Eastbound widening, East Falls Church Metro access, and W&OD trail bridge projects (these are NOT funded by toll revenues): <http://inside.transform66.org/default.asp>

### 3. Toll Relief- Dulles Greenway

- We routinely revise regulatory structures in Virginia law, i.e., taxation, healthcare, alcohol and tobacco products, Public-Private Partnerships.
- The very reasonable goal which will restore the SCC to its proper role as regulator of the Greenway tolls is to Pass [HB 2799](#) (LaRock), a CONSUMER PROTECTION BILL to clarify the powers and responsibilities of the State Corporation to regulate the Greenway.
- The Greenway lobbyists improperly claim that amending the Virginia Highway Corporation Act of 1988 is akin to a breach of contract. That argument is hogwash legally (verified by the Office of the AG).
- HB 2799 simply updates the Virginia Highway Corporation Act of 1988.

### 3. Toll Relief- Dulles Greenway

#### HB 2799:

1. Amends the powers and responsibilities of the State Corporation Commission (SCC) to regulate toll road operators under the Virginia Highway Corporation Act of 1988.
2. Defines relevant terms of Virginia Highway Corporation Act
3. Instruct the SCC to initiate an investigation into the tolls charged by all operators subject to the Act including the period of 2008-2020.
4. Provides that profits from increased use of the road will not trigger “unreasonable rate of return provisions.”
5. Related party deals must be disclosed (no insider/ family and friends deals)
6. Instructs distance-based tolling should be used

### 3. Toll Relief- Dulles Greenway

#### Achieving the Goals...

- Assemble a review panel in cooperation with Commerce and Labor Chair Del. Terry Kilgore, the SCC and others to fact check the claims made by the Greenway in the bill hearings in 2019 Assembly session.
- Request the SCC do a complete review of tolls going back over the 10-year period while The Mark Herring Sweetheart Deal was in effect, and adjust current tolls to a fair rate.

## 4. Accountability- Transportation Lockbox Legislation & Constitutional Amendment

- In 2013, the General Assembly made a bold commitment to transportation. Through new, dedicated sources of funding for regional and statewide transportation projects, HB2313 is delivering transportation projects for Virginians. A lockbox is consistent with that commitment and protects that funding moving forward.
- While language was included in House Bill 2313 passed in 2013 and the recently-passed I-81 funding bill, to protect new Northern Virginia regional transportation funds from misallocation, no such protections exist for other transportation revenues which constitute the largest share of transportation funding in Virginia.
- Transportation Lockbox Legislation and an Amendment to the Virginia Constitution will close that gap.
- **Preserving transportation funding is key to a prosperous Commonwealth.** Transportation is vitally important to economic development, business growth, and quality of life across the Commonwealth.

## 4. Accountability- Transportation Lockbox Legislation & Constitutional Amendment

- This is particularly important for Northern Virginia and Hampton Roads, regions that face an ongoing transportation crisis and have additional, dedicated taxes which residents were promised would go to transportation.
- Smart Scale rates projects, but a Lock Box amendment to the Virginia Constitution would protect those regional transportation dollars.
- Previous raids on funding adversely affected the development of new transportation infrastructure
- Since 1990, Virginia has twice raided the Transportation Trust Fund to pay for other General Fund initiatives, and, despite being repaid, caused the Commonwealth to fall behind in funding its transportation construction needs.
- There are many good reasons the business community and transportation advocates support this bill.

## 4. Accountability- Transportation Lockbox Legislation & Constitutional Amendment

### Support for Transportation Lockbox

*(note this is a partial list of groups who have supported recent Lockbox initiatives in Virginia)*

Northern Virginia Transportation Alliance

Northern Virginia Transportation Coalition

Northern Virginia Chamber of Commerce

Hampton Roads & Roanoke Regional Chamber

Northern Virginia Chamber Partnership

Dulles Regional, Greater Reston, Loudoun County,

Mount Vernon Lee Chambers of Commerce

Prince William Chamber of Commerce

AAA Mid-Atlantic & AAA Tidewater

Numerous highway construction organizations, engineers, etc.

# I-95/395/495

I-95 Corridor Improvement Plan study

- [HJ581 \(Del. Mark Cole\)](#)
- [SJ 276 \(Sen. Bryce Reeves\)](#)
- April 2019 CTB [I-95 presentation](#)

Current Express lanes projects:

- [I-95 Express Lanes Fredericksburg Extension](#)
- [I-395 Express Lanes](#)
- [495 Express Lanes Northern Extension](#)

I-95 Rappahannock River Crossing [projects by VDOT:](#)

- [I-95 Southbound Rappahannock River Crossing between Exit 130 \(Route 3\) and Exit 133 \(Route 17\)](#)
- [I-95 Northbound Rappahannock River Crossing](#)