

Sarah Camille Hipp

From: Brown, Bob <Bob.Brown@loudoun.gov>
Sent: Tuesday, May 01, 2018 3:42 PM
To: Monica Backmon
Cc: Keith Jasper; Sarah Camille Hipp
Subject: 05-09-18 Public Hearing Agenda Summary
Attachments: Item 02 Proposed FY18-23 Northern Virginia Transportation Authority Six Year Program.pdf; 05-09-18 Public Hearing Agenda Summary.pdf

FYI b

Date of Hearing: May 9, 2018

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**BOARD OF SUPERVISORS
PUBLIC HEARING
STAFF REPORT**

SUBJECT: Proposed FY 2018 – FY 2023 Northern Virginia
Transportation Authority Six Year Program

ELECTION DISTRICT(S): Countywide

CRITICAL ACTION DATE: May 10, 2018

STAFF CONTACT(S): Robert S. Brown Transportation and Capital Infrastructure
Joe Kroboth, III, Transportation and Capital Infrastructure

PURPOSE: The purpose of this Item is to allow the public to comment on Northern Virginia Transportation Authority's (NVTA) proposed Six Year Improvement Program (SYP), which was released to the Public by NVTA on April 13, 2018.

RECOMMENDATION: No Action by the Board of Supervisors is required

BACKGROUND: On October 12, 2017, the NVTA Board adopted the newly updated TransAction Plan¹. A companion document to the TransAction Plan is the Project Listing² which indicates the project number, descriptions and corridor designations. Simultaneously with the approval of TransAction, the NVTA opened a Call for Project submissions to create a six-year funding plan for the 70% Regional Funds.

At the Board of Supervisors (Board) Business Meeting on October 19, 2017, staff from the Department of Transportation and Capital Infrastructure (DTCI) brought forward an action item that sought the Board's direction for projects to submit to NVTA for the 70% Regional Funding. The Board voted (5-4: Buona, Higgins, Letourneau, and Volpe opposed) to direct staff to prepare and submit applications for eight transportation projects in the amount of \$331,142,000. The Board also endorsed the Town of Leesburg's Route 7 at Battlefield Parkway Interchange project in the amount of \$25 million. The Board also directed staff to develop a project description and cost estimate for the Evergreen Mills Road at Watson Road and Reservoir Road safety improvement project.

¹ <http://nvtatransaction.org/wp-content/uploads/2017/10/TransActionPlan.pdf>

² <http://nvtatransaction.org/wp-content/uploads/2017/10/TransActionPlanProjectList.pdf>

At the Board Business Meeting on November 8, 2017, the Board added a ninth project—realignment of Evergreen Mills Road at Watson Road and Reservoir Road. As requested by the Board, DTCI staff suggested a priority ranking for the Board to approve for all nine projects; the projects ranked as follows:

1. US 15 - Widen US 15 to 4 lanes from Battlefield Parkway interchange to Montresor Road
2. Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway
3. Shellhorn Road - Loudoun County Parkway to Moran Road
4. Route 28 Northbound Loudoun County Hot Spot Section
5. Evergreen Mills Road - Northstar Boulevard to Loudoun County Parkway
6. Prentice Drive/Lockridge Road West
7. Town of Hillsboro Traffic Calming and Pedestrian Safety
8. Dulles West Boulevard - Loudoun County Parkway to Northstar Boulevard
9. Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road

Following discussions on November 8, 2017, the Board voted (8-0-1: Volpe absent) to have all nine (9) applications prepared and submitted to NVTA for inclusion in the SYP. The nine projects, the amount requested from NVTA and the projected total cost of each project are listed in Table 1. Currently, 62 candidate regional projects are under consideration for the Authority's FY 2018 - 2023 SYP. The funding request associated with these candidate projects is approximately \$2.6 billion; an average of more than \$41 million per project. A list of all 62 projects is included as Attachment 1.

ISSUES: This Public Hearing is being scheduled so that the Board can receive input from the public. The NVTA is interested in public opinion and comments on all of the projects the NVTA will propose in the SYP. The NVTA staff will be present at the May 9, 2018, Board Public Hearing to offer a brief presentation prior to opening the meeting for public comment. There is no action required by the Board.

The “official” Public Hearing for the SYP will be held on May 10, 2018, at the offices of NVTA (3040 Williams Drive, Suite 200 Fairfax, VA 22031). The public release of the draft SYP occurred on April 13, 2018, and public comments can be sent to NVTA through May 20, 2018. On May 10, 2018, the date of the Public Hearing at NVTA, there will be an Open House starting at 5:30 PM to provide the public with the opportunity to have one-on-one discussions with NVTA staff and jurisdiction and agency staff volunteers. The NVTA Public Hearing will start at 7:00 p.m. Following the public comment period, the NVTA staff will summarize all comments, consider the need for additional analysis and report back to the Authority's Planning and Programming Committee in May. Adoption of the FY2018 to FY 2023 SYP is anticipated on June 14, 2018.

FISCAL IMPACT: NVTA 70% Regional Funds support a major portion of the County's CIP Transportation Program. The County applied for about \$376 million in NVTA 70% funds for nine project totaling about \$633 million.

ALTERNATIVES: After the Public Hearing the Board could chose to submit comments to NVTA by the May 20, 2018 deadline.

Table 1 – Projects Submitted for Funding to the NVTA for the FY 2018-2023 SYP		
Project Title	NVTA Request	Total Cost
Route 15 Bypass Widening: Battlefield Parkway to Montresor Road	\$54,000,000	\$81,163,683
Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway	\$89,805,000	\$135,180,000
Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	\$16,000,000	\$126,750,000
Route 28 Northbound Widening –between the Dulles Toll Road and Sterling Boulevard	\$20,000,000	\$23,508,200
Evergreen Mills Road Widening: Loudoun County Parkway to Northstar Boulevard	\$46,092,000	\$68,885,000
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)	\$76,230,000	\$102,325,000
Route 9 Traffic Calming	\$12,112,000	\$22,206,000
Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard	\$47,800,000	\$59,314,000
Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road	\$14,000,000	\$14,000,000
TOTALS	\$376,039,000	\$633,331,883

ATTACHMENT:

1. NVTA-2018-23-SYP-Candidate-Project-List

Northern Virginia Transportation Authority
 FY 2018 - 23 Six Year Program Candidate Project List (Draft)

2/15/2018

Project ID#	Jurisdiction/Agency	Project	Local Priority	TransAction ID#	Modal Components	Phases	Request	Total Cost
2018-001-0	Arlington County	ART Operations and Maintenance Facilities	1	123		Des, ROW, CN, CapAsset	\$ 55,459,000	\$ 98,487,000
2018-002-1	Arlington County	Ballston-MU Metrorail Station West Entrance	2	63		Des, ROW, CN, CapAsset	\$ 72,316,000	\$ 130,073,000
2018-003-0	Arlington County	Crystal City Metrorail Station East Entrance and Intermodal Connections	3	89		CN	\$ 87,000,000	\$ 90,140,000
2018-004-0	Arlington County	Pentagon City Multimodal Connections and Transitway Extension	4	117		Des, CN	\$ 28,850,000	\$ 46,665,000
2018-005-0	Arlington County	Intelligent Transportation System Improvements	5	104		CN	\$ 10,000,000	\$ 10,000,000
Arlington County Sub Total							\$ 253,625,000	\$ 375,385,000
2018-006-1	Fairfax County	Route 1 Widening (Mount Vernon Memorial Highway to Napper Road)#	1	214		Des, ROW, CN	\$ 127,000,000	\$ 215,000,000
2018-007-0	Fairfax County	Richmond Highway Bus Rapid Transit - Phases I & II	2	39		Des, ROW, CN	\$ 250,000,000	\$ 544,800,000
2018-008-0	Fairfax County	Soapstone Drive Extension: Extend Soapstone Drive over Route 267 (Dulles Toll Road) to Sunset Hills Road	3	7		ROW, CN	\$ 132,060,000	\$ 169,240,000
2018-009-1	Fairfax County	Frontier Drive Extension and Intersection Improvements	4	84		ROW, CN	\$ 79,500,000	\$ 116,070,000
2018-010-2	Fairfax County	Route 28 Widening: Route 29 to Prince William County Line	5	30		CN	\$ 38,270,000	\$ 91,100,000
2018-011-0	Fairfax County	Braddock Road Intersection Improvements: Guinea Road to Ravensworth Road	6	336		Des, ROW, CN	\$ 52,400,000	\$ 69,800,000
2018-012-0	Fairfax County	Richmond Highway (Route 1)/CSX Underpass Widening	7	282		CN	\$ 12,000,000	\$ 56,000,000
2018-013-0	Fairfax County	Seven Corners Ring Road Improvements Phase 1 A, Segment A	8	18		Des	\$ 5,500,000	\$ 75,000,000
2018-014-1	Fairfax County	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road	9	54		ROW, CN	\$ 11,111,000	\$ 51,600,000
2018-015-0	Fairfax County	Route 29 Widening Project, Phase II (Union Mill Road to Buckley's Gate Drive)	10	217		ROW	\$ 7,600,000	\$ 67,000,000
2018-016-2	Fairfax County	Fairfax County Parkway Widening from Ox Road to Lee Highway includes a grade separated interchange at the intersection of Popes Head Road	11	57		ROW, CN	\$ 67,000,000	\$ 191,300,000
2018-017-0	Fairfax County	Rock Hill Road Bridge	12	19		Des, ROW, CN	\$ 100,000,000	\$ 100,000,000
2018-018-0	Fairfax County	Dulles Toll Road - Town Center Parkway Underpass	13	17		Des	\$ 17,000,000	\$ 168,980,000
2018-019-0	Fairfax County	Route 28 Widening (Northbound from Route 50 to McLearen Road)	14	26		CN	\$ 19,000,000	\$ 21,068,000
2018-020-0	Fairfax County	Shirley Gate Road Extension: Braddock Road to Fairfax County Parkway	15	58		ROW, CN	\$ 42,000,000	\$ 50,980,000
Fairfax County Sub Total							\$ 960,441,000	\$ 1,987,938,000

Attachment 1

Project ID#	Jurisdiction/Agency	Project	Local Priority	Transaction ID#	Modal Components	Phases	Request	Total Cost
2018-021-0	Loudoun County	Route 15 Bypass Widening: Battlefield Parkway to Montresor Road	Top 3	191		ROW, CN	\$ 54,000,000	\$ 81,163,683
2018-022-0	Loudoun County	Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway	Top 3	119, 188		ROW, CN	\$ 89,805,000	\$ 135,180,000
2018-023-0	Loudoun County	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	Top 3	184		ROW, Utility	\$ 16,000,000	\$ 126,750,000
2018-024-0	Loudoun County	Route 28 Northbound Widening—between the Dulles Toll Road and Sterling Boulevard		155, 159		CN	\$ 20,000,000	\$ 23,508,200
2018-025-0	Loudoun County	Evergreen Mills Road Widening: Loudoun County Parkway to Northstar Boulevard		179		Des, CN, Utility	\$ 46,092,000	\$ 68,885,000
2018-026-0	Loudoun County	Prantice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)		150		ROW, CN, Utility	\$ 76,230,000	\$ 102,325,000
2018-027-0	Loudoun County	Route 9 Traffic Calming		327		Des, ROW, CN, Utility	\$ 12,112,000	\$ 22,206,000
2018-028-0	Loudoun County	Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard		160		Des, ROW, CN, Utility	\$ 47,800,000	\$ 59,314,000
2018-029-0	Loudoun County	Evergreen Mills Road Intersection Realignments – Watson Road and Reservoir Road		180		Des, ROW, CN, Utility	\$ 14,000,000	\$ 14,000,000
Loudoun County Sub Total							\$ 376,039,000	\$ 633,331,883
2018-030-3	Prince William County	RT28 corridor improvements (Fitzwater Dr to Pennsylvania Ave)	1	300		CN	\$ 15,000,000	\$ 70,900,000
2018-031-1	Prince William County	Route 28 Corridor Feasibility Study - Environmental Impact Statement (City of Manassas to Fairfax County)	2	350		Other - EIS	\$ 3,500,000	\$ 5,100,000
2018-032-1	Prince William County	Construct Route 28 Corridor Roadway Improvements	3	350		Des, ROW, CN	\$ 145,000,000	\$ 228,000,000
2018-033-0	Prince William County	Construct Interchange at Route 234 and Sudley Manor Drive	4	222		Des, ROW, CN	\$ 80,600,000	\$ 80,600,000
2018-034-0	Prince William County	Construct Interchange at Route 234 and Brentsville Road	5	283		Des, ROW, CN	\$ 54,900,000	\$ 54,900,000
2018-035-0	Prince William County	Construct interchange at Prince William Parkway and University Boulevard	6	324		Des, ROW, CN	\$ 24,200,000	\$ 24,200,000
2018-036-0	Prince William County	Summit School Rd and Telegraph Rd Extension	7	270, 271		Des, ROW, CN	\$ 38,700,000	\$ 38,700,000
2018-037-0	Prince William County	Construct University Boulevard (Progress Court to Devlin Road)—Phase I	8	235		Des, ROW, CN	\$ 28,500,000	\$ 28,500,000
2018-038-0	Prince William County	Devlin Road Widening: Wellington Road to Linton Hall Road	9	242		Des, ROW, CN	\$ 26,050,000	\$ 26,050,000
2018-039-0	Prince William County	Construct Interchange at Prince William Parkway and Clover Hill Road (Phase 1)	10	284		Des, ROW, CN	\$ 12,900,000	\$ 12,900,000
Prince William County Sub Total							\$ 429,350,000	\$ 569,850,000
2018-040-1	City of Alexandria	West End Transitway: Northern Segment (Phase 1)	1	42		ROW, CN, CapAsset, Other-Admin	\$ 60,750,000	\$ 128,151,000
2018-041-0	City of Alexandria	Alexandria ITS Projects	2	113		Des, CN	\$ 1,195,491	\$ 1,195,491
2018-042-1	City of Alexandria	Alexandria Bus Network ITS	3	194		CapAsset, Other	\$ 150,000	\$ 150,000
2018-043-0	City of Alexandria	DASH Transit Service Enhancements and Expansion	4	85		Des, CN, CapAsset, Other-Contn	\$ 11,933,161	\$ 23,068,161

Project ID#	Jurisdiction/Agency	Project	Local Priority	Transaction ID#	Modal Components	Phases	Request	Total Cost
2018-044-0	City of Alexandria	Alexandria Bike and Pedestrian Trails and Reconstruction	5	90	  	Des, ROW	\$ 2,200,000	\$ 11,630,000
2018-045-2	City of Alexandria	Alexandria Duke St Transitway	6	41	  	Des	\$ 12,000,000	\$ 115,050,000
City of Alexandria Sub Total							\$ 88,228,652	\$ 279,244,652
2018-046-0	City of Fairfax	Jermantown Road Widening	1	136		Des, ROW, CN	\$ 26,000,000	\$ 26,200,000
2018-047-0	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road	2	137, 140		Des, ROW, CN	\$ 10,750,000	\$ 10,850,000
2018-048-0	City of Fairfax	Old Lee Highway Multimodal Improvements Phase 1	3	138	 	ROW, CN	\$ 5,000,000	\$ 14,000,000
2018-049-0	City of Fairfax	Roadway Network Northfax West	4	140	 	Des, ROW, CN	\$ 2,500,000	\$ 5,000,000
2018-050-0	City of Fairfax	City of Fairfax Bike Share Implementation	5	139, 198		CN	\$ 1,159,000	\$ 1,159,000
City of Fairfax Sub Total							\$ 45,409,000	\$ 57,209,000
2018-051-0	City of Falls Church	West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project	1	334, 66	  	Des, ROW, CN, Other-Contin	\$ 15,700,000	\$ 15,700,000
2018-052-0	City of Falls Church	North Washington Street Multimodal Transportation Project	2	394, 66	  	Des, ROW, CN, Other-Contin	\$ 14,500,000	\$ 14,500,000
City of Falls Church Sub Total							\$ 30,200,000	\$ 30,200,000
2018-053-1	Town of Dumfries	Widen Route 1 (Fralely Blvd) to six lanes between Brady's Hill Rd and Dumfries Rd (RT234)	1	92	 	ROW, CN	\$ 116,554,000	\$ 123,954,000
Town of Dumfries Sub Total							\$ 116,554,000	\$ 123,954,000
2018-054-2	Town of Leesburg	Construct In interchange at Route 7 and Battlefield Parkway#	1	193	 	CN	\$ 25,000,000	\$ 58,000,000
2018-055-2	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	2	131		Des, ROW, CN	\$ 105,700,000	\$ 112,000,000
2018-056-0	Town of Leesburg	Construct Interchange at Route 15 Bypass and Battlefield Parkway	3	96		Design	\$ 2,000,000	\$ 60,000,000
Town of Leesburg Sub Total							\$ 132,700,000	\$ 230,000,000
2018-057-0	Town of Vienna	Mill St NE Parking Garage	1	199	 	CapAsset	\$ 2,300,000	\$ 4,600,000
Town of Vienna Sub Total							\$ 2,300,000	\$ 4,600,000
2018-058-1	VRE	VRE Crystal City Station Improvements	1	298	 	Des	\$ 4,000,000	\$ 41,810,000
2018-059-0	VRE	VRE Woodbridge Station and Occoquan Third Track Improvements	3	93, 301		Des	\$ 27,500,000	\$ 230,000,000
VRE Sub Total							\$ 31,500,000	\$ 271,810,000
2018-060-0	WMATA	Metrorail Automatic Train Control (ATC) Power Rehabilitation and Wayside Communications Upgrades	1	101		Des, CN, Other-Admin	\$ 94,572,577	\$ 302,374,301
2018-061-0	WMATA	Blue/Orange/Silver Corridor Capacity and Reliability Improvements/"New Blue Line" Alternatives Analysis and Project Development	2	34		Study	\$ 2,000,000	\$ 2,000,000
WMATA Sub Total							\$ 96,572,577	\$ 304,374,301
2018-062-0	NOVA Parks	Falls Church Enhanced Regional Bike Routes (W&OD)	1	134	 	Des, CN	\$ 3,793,209	\$ 3,793,209
NOVA Parks Sub Total							\$ 3,793,209	\$ 3,793,209
62	TOTAL						\$ 2,566,712,438	\$ 4,871,670,045

Project ID#	Jurisdiction/Agency	Project	Local Priority	TransAction ID#	Modal Components	Phases	Request	Total Cost
*Symbol definition:								
	New or improved pedestrian path/trail							
	New or improved bicycle lane/path							
	New or improved bus/BRT facility							
	Improvement/Access to Metrorail/VRE Commuter Rail							
	Access to Park-and-Ride facility							
	Transportation technology							
	New or improved Intersection/Interchange							
	New roadway capacity and/or alignment							
The first symbol reflects the primary modal component, other symbols denote additional modal components, as identified in the project application.								



Loudoun County, Virginia

Board of Supervisors

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**BOARD OF SUPERVISORS
PUBLIC HEARING
AGENDA SUMMARY**

Board Room, First Floor, Government Center

Wednesday, May 9, 2018

6:00 P.M.

I. CALL TO ORDER

II. BOARD OF SUPERVISORS PUBLIC HEARING ITEMS FOR CONSIDERATION:

1. ZMAP-2016-0006 & ZCPA-2016-0004, Waterside (Broad Run)

The purpose of this item is to consider a Zoning Map Amendment (ZMAP) to rezone 2.2 acres from the PD-RDP (Planned Development – Research Development Park) zoning district under the 1972 Zoning Loudoun County Ordinance (1972 Ordinance) to PD-TC (Planned Development –Town Center) under the Revised 1993 Loudoun County Zoning Ordinance (Revised 1993 Ordinance) and to rezone the entirety of the property subject to ZMAP-2012-0006, Waterside, to be administered under the Revised 1993 Ordinance. The application has been initiated because of a land swap with the property to the west, known as Dulles East, and is necessary for the ultimate realignment of Shaw Road. The applicant has withdrawn the request to add 305 residential units. No new density is proposed. The subject property is located east of Route 28, south of Old Ox Road, and on the west and east sides of Shaw Road in the Broad Run Election District. The area is governed by the policies of the Revised General Plan (Plan) (Suburban Policy Area) Sterling Community)), which designate this area for Route 28 Core uses at a recommended Floor Area Ratio (FAR) of 1.5 to 2.0 for Mixed Use Office Centers and 0.4 to 1.0 for Route 28 Business uses.

The Planning Commission (Commission) held a Public Hearing on March 28, 2017. One public speaker spoke in favor of the Waterside applications. Discussion focused upon the proposed additional 405 multi-family residential units. The Commission questioned whether the Proffer Statement (Proffers) requires residential units to be located above first floor commercial uses. Staff clarified that the proffers require multi-family units, which could be either in free-standing apartment buildings or over first floor commercial uses. The Commission voted (9-0) to forward the applications to a Work Session for further discussion.

The applicant submitted revised materials in November, 2017 proposing 305 multi-family units (a decrease in 100 units). The Commission held a Work Session on the applications on January 23, 2018. During the discussion, the applicant stated that the revised Proffers commit to a phasing plan that would not allow for the construction of the new 305 multi-family units until 850,000 square feet of commercial development is occupied. The

Commission voted (9-0) to forward the applications to a Work Session for further discussion.

The Commission held a second Work Session on the applications on February 8, 2018. The applicant presented revised Proffers that aligned with the Commission discussion at the previous Work Session. Staff reiterated their position that the application did not meet Plan polices and did not support the ZCPA request. The Commission voted (6-2-1: Salmon, Scheel opposed; Jennings absent) to forward the applications to the Board of Supervisors (Board) with a recommendation of approval.

The Board held a Public Hearing on the applications on April 11, 2018. Staff noted that the applications would be heard again at the May 9, 2018 Public Hearing. At the time of the legal advertisement for the April hearing, it was not known that the applicant wished to rezone the entire Waterside property to the Revised 1993 Ordinance, as amended. The applicant elected to have the application heard at the April meeting as well as the May meeting.

During the April 11, 2018 discussion, the Board questioned the applicant's proposal, specifically as to the need for the proposed additional residential units before any construction has commenced. The Board also discussed the need for additional transportation improvements and/or commitments and also asked for additional information on affordable dwellings and unmet housing needs. The Board forwarded (8-0-1: Higgins absent) the applications to the May 15, 2018, TLUC meeting for further discussion and further directed staff to re-advertise the applications to accommodate the applicant's request amend the public notice.

On April 20, 2018, the applicant submitted revised materials in order to withdraw the request for the additional 305 residential units associated with the ZCPA.

Staff supports Board approval and has no outstanding issues. The Office of the County Attorney has approved the Proffers to legal form. The application is ready for action. The applicant has extended the critical action date to May 9, 2018.

Staff Contacts: Jaqueline Marsh & Ricky Barker, Planning and Zoning

2. Proposed FY 2018 – FY 2023 Northern Virginia Transportation Authority Six Year Program (Countywide)

The purpose of this item is to conduct a public hearing allowing the public to comment on the Northern Virginia Transportation Authority's (NVRTA) proposed Six Year Program (SYP), which was released to the Public by NVRTA on April 13, 2018. No action by the Board of Supervisors is required.

Staff Contacts: Robert Brown & Joe Kroboth, Transportation and Capital Infrastructure

3. Amendments to Chapter 224 of the Codified Ordinances of Loudoun County – Treasurer (Countywide)

As approved by the Board of Supervisors in its regular business meeting on March 22, 2018, the County intends to amend Chapter 224 – Treasurer, § 224.01 -Payment of Taxes by Credit Card- and §224.02 -Penalty for Dishonored Payments. Amendment(s) to §224.01

specifies which commercially acceptable means of payment the Treasurer will accept, including but not limited to, checks, physical or electronic, credit cards, debit cards, and electronic fund transfers. The amendment to §224.01 simplifies calculation of the additional charge to be added when payments to the Treasurer are made using credit cards, i.e. a sum equal to the percentage over the paid amount charged to the Treasurer by, or negotiated with, the credit card company or other merchant payment processor under the agreed upon contract with the Treasurer. Amendment to section 224.02 increases the fee associated with dishonored payments from \$35 to \$40. There is no anticipated fiscal impact on this amendment. The critical action date is July 1, 2018.

Staff Contacts: H. Roger Zurn, Jr., Treasurer; Belkys Escobar, County Attorney's Office

4. Amendments to Chapter 672 of the Codified Ordinances of Loudoun County – Theft and Fraud (Countywide)

As approved by the Board of Supervisors in its regular business meeting on March 22, 2018, the County will make amendments to Chapter 672 -Theft and Fraud of the Loudoun County Codified Ordinances. Amendment to §672.01 adds and subject the stop-payment order placed in bad faith by the drawer on a check, draft, credit or debit card transaction, electronic funds transfers, or other order for payment to the Treasurer to a fee of forty dollar (\$40). The fee for dishonor payments as described in current §672.01 will increase from \$35 to \$40. There is no anticipated fiscal impact on this amendment. The critical action date is July 1, 2018.

Staff Contacts: H. Roger Zurn, Jr., Treasurer; Belkys Escobar, County Attorney's Office

5. ZMOD-2017-0030, Sterling Community Center (Sterling)

The purpose of this item is to consider an application for a Zoning Modification (ZMOD) to reduce the yard setbacks adjacent to residential districts and to modify the parking requirements for the existing Sterling Community Center. The subject properties are located south of Route 7 and south of South Sterling Boulevard (Route 846), and south of Commerce St. (Route 1523) at 120 Enterprise and 150 Enterprise Street. The area is governed by policies of the Revised General Plan (Suburban Policy Area (Sterling Community)), which envision civic uses to be centrally located in residential neighborhoods to serve as a public amenity and gathering place for the public.

The Planning Commission (Commission) held a Public Hearing regarding the application on March 27, 2018. No members of the public spoke regarding the proposal. The Commission forwarded (9-0) the application to the Board of Supervisors (Board) with a recommendation of approval.

Staff supports Board approval of the application subject to Conditions of Approval (Conditions). Staff has identified no outstanding issues. The Office of the County Attorney has approved the Conditions to legal form, and the applicant is in agreement with the Conditions. The application is ready for action. The critical action date is November 3, 2018.

Staff Contacts: Jaqueline Marsh, Michael Stapor & Ricky Barker, Planning and Zoning

6. ZRTD-2017-0013, Kane Landscapes (Broad Run)

The purpose of this item is to consider an application for a Zoning Ordinance Conversion (ZRTD) in the Route 28 Taxing District. The applicant seeks to rezone an approximately 2.48-acre parcel from the PD-IP (Planned Development – Industrial Park) zoning district under the 1972 Loudoun County Zoning Ordinance to the PD-IP zoning district under the Revised 1993 Loudoun County Zoning Ordinance. The subject property is located to the west of Pacific Boulevard (Route 1036) on the north side of Moran Road (Route 634). The area is governed by policies of the Revised General Plan (Suburban Policy Area (Ashburn Community)), which designate this area for business uses.

The Planning Commission (Commission) held a Public Hearing regarding the application on March 27, 2018. No members of the public spoke regarding the proposal. The Commission forwarded (9-0) the application to the Board of Supervisors (Board) with a recommendation of approval. Staff has identified no outstanding issues. Staff supports Board approval of the application subject to the Proffer Statement (Proffers). The Office of the County Attorney has approved the Proffers to legal form. The application is ready for action. The critical action date is October 20, 2018.

Staff Contacts: Jaqueline Marsh, Michael Stapor & Ricky Barker, Planning and Zoning

7. SIDP-2017-0005, Extra Space Storage Ashburn Sign Development Plan (Broad Run)

The purpose of this item is to consider a Sign Development Plan (SIDP) for a mini-storage facility. The subject property is located at the northwest corner of Freedom Station Plaza and Centergate Drive in the Broad Run Election District. The area is governed by the policies of the Revised General Plan (Suburban Policy Area (Ashburn Community)), which designate this area for Keynote Employment uses.

The Planning Commission (Commission) held a Public Hearing on March 27, 2018. There was no public comment on the proposal. With no discussion, the Commission forwarded (8-0-1: Sisley absent) the application to the Board of Supervisors (Board) with a recommendation of approval.

Staff supports Board approval subject to conditions. Staff has identified no outstanding issues. The applicant is in agreement with the Conditions of Approval. The application will be ready for action at the Public Hearing. The critical action date is May 9, 2018.

Staff Contacts: Richard Hancock & Ricky Barker, Planning and Zoning

8. SIDP-2017-0008, Ashburn Crossroads Sign Development Plan (Ashburn)

The purpose of this item is to consider a request for a Sign Development Plan (SIDP) to modify sign standards within an existing mixed-use commercial center.

The subject property is located in the southeast quadrant of Ashburn Village Boulevard (Route 2020) and Farmwell Road (Route 625) in the Ashburn Election District. The area is governed by the policies of the Revised General Plan (Suburban Policy Area (Ashburn Community)), which designate this area for Keynote Employment.

The Planning Commission (Commission) held a Public Hearing on March 27, 2018. There was no public comment. The Commission noted that the proposal would improve

wayfinding and improve the appearance of the commercial center. The Commission forwarded (8-0-1: Sisley absent) the application to the Board of Supervisors (Board) with a recommendation of approval.

Staff supports Board approval of the application subject to conditions. Staff has identified no outstanding issues. The Office of the County Attorney has approved the Conditions of Approval as to legal form and the applicant is in agreement with the Conditions. The applications are ready for action. The critical action date is May 9, 2018.

Staff Contacts: Josh Peters & Ricky Barker, Planning & Zoning

9. SPMI-2018-0002, Inova Healthplex, Ashburn (Dulles)

The purpose of this item is to consider an amendment to a previously approved Sign Development Plan (SIDP) for Inova Healthplex, Ashburn. The application is being processed as a Minor Special Exception (SPMI). The amendment will add two additional building mounted signs to identify the Inova Healthplex Emergency Department.

The subject property is located in the southeast corner of Loudoun County Parkway (Route 607) and Barrister Street, south of the Dulles Greenway (Route 267). The area is governed by policies of the Revised General Plan (Suburban Policy Area (Ashburn Community)), which designate this area for Keynote Employment and business uses.

Staff supports Board approval of the application subject to Conditions of Approval (Conditions). Staff has identified no outstanding issues. The Office of the County Attorney has approved the Conditions to legal form, and the applicant is in agreement with the Conditions. The application is ready for action. The critical action date is May 10, 2018.

Staff Contacts: Michael Stapor & Ricky Barker, Planning and Zoning

III. ADJOURN

Please note:

Advanced sign-up for Public Comment is available for the Public Hearing only. Contact the Office of the County Administrator at (703) 777-0200 to sign-up to speak on an item on the hearing's agenda. Advanced sign-up is open until noon the day of the Public Hearing. The hearing can be viewed via webcast at www.loudoun.gov/meetings.

Copies of agenda items are available in the County Administrator's Office and also available on-line at <http://www.loudoun.gov/bosdocuments>. The Action Report of the hearing is usually available on-line by close of business two days following the Public Hearing. If you need assistance accessing this information contact County Administration at 703-777-0200.

If you require a reasonable accommodation for any type of disability in order to participate in this meeting, please contact the Office of the County Administrator at 703-777-0200. At least one business day of advance notice is requested; some accommodations may require more than one day of notice.

FM Assistive Listening System is available at the hearing. Agenda-05-09-18

Sarah Camille Hipp

From: Monica Backmon
Sent: Monday, June 11, 2018 10:14 AM
To: Sarah Camille Hipp
Subject: FW: Route 15 Safety and Operational Study Public Input Summary
Attachments: Route 15 Public Input Summary_Final.pdf

Categories: Red Category



MONICA BACKMON
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200, Fairfax, VA 22031
Office: 703-642-4650 | Cell: 571-355-4176
www.TheNoVaAuthority.org

From: Brown, Bob <Bob.Brown@loudoun.gov>
Sent: Wednesday, May 9, 2018 8:21 AM
To: Monica Backmon <Monica.Backmon@thenovaauthority.org>
Cc: Newquist, Penny <Penny.Newquist@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>; Keith Jasper <Keith.Jasper@thenovaauthority.org>
Subject: FW: Route 15 Safety and Operational Study Public Input Summary

Monica:

Joe and Penny wanted me to forward this to you. It is an up to date summary on the Public Involvement process on the Route 15 projects in Loudoun.

bob

From: Glass, Susan
Sent: Tuesday, May 08, 2018 5:08 PM
To: Brown, Bob <Bob.Brown@loudoun.gov>; Newquist, Penny <Penny.Newquist@loudoun.gov>
Subject: Route 15 Safety and Operational Study Public Input Summary

ROUTE 15



Public Engagement - Round 2 Summary

Route 15 Safety and Operations Study

April 2018



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1 PUBLIC ENGAGEMENT INFORMATION BACKGROUND AND FORMAT

The Loudoun County Department of Transportation and Capital Infrastructure (DTCI) presented the Route 15 Congestion Report Findings to the Board of Supervisors (Board) at the May 18, 2017 business meeting, which focused on the segment of Route 15 between Battlefield Parkway and Whites Ferry Road. As directed by the Board at that meeting, DTCI established the Route 15 Stakeholder Committee, which is comprised of representatives from homeowner associations, business and community organizations and historic preservation groups that are located along the Route 15 corridor north of Leesburg. DTCI also initiated the Route 15 Safety and Operations Study from Whites Ferry Road to the Maryland State Line and has conducted a series of public input sessions for the Route 15 corridor.

The first round of public engagement for the Route 15 Congestion Report and the Safety and Operations Study consisted of three public input meetings, an online interactive survey, a website dedicated to the Route 15 project, and emails. Three public input meetings took place on June 26, July 8 and July 15, 2017.

Following the completion of the Congestion Report and a public process, the Board of Supervisors amended the Countywide Transportation Plan on March 6, 2018.

A second round of public engagement was conducted for the Safety and Operations Study and consisted of two open house public input meetings on March 9 and March 10, 2018, an online interactive survey. The information that was presented during these meetings was posted on the Route 15 web page. The following report summarizes information regarding the Safety and Operations Study gathered during the second round of public input meetings from the surveys and comment cards.

1.1 Purpose of the Public Engagement

The purpose of the public input meetings and online survey was to:

Collaborate with the public to identify context-sensitive improvements to relieve congestion and address safety and operations issues along the US Route 15 corridor from Whites Ferry Road to the Maryland state line, and to establish a long-term vision for Route 15.

1.2 Event Information

The following public open house sessions were held in Loudoun County:

- Meeting 1—Friday, March 9, 2018, 2:00-9:00 pm in the Ida Lee Recreation Center, Leesburg
- Meeting 2—Saturday, March 10, 2018, 9:00 am-2:00 pm in the Lucketts Community Center

Additionally, an online interactive survey was conducted between March 12, 2018 and March 26, 2018.

Supervisor Higgins' office mailed letters to 950 households along Route 15 and used sponsored content on social media to publicize the open house sessions and the Route 15 online survey. Notice of these events was also posted on the County website (<http://www.loudoun.gov/>) and the Route 15 website (<http://www.loudoun.gov/route15>) and relayed by the Route 15 Stakeholder Committee members to their respective organizations.

1.3 Meeting Format

The public meetings were held in an open-house format with an interactive paper survey. A brief introduction of the meeting format was provided at the entrance and informative boards were placed around the room for review. Attendees were able to view the boards at their leisure. DTCI, Supervisor Higgins and his staff and Kimley-Horn staff were presented to answer questions regarding the information displayed on the board, the survey, and the ongoing study.

Boards and activities were designed to give attendees an overview of the study and its purpose and need, as well as to collect their feedback on the proposed concepts. The survey questions were tied directly to the display boards. The following boards and activities were presented:

- **Open House Boards:** There were 15 informational boards¹ setup around the room. The boards presented Route 15 background information, the project schedule and process, the Round 1 Public Input Summary, and proposed ideas and preferences for improvements to the corridor. These boards were displayed in the room for the entire meeting; project team members were present to explain the information and answer questions. There were also three scroll maps laid out in the center of the meeting spaces depicting existing right of way along the Route 15 corridor, a copy of Loudoun County Countywide Transportation Plan map, and a copy of the Frederick County, MD Comprehensive Plan map. **Figures 1 and 2** below show members of the public at the meetings filling out and discussing the survey questions and boards being presented.
- **Safety and Operations Study Survey:** The public was given a survey upon entering the open house meeting (Appendix A contains a copy of the survey). They were advised to fill out the survey as they went around the room using the boards to help guide and inform them through the survey questions.
- **Individual Comment Cards:** The public was also given the opportunity to give more input using individual comment cards to supplement any information they would like to include beyond what was provided in the survey.
- **Email Comments:** The public was provided with the project website address and project email address to submit further comments related to the Route 15 Safety and Operations Study. (route15@loudoun.gov).



Figure 1 - Members of the public viewing the Open House Boards at the March 9th public meeting at Ida Lee in Leesburg



Figure 2 - Members of the public completing the survey at the March 10th open house held at the Lucketts Community Center

¹ The open house boards are located at the following link for review: <https://www.loudoun.gov/Route15>

2 PUBLIC ENGAGEMENT PARTICIPATION

2.1 Public Meeting Attendance

There were **247** attendees at the two public meetings. These attendees included elected officials, stakeholders, as well as residents, and bicycle and pedestrian advocates.

- The first meeting on March 9, 2018 in Leesburg had **68** attendees
- The second meeting on March 10, 2018 in Lucketts had **179** attendees

Attendees were accounted for either through the sign-in sheet or through individual comment cards and surveys if they provided their personal information. A total of **204** unique survey responses were collected and considered from both meetings. It should be noted that not all of the public in attendance chose to fill out an in-person survey. Some may have filled out the online survey at a later date.

2.2 Survey Responses

The online survey was distributed online through the County's project website. The online survey was the same as the in-person survey and the boards were posted online as well for reference. While the survey was live, there were 3,213 visitors to the survey website. At the end of the survey period, 707 responses were downloaded and the responses were filtered for duplicate responses and incomplete surveys. Initially, responses were sorted by name and IP address; duplicate names and IP addresses were then identified and evaluated based on timestamps, number of responses, personal information, and answers. This information was used to identify surveys submitted by the same person and 36 survey responses were removed using this method.

Of the **671** remaining unique online survey responses, all 671 participants gave personal information such as name, email and address and 138 participants indicated that they attended one of the first rounds of public meetings in the Summer of 2017.

The surveys from both the two public meetings as well as the online survey platform yielded **875** unique responses on which the resulting data in the rest of this report is based. **Figure 3** below highlights the amount of participants by zip code within Loudoun County. Over 73% of respondents provided a 20176 zip code which is generally located along the Route 15 corridor.

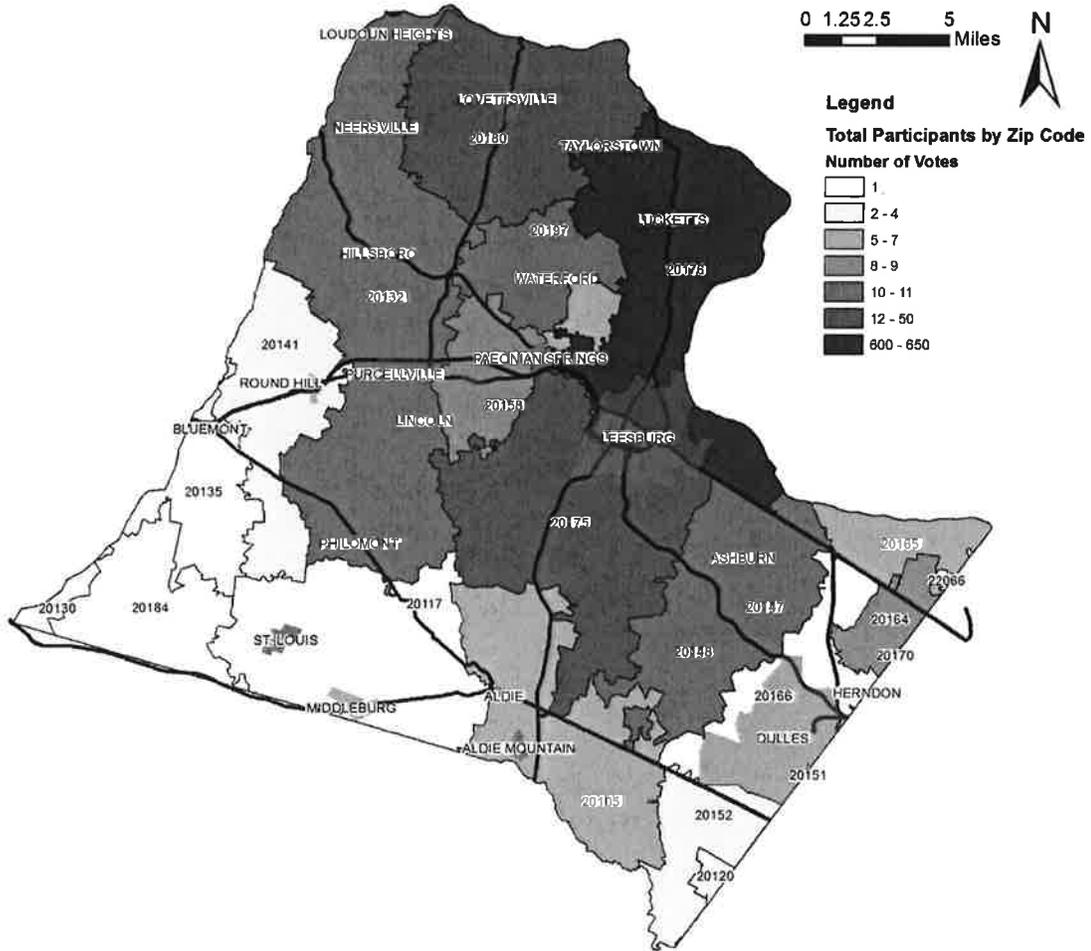


Figure 3: Survey Participant Density Map by Zip Code

In addition to participants from Loudoun County, 17 unique responses from outside the county were recorded. In total, 12 voters listed their residence in Maryland (including Fredericksburg, Hagerstown, Jefferson, Poolesville, Brunswick, Middletown, and Mount Airy), 4 voters listed their residence elsewhere in Virginia (including Fairfax, Arlington, McGaheysville, and Orange), and 1 voter listed their residence in Texas. Overall, the number of unique responses from outside the county represented 1.9% of the total responses.

2.3 Email Comments

As of March 26, 2018, no email comments were submitted to the Route 15 website.

3 RESULTS

The following is a summary of the results from the meetings, comment forms, and the online and in-person surveys.

3.1 Survey

3.1.1 Introductory Questions

In the opening portion of the survey, the question asked: *Do you feel something should be done to improve the Route 15 corridor from its current condition?* Ninety-seven percent (97%) of the survey respondents answered yes to the question as shown in **Figure 4** below, showing that a majority² of the respondents would like to see at least some improvements made to the corridor.

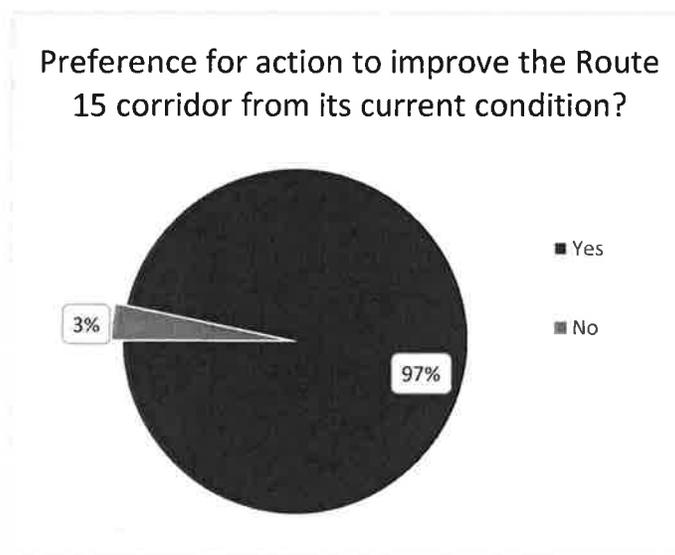


Figure 4: Survey responses concerning "Do you feel something should be done to improve the Route 15 corridor from its current condition?".

3.1.2 Congestion Relief

The congestion relief portion of the survey focused on widening preferences north of Montresor Road, right of way acquisition, and park & ride lots for commuter service³. **Figure 5** shows that the majority of the responses (53%) desired to consider widening south of Lucketts based on traffic analysis with a Lucketts western bypass. A combined 72% of the responses desired to consider widening to somewhere south of Lucketts based on traffic analysis.

² It is noted that "majority", when used in this document, denotes more than half (50%) of the respondents.

³ The Congestion relief boards are located at the following link for review:

<https://www.loudoun.gov/DocumentCenter/View/132128>

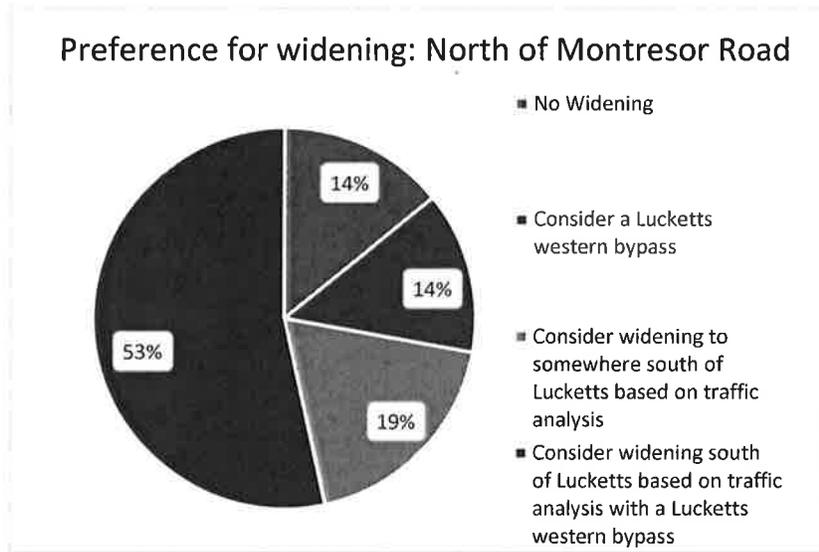


Figure 5: Survey responses concerning "Please specify your preference for widening north of Montresor Road".

Figure 6 below depicts the combined answers from Question 2 showing the percentage of support to consider a Lucketts western bypass and those opposed to considering a Lucketts western bypass. A majority (67%) of the respondents were in favor of considering a Lucketts western bypass and 33% were opposed.

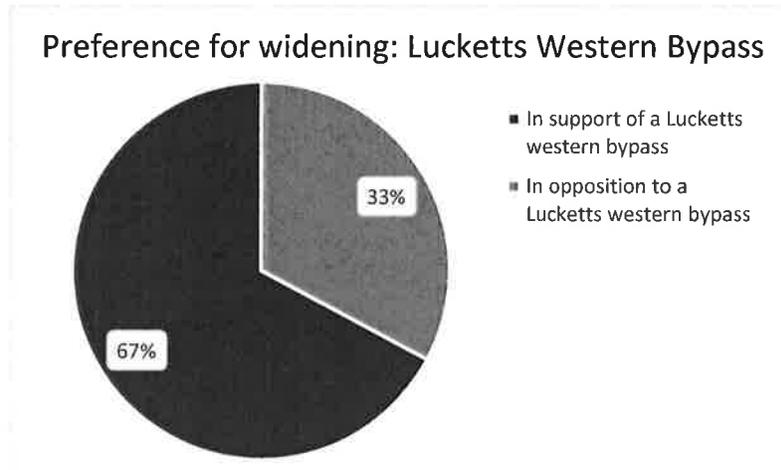


Figure 6: Level of support for a Lucketts Western Bypass based on responses to "Please specify your preference for widening north of Montresor Road".

Figures 7 below depicts the public's response to the preference of acquiring right-of-way if necessary to complete improvements as minimally as possible. A majority (84%) of the responses were in favor of right-of-way being acquired as minimally as possible to provide improvements on the corridor.

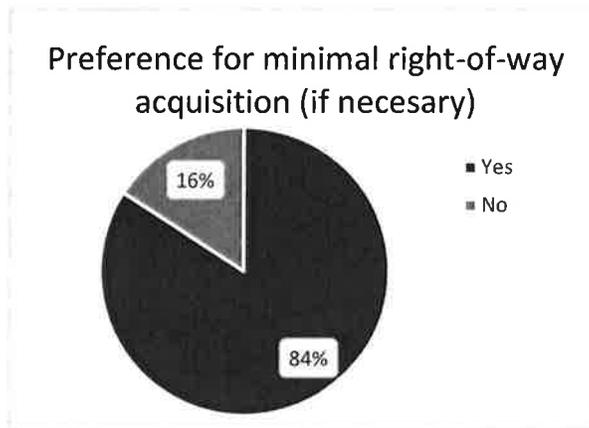


Figure 7: Survey responses to "If necessary, do you support acquiring right-of-way as minimally as possible?"

Figure 8 shows the public support for a Park & Ride Lot and bus service. The public was generally split on the idea of creating a Park & Ride lot with 54% in favor and 46% opposed. Many of the public comments regarding this question stated that they would be more favorable to a Park & Ride lot and commuter bus service if Maryland agencies were willing to help supplement the costs of construction and maintenance of the Park & Ride Lot and associated buses.

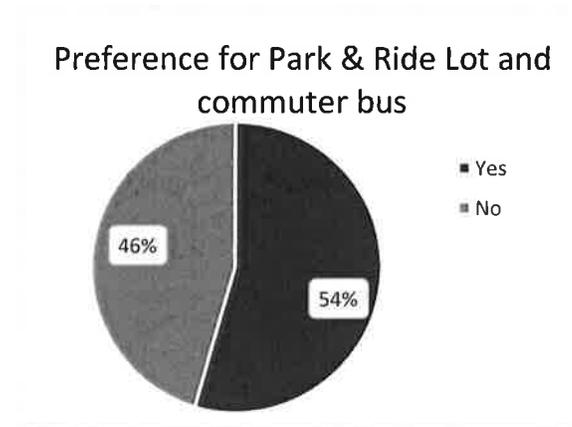


Figure 8: Survey responses to "Do you support the creation of a Park & Ride lot in the northern portion of Route 15 and companion commuter bus service?"

Supported locations for the Park & Ride Lot:

- Point of Rocks MARC Train Station
- Maryland
- North of Lucketts
- St Clair Lane
- near Morven Park
- Lovettsville

Overall the most common responses preferred that the park and ride facility be at the Point of Rocks MARC Station, in Maryland, or north of Lucketts.

The locations the respondents would most like to see the commuter bus travel to the following:

- The Silver Line, new Ashburn Metro station
- Arlington
- Bethesda
- Chantilly
- The Dulles Airport
- Frederick, MD
- Gaithersburg,
- Germantown, MD
- Hagerstown, MD
- Harper’s Ferry, WV
- Herndon
- Leesburg Park & Ride lot
- Lucketts
- McLean
- Reston
- Silver Spring, MD
- Springfield
- Sterling
- Tysons
- Vienna
- Washington D.C.

Primarily the comments showed that the respondents would like to see the commuter bus routes travel to larger areas of employment or Metro stations that would get users to their destination. The majority preferred termini were the Ashburn Metrorail Station, Leesburg Park & Ride Lot, and multiple locations in Fairfax County.

3.1.3 Roadway Safety

The roadway safety portion of the survey focused on the public choosing which roadway cross section they would prefer to see for each segment of Route 15⁴. **Table 1** below reflects the responses to the preferred cross section treatments for Route 15 south of Lucketts, the potential western bypass of Lucketts, and Route 15 north of Lucketts respectively.

The first data column in **Table 1** depicts the responses for the public’s cross section preference south of Lucketts. Approximately half (50%) of the public desired a four-lane rural road with shoulders.

The second data column in **Table 1** shows the public’s preference for the cross section of a potential western bypass of Lucketts. The majority (53%) of responses desired a two-lane road with a landscaped median and shoulders.

The third data column in **Table 1** depicts below depicts the public’s preference for the cross section of roadway north of Lucketts. There was no clear majority preference for north of Lucketts.

⁴ The boards for the Roadway Safety portion of the survey are located at the following link: <https://www.loudoun.gov/DocumentCenter/View/132130>

Table 1: Survey responses to "Select one cross-section options for each of the three locations"

Cross-Section Preference			
	Route 15, South of Lucketts	Potential Western Bypass of Lucketts	Route 15, North of Lucketts
Existing two-lane	5%		10%
Two-lane with shoulders	8%	18%	14%
Two-lane with landscape median and periodic median breaks and turns (with curbs)	4%	11%	8%
Two-lane with landscape median and periodic median breaks and turns (with shoulders)	14%	53%	30%
Two-lane with continuous left turn-lane (with curbs)	1%		4%
Two-lane with continuous left turn-lane (with shoulders)	10%		34%
Four-lane rural road (with curb)	8%		
Four-lane rural road (with shoulders)	50%		
None (do not want a Lucketts bypass)		18%	

This data shows that the public's preference (80%) is shoulder over curb and gutter as shown in **Figure 9** below.

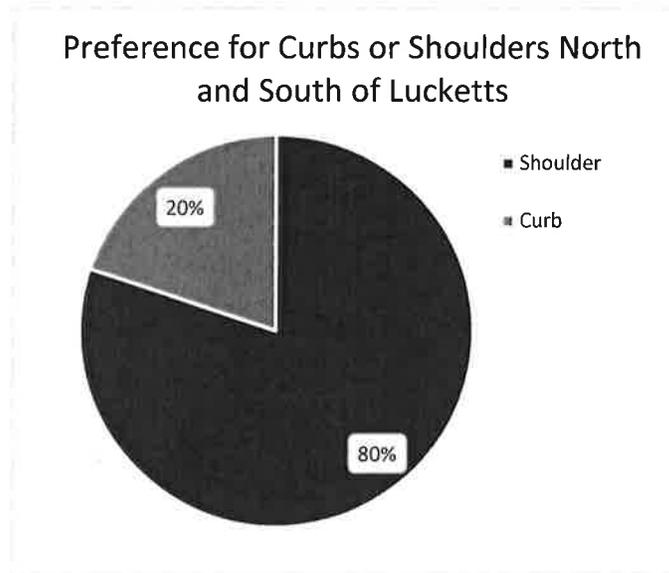


Figure 9: Preference for shoulder or curb treatment to roadways based on responses to cross-section options for 3 roadway segments

Figure 10 depicts the public's answers to the following yes or no questions regarding roadway safety. The public input showed a majority in favor for:

- Widening shoulders along the corridor (92% in favor)
- Lucketts specific design features (72% in favor)
- Large truck restrictions (80% in favor)
- Lighting along the corridor (61% in favor)
- Prohibiting passing on two-lane sections (63% in favor)

The majority (64%) did not support designing the roadway as to lower the speed of Route 15 north and south of Lucketts.

The public was split on supporting technology applications with 52% in favor and 48% opposed.

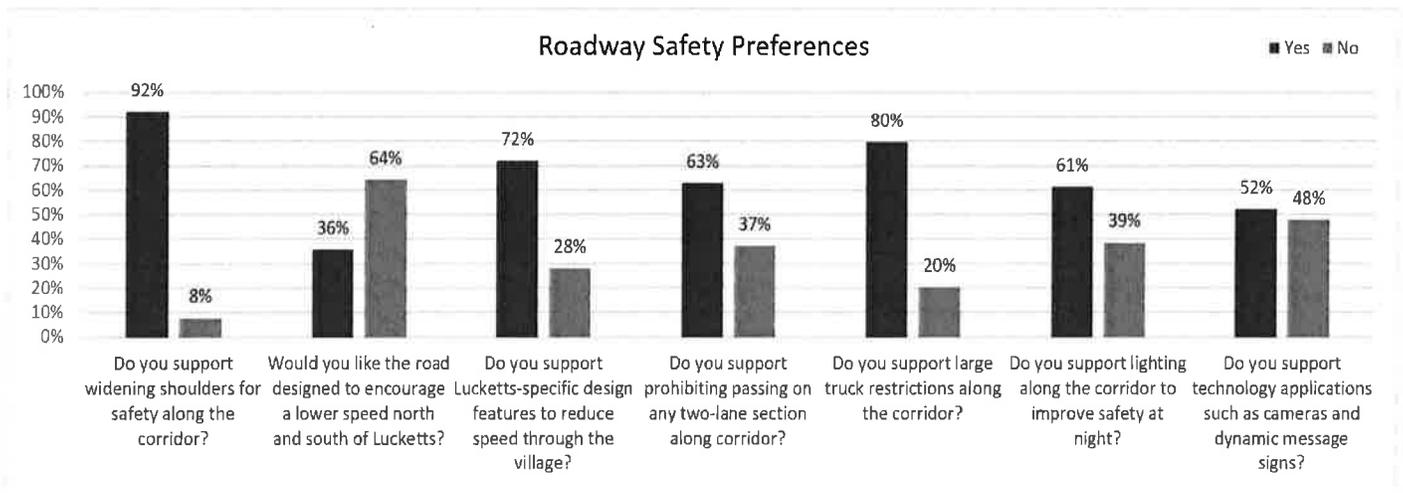


Figure 10: Survey responses to questions regarding safety and potential actions or design measures that could be taken to improve the corridor.

3.1.4 Business and Residential Access

This portion of the survey was focused on questions related to intersection improvements and access to businesses and residences along the corridor⁵. Figure 11 shows the public’s preference of intersection types at each of the different intersections along the Route 15 corridor from north to south. Overall, roundabouts were preferred over signals at most locations. However, at the intersection of Stumptown Road and Lucketts Road, the public preferred a traffic signal, consistent with existing conditions. It should be noted that the survey did not present a roundabout at this location due to the impacts to the existing buildings. At Wilt Store Road, the input was split, the public preferred that the intersection remain unsignalized with 53% of the responses. However, 39% responded in favor of a roundabout.

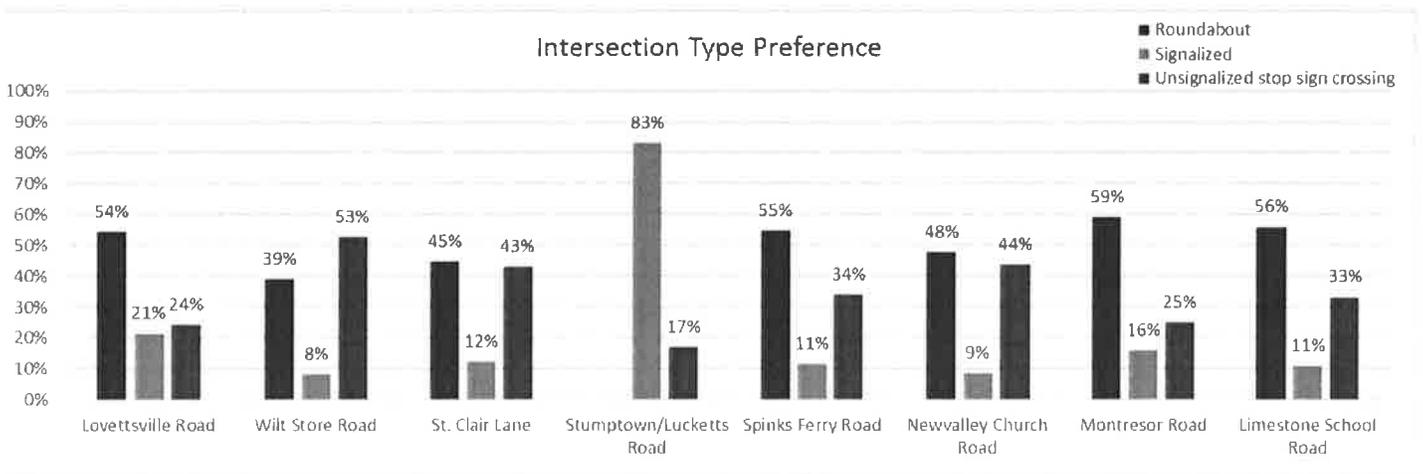


Figure 11: Survey responses to intersection type options (Roundabout, Signalized, Unsignalized stop sign crossing) for 8 roadway crossings. Note that the survey did not provide the option to select “Roundabout” for Stumptown/Lucketts Road.

⁵ The boards for the Business and Residential Access portion of the survey are located at the following link: <https://www.loudoun.gov/DocumentCenter/View/132131>

Figure 12 shows the public's preference for realigning cross streets at New Valley Church Road and Spinks Ferry Road, and Montresor Road and Limestone School Road. 85% of the public was in favor of realigning Newvalley Church Road and Spinks Ferry Road. 86% of the public was in favor of realigning Montresor Road and Limestone School Road.

The public was also asked to provide other locations where they would be interested in the potential to realign cross streets, the following intersections were defined as other potential locations:

- Wilt Store Road with Potomac Overlook Lane (1 response)
- Lovettsville Road (1 response)
- Farm Lane with Selma Lane (1 response)
- Sweet Spring Lane (1 Response)

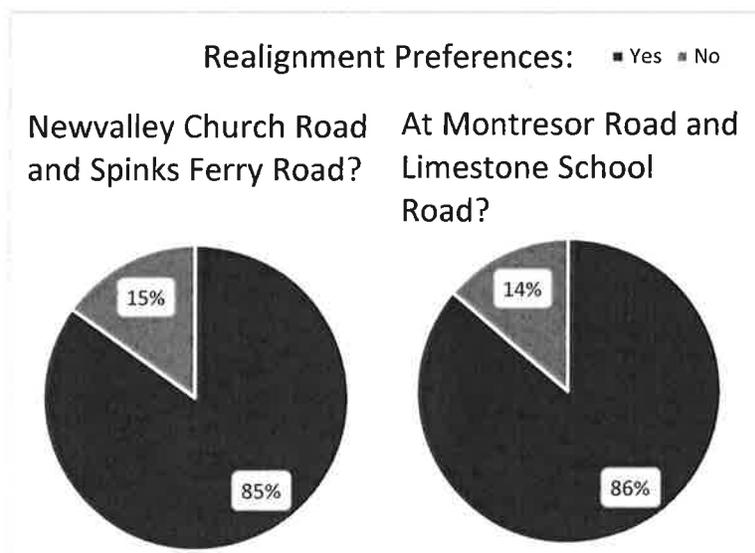


Figure 12: Survey responses to “Do you support realignment of cross streets to improve safer access to the Corridor?”

The last question regarding business and residential access involved choosing any applicable driveway corridor access options they would like to see applied along the corridor. Participants could select more than one option. Figure 13 graphically summarizes the responses and public preference for each access option. The options included:

- Right-in and right-outs
- Periodic median left turns
- U-turns at signalized intersections or roundabouts.

The majority of the public preferred periodic median left turns with 55% of the responses. The other two options were very close in support with 34% of the responses for U-turns at signals and roundabouts and 31% of the responses for right-ins and right-outs. The public was allowed to respond to all of the categories they believed were applicable for access control along the corridor, because of this the sum of the voting percentages is greater than 100%.

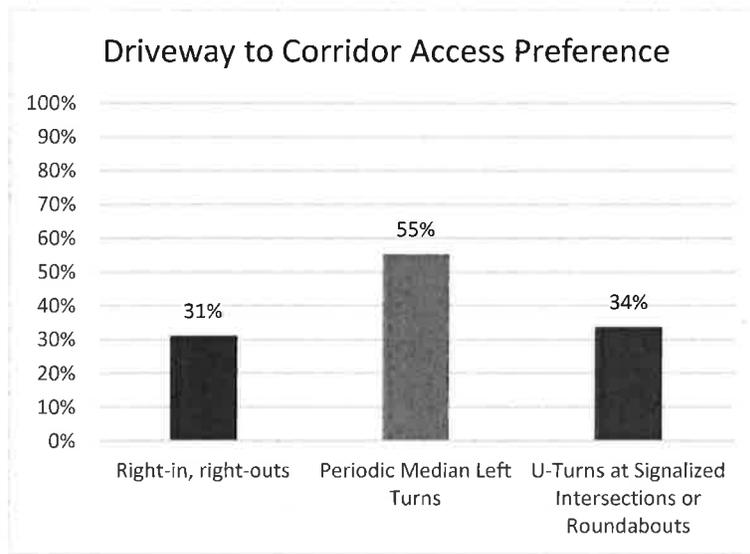


Figure 13: Survey responses to options "Preference for driveway access to the corridor" (more than one option could be selected, therefore the total does not equal 100%)

3.1.5 Rural Character

In the rural character portion of the survey, the public was asked to provide input on visual preferences for roadway treatments for Route 15 north and south of Lucketts as well as through the Village of Lucketts⁶.

3.1.5.1 Rural Highway

Figures 14-16 depict the survey results for the rural portion of the roadway north and south of Lucketts. The first visual preference for the rural highway, fencing and features, showed that the preferences were split between the three options with 42% in favor of 3-Board wood fence, 34% in favor of a landscaped earth berm, and 24% in favor of historic battlefield style fencing.

For the second preference, median type, a majority (72%) of respondents favored a grass center median; there was very little support for a paved median (20%) or a raised concrete median (9%).

For the third rural preference, shoulder treatments, the majority preferred a full paved shoulder which received 47% of the responses, followed by partial paved/gravel shoulder with 30% of the response. The least supported option was the partial paved/grass shoulder which was preferred by 23% of the respondents.

⁶ The boards for the Rural Character portion of the survey are located at the following link: <https://www.loudoun.gov/DocumentCenter/View/132132>

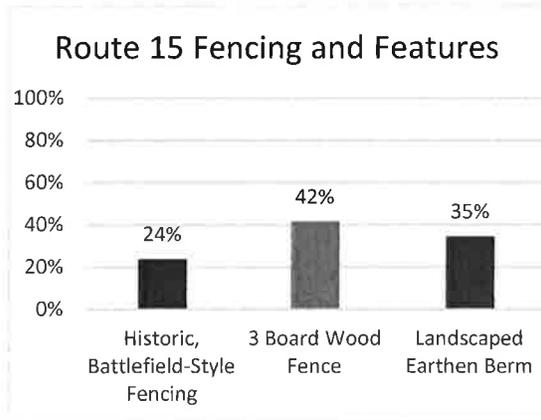


Figure 14: Survey responses to options for Fencing and Features along the Corridor to support and enhance the rural character.

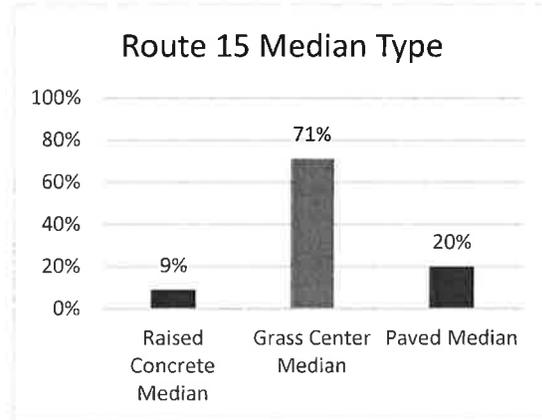


Figure 15: Survey responses to options for Median Type along the Corridor to support and enhance the rural character.

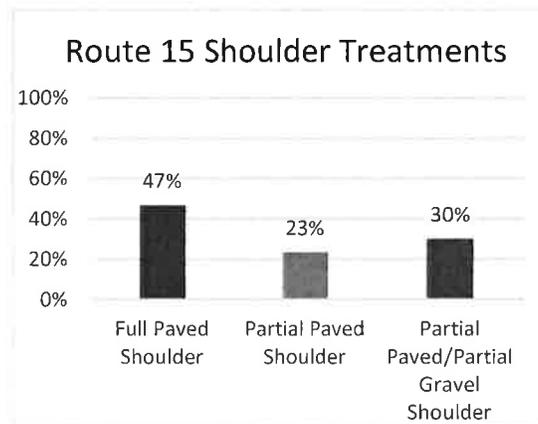


Figure 16: Survey responses to options for Shoulder Treatments along the Corridor to support and enhance the rural character.

3.1.5.2 Village of Lucketts

Figures 17-19 show the visual preferences for Route 15 through the Village of Lucketts.

The survey began with the preference for gateway features into the Village of Lucketts. The responses were close between the village boundary sign and the village gateway sign. The pole mounted banners had the least support with 16% in favor.

Next, the public was asked to give their preference on sidewalks. The majority (55%) of responses expressed support for brick paved sidewalks, 33% of responses preferred concrete sidewalks with the grass buffer, and 12% of responses were in favor of concrete sidewalks with no buffer.

The last preference question was for median type. The public responded with a majority (65%) in favor of the brick median with landscaping, and 35% in favor of a raised grass median.

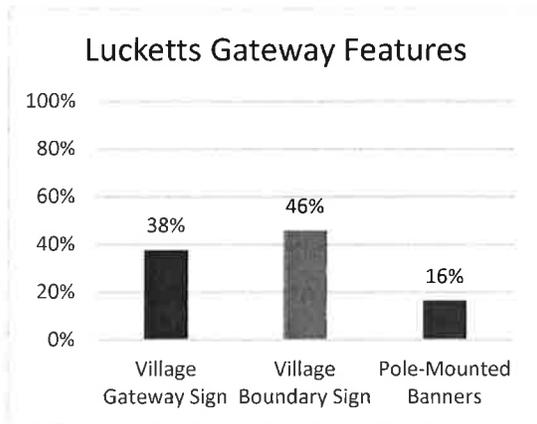


Figure 17: Survey responses to options for Gateway Features in the Village of Lucketts.

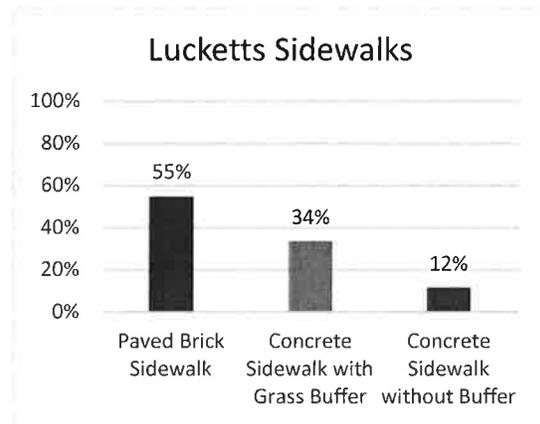


Figure 18: Survey responses to options for Sidewalks in the Village of Lucketts.

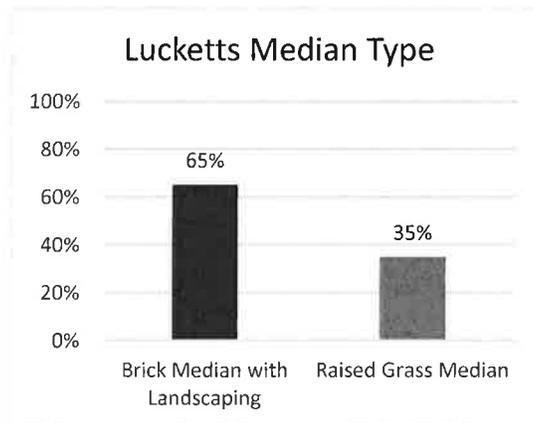


Figure 19: Survey responses to options for Median Types in the Village of Lucketts.

3.1.5.3 Historical or Environmental Concerns

Historical or Environmental Concerns⁷: The survey included an area where the public could express concerns related to environmental and historic resources. The list below includes some of the survey responses received regarding r this area of concern:

- Do not allow any new development
- Preserve the historical rural character
- Maintain the historic charm and natural beauty of the area
- Concern over the Limestone Overlay District and protection to cave springs and wells.
 - “Designs must mitigate sinkhole and groundwater protection issues associated with the Limestone Overlay.”
- Concern for construction impacts at the following areas:
 - Rockland,

⁷ The board related to historical and environmental concerns are located at the following link: <https://www.loudoun.gov/DocumentCenter/View/132129>

- Old Limestone School,
- Whitmore's farm,
- "Waterways such as Big spring and little spring",
- "Pond south of Tutt Lane on the west side of Rt. 15", and
- "View sheds in general"
- Drainage, flooding, and water contamination concerns with new construction
 - Concern for exposed raw subsoil and eroding embankments near Montresor Road
 - Ensure stormwater controls are in place
 - Limit the paved or impermeable surface areas
 - "Drainage from Route 15 (Big Springs - South of Lucketts) is an issue"
 - Drinking water and wastewater issues in the developments north of Leesburg
- Preservation or replacement of existing trees along the corridor (especially those of particularly old age or rare species) with similar species and faster-growing species
- Concern for wildlife in vicinity of the corridor and suggestions for tunnels or bridges for animals to safely pass (specifically deer)
- Pollution
 - Vehicle exhaust pollution due to sitting traffic
 - "ozone and other pollutants from cars affecting outdoor and indoor air at the school."
- Ensure signing incorporates Mosby heritage area and Journey Through Hallowed Grounds
- Avoid light and noise pollution
 - "Minimize the intrusion of highway noise (such as tire-to-road noise and engine noise) and light (such as street lights and headlights) into our dark, quiet rural areas."
 - "Green" sound buffers north of Leesburg where necessary
- Enforcement along the corridor
 - Improve safety by imposing higher fines on unsafe drivers and drivers at fault for accidents.
- Minimal spending
 - Concern that projects funded by Virginia residents will only benefit Maryland drivers while destroying properties and historic character along Route 15
- Increasing alternative transportation options and facilities
 - "Provide more public transportation"
 - Separate, exclusive provisions for bus, bike, and HOV over single-occupancy cars along the route
 - Safer shoulders for bicycle traffic
- Safety and congestion
 - "Safety should be the priority over History and Environment"
 - "Need to reduce number of vehicles, not try to accommodate more vehicles"
 - "Slow down the traffic."
 - "There is a targeted time of day when the road is congested, but at all other times it will become a speedway with all these proposed 'improvements'."
- Increasing throughput and enhancing safety while maintaining the old town and historic feel are vital to meet the concerns of the local tax payers and commuters alike.

3.1.5.4 Representative Roadways

Representative Roadways: The final survey item asked the public to "Please identify a roadway section in Loudoun County or the surrounding area that best represents your vision for Route 15". The following roadways were suggested by the public as those that best represents their vision for Route 15 in no particular order:

- George Washington Parkway
- Route 15 North of Lucketts
- Route 15 South of Lucketts
- Route 15 South of Leesburg
- Route 15 in Maryland between the Potomac River and US 340
- Route 15 in Prince William county by Battlefield High School
- Route 50 through Aldie and Middleburg
- Route 7 West of Leesburg
- Ashburn Village Boulevard
- Battlefield Parkway
- Berlin Turnpike
- Claiborne Parkway
- Fort Evans Road
- Gloucester Parkway
- Loudoun County Parkway
- New Valley Church Road
- Riverside Parkway through Lansdowne
- Snickersville Turnpike
- Stumptown Road
- Sully Road

Of the roadways listed above, the ones that received the most responses were George Washington Parkway, Route 50 through Aldie, Riverside Parkway, and the Route 15 four-lane improvements south of Leesburg. The comments received with this question expressed that the public would like any improvements made to the Route 15 corridor to retain the rural feel of the roadway.

3.2 Key Themes

The following prevailing themes were identified from the in-person and online surveys and comment cards.

Congestion Relief was the main theme from the public comments and is the root cause for almost all concerns submitted in the second round of public meetings. Several attendees want to toll Maryland drivers at the border and one suggested putting a signal just south of the bridge in order to push the congestion into the state of Maryland. Another attendee suggested signage near the border that notified southbound drivers of the change in character and speed along Route 15 as they enter Loudoun. Additional bridges across the Potomac River, east of the current location, were also requested. Many attendees believe that roundabouts are the answer to keep traffic flowing. Concern was expressed that the existing traffic signal at the intersection of Route 15 and Raspberry Drive causes “major” back up and a roundabout at that intersection is preferred. Concern about congestion was also expressed about the proposed new gas station north of Lucketts, which was also associated with environmental and historic concerns.

Roadway Safety is another common theme, although attendees approach solutions differently. A key area of concern is the left turn from Lovettsville Rd to Route 15 as visibility is limited and long wait periods encourage risky behavior. Many attendees supported widening Route 15 as a method to increase safety; they believed congestion is a big part of the safety issue. Several cases were made for adding shoulders so that when accidents occur they can pull off to the side to let following traffic pass. Some respondents pushed for a completely modern highway

from Leesburg to Maryland along the current Route 15, while others suggested a series of overpasses, flyovers, and bypasses to move traffic around small, slower regions of interest (Lucketts). One suggested a completely new highway from Maryland to Lucketts west of Route 15. Some said they did not want Route 15 to be widened as the wider road would increase speed and create more safety concerns. Concerns about cut-through roads were also raised with implementing traffic calming devices to discourage the cut through traffic. Michigan lefts (U-turns) were brought up by the public as a good option to discourage left turns from driveways along Route 15.

Public opinion was split on speed limit; approximately the same number of people commented on increasing the speed limit as the number that desired reducing the speed limit or placing deterrents along the corridor. Increased law enforcement for trucks and speeding issues was suggested by many respondents, and some suggested installing more signs, reflectors, and cameras to make clear the intentions of the roadway and enable enforcement measures.

Rural Character is a desired element. In addition, environmental and historic preservation concerns were also raised. It should be noted that, while some concerns desired no development along the corridor, many suggested ways for the construction impact to be minimized. Several concerns include the Limestone Overlay District, wetlands that host many types of animals and the need to regulate ground water quality (used by people and pets), and ancient, rare species of large trees along Route 15. One respondent suggested having tunnels and culverts under or over the road for wildlife to use to avoid getting hit by vehicles. Some of the comments expressed a desire to ensure that the historical and rural feel of the corridor is maintained no matter what improvements are implemented. Other concerns brought up pertained to drainage and ensuring that the design especially consider storm water drainage in the karst terrain. The public said they would also like to see vehicle noise and light be addressed to minimize the intrusion to businesses and residents.

Alternative Transportation Methods were suggested by some attendees, including increased bicycle and pedestrian access, park & ride facilities, MARC trains, and shuttles. One respondent requested fully paved shoulders for cyclists to use if a shared use path isn't constructed. More pedestrian and bike access is desired to/in/around activity centers, such as Lucketts. There were many differing opinions on how and where to incorporate a bike/pedestrian path; however, most comments were in favor of this type of facility. One concern about the bike/ped facility was the additional right-of-way that would be required to build it.

Many attendees commented that they would be in favor of setting up a commuter bus route from Point of Rocks and Frederick into Loudoun County to remove vehicle trips from the roadway. Another attendee suggested the MARC train run from DC to Point of Rocks on Saturday with a shuttle from Point of Rocks to Lucketts, White's Ferry, and Leesburg, suggesting that economic gains can still be made without the hazard of drunk drivers.

Implementation related comments expressed that the public desires to better understand the fiscal impacts of the options they were choosing and the implications of selecting one versus another. One person commented that their choice of intersection and the roadway preferences would be primarily based on what could be built the cheapest and fastest to improve the roadway. Another comment was to be very careful with taxpayer money, if the solution is just a "band aid" and not a complete fix. Overall the public stated that they would like to see some improvements to the roadway with varying degrees of extent. The costs and benefits of the project are vital to the public understanding which projects they would like to see move forward.

3.3 Public Input Ideas

The public input ideas listed below were provided in the public input surveys and comment cards. It is noted that the majority of these comments were also provided during the first round of public engagement.

- Tolling: Explore the potential with the Loudoun County Board of Supervisors and Virginia Government
 - “consider restricting access from Maryland during AM rush hour and to Maryland during afternoon rush hour with an EZ Pass toll”
- Allow VDOT to make the roadway a mandatory “Headlights on for Safety” zone
- Smart lighting at specific locations to avoid light pollution but increase safety
- Flashing beacons at unsignalized intersections
- Increased enforcement through speed cameras and local police enforcement
- A new Potomac River Bridge Crossing
- Guardrail improvements and installation in specific locations
- Underground existing and proposed utilities and provide easements for future utilities
- Animal crossing locations at designated locations (bridge or tunnel)
- Meaningful and low-cost vegetation
 - “low/no maintenance plants would be better for the environment and reduce costs for mowing. We should install native plant life/landscaping that requires little to no maintenance and perhaps even helps (e.g., for pollinators).”
 - “I would love to see trees planted in memory of war veterans along route 15. Fencing does not provide a level of safety or noise reduction and requires upkeep (berms are preferred)”
- Reversible lane
 - “2 lanes open coming in from Maryland in the morning, with 1 lane going towards Maryland, and 2 lanes open in the afternoon, exiting Virginia in the afternoon with one lane open coming in to Virginia”
- Expand existing roads in surrounding areas to connect to Route 15 for local residents; e. g. Montresor into Raspberry Falls
- Suggestions for signage and points of interest
 - “A historic sign added at Route 15 and Nolands Ferry to note that the historic route to Frederick was not at Point of Rocks but at the Nolands Ferry Crossing. Then, if a bridge was constructed they could restore an important direct route to Frederick, MD and would ease traffic on the narrow section to Point of Rocks.”
 - “At the new Gas Station, it would be nice to have a welcome Loudoun office with maps and brochures of scenic Loudoun and a Farmer John Produce Outlet.”
 - More signs depicting the history of the corridor including Mosby Heritage Area and the Journey Through Hallowed Ground.

4 NEXT STEPS

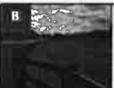
The Route 15 Safety and Operations Study public input will be presented to the Route 15 Stakeholder Committee at a meeting that will be held in Spring 2018. Based on the information provided by the public, concepts will be developed to propose improvements to Route 15. The concepts will be presented to the Stakeholder Committee and then they will be displayed to the public in a final round of public input meetings that will be held in Summer 2018 before being presented to the Board of Supervisors in Fall 2018.

Appendix A – Public Input Survey

Rural Character

To support and enhance the rural character of the rural highway, which of the following would you prefer? (check one for each category)

Fencing and Features

	Historic Battlefield-Style Fencing
	3 Board Wood Fence
	Landscaped Earthen Berm

Median Type

	Raised Concrete Median
	Grass Center Median
	Paved Median

Shoulder Treatments

	Full Paved Shoulder
	Partial Paved/Partial Grass Shoulder
	Partial Paved/Partial Grass Shoulder

For Route 15 through the Village of Lucketts, which elements of design are important? (check one for each category)

Gateway Features

	Village Gateway Sign
	Village Boundary sign
	Pole-Mounted Banners

Sidewalks

	Paved Brick Sidewalk
	Concrete Sidewalk with Grass Buffer
	Concrete Sidewalk without Buffer

Median Type

	Brick Median with Landscaping
	Raised Grass Median

Do you have any specific concerns related to environmental and historic resources?

Please identify a roadway section in Loudoun County or the surrounding area that best represents your vision for Route 15:

ROUTE 15



Name _____ Stakeholder Affiliation (if applicable): _____

Address _____ City _____

State _____ Zip _____ Email _____

How did you find out about this public meeting? (check all that apply)

- Newspaper
 Web
 Friend/family
 Mail
 Other _____

Do you live along the Corridor?

- Yes No

If so, do you have a business or residence that has driveway access along the corridor?

- Yes No

Did you participate in the first round of public input meetings for the Route 15 Corridor Study?

- Yes No

Do you feel something should be done to improve the Route 15 corridor from its current condition?

- Yes No

We appreciate your feedback! Please provide your response to the following questions after reviewing the relevant information boards.

Congestion Relief



See Congestion Relief Board for this section.

Please specify your preference for widening north of Montresor Road:

- No widening
- Consider a Lucketts western bypass
- Consider widening to somewhere south of Lucketts based on traffic analysis
- Consider widening south of Lucketts based on traffic analysis with a Lucketts western bypass

Current right-of-way is an important consideration and efforts will be made to contain corridor improvements within the existing right-of-way. If necessary, do you support acquiring right-of-way as minimally as possible?

- Yes No

If you do support a Park & Ride lot, where would you travel to?

Do you have a suggested location for the Park & Ride lot in Maryland or Loudoun?

Do you support the creation of a northern corridor Park & Ride lot and companion commuter bus service?

- Yes No

Roadway Safety

See Roadway Safety - Street Cross Sections Boards for this section.



Which of the cross sections listed below do you prefer for future corridor considerations?

Fill in your cross section choice for each segment listed below. Note that two-lane cross sections are not being considered for the northern locations based on traffic analysis and efforts to minimize right-of-way impacts.

Select one cross section for each of these three locations

Cross Section (See map on display board)	Route 115 South of Lucketts	Potential Bypass of Lucketts	North of Lucketts
1 Existing two-lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Two-lane with shoulders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Two-lane with landscape median and periodic median breaks for turns A (with curbs) B (with shoulders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Two-lane with continuous left turn-lane A (with curbs) B (with shoulders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 Four-lane rural road A (with curbs) B (with shoulders)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
N/A None (do not want a Lucketts bypass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Do you support widening shoulders for safety along the corridor?

Yes No

Would you like the road designed to encourage a lower speed north and south of Lucketts?

Yes No

Do you support Lucketts-specific design features to reduce speed through the village?

Yes No

Do you support prohibiting passing on any two-lane section along corridor?

Yes No

Do you support large truck restrictions along the corridor?

Yes No

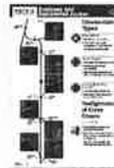
Do you support lighting along the corridor to improve safety at night?

Yes No

Do you support technology applications such as cameras and dynamic message signs?

Yes No

Business and Residential Access



See Business and Residential Access Board for this section.

Select one intersection type for each intersection to the right.

Intersection Types

	Roundabout	Signalized (if warranted and approved by VDOT)	Unsignalized stop sign crossing
Lovettsville Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Will Store Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
St Clair Ln	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stumptown/Lucketts Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spinks Ferry Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Newvalley Church Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Montresor Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limestone School Rd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Realignment of Cross Streets

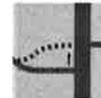
Where appropriate, do you support realignment of cross streets to improve safer access to the Corridor:

At Montresor Road and Limestone School Road?

Yes No

At Newvalley Church Road and Spinks Ferry Road?

Yes No



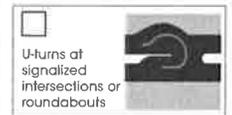
At an additional location? (Please specify)



See Business and Residential Access Board for this section.

Driveway Access Options

Controlled access is another design option that might provide safer access to a busy congested corridor. Which options would you support for driveway access to the Corridor? (check all that apply)



Sarah Camille Hipp

From: Keith Jasper
Sent: Monday, June 18, 2018 3:03 PM
To: Sarah Camille Hipp
Subject: FW: NVTA Application for Route 15

From: Monica Backmon
Sent: Thursday, May 10, 2018 11:36 AM
To: Keith Jasper <Keith.Jasper@thenovaauthority.org>
Subject: RE: NVTA Application for Route 15

Come to my office when you get a chance

Monica Backmon
Executive Director
703-642-4650 (O)
571-355-4176 (C)
Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia
3040 Williams Drive ® Suite 200 ® Fairfax, VA 22031
www.TheNoVaAuthority.org

From: Keith Jasper
Sent: Thursday, May 10, 2018 10:49 AM
To: Monica Backmon <Monica.Backmon@thenovaauthority.org>
Subject: RE: NVTA Application for Route 15

Do you have any background on this?

From: Monica Backmon
Sent: Thursday, May 10, 2018 10:20 AM
To: Keith Jasper <Keith.Jasper@thenovaauthority.org>
Subject: FW: NVTA Application for Route 15

FYI

Monica Backmon
Executive Director
703-642-4650 (O)
571-355-4176 (C)
Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia
3040 Williams Drive ® Suite 200 ® Fairfax, VA 22031
www.TheNoVaAuthority.org

From: Brown, Bob <Bob.Brown@loudoun.gov>
Sent: Wednesday, May 9, 2018 7:12 PM
To: Monica Backmon <Monica.Backmon@thenovaauthority.org>
Subject: Fwd: NVTA Application for Route 15

Sent from my iPad

Begin forwarded message:

From: "Kroboth, Joe" <Joe.Kroboth@loudoun.gov>
Date: May 9, 2018 at 4:20:21 PM EDT
To: "Brown, Bob" <Bob.Brown@loudoun.gov>, "Shammout, Khattab" <IMCEAEX-
_o=LOUDOUNEXCH ou=Exchange+20Administrative+20Group+20+28FYDIBOHF23SPDLT+29 cn=Recipie
nts cn=Khattab+2EShammout@loudoun.gov>, "Newquist, Penny" <Penny.Newquist@loudoun.gov>,
"Glass, Susan" <Susan.Glass@loudoun.gov>
Subject: RE: NVTA Application for Route 15

I do not agree with this schedule and we will work to better delivery.

From: Brown, Bob
Sent: Wednesday, December 13, 2017 2:16 PM
To: Shammout, Khattab; Newquist, Penny <Penny.Newquist@loudoun.gov>; Glass, Susan
<Susan.Glass@loudoun.gov>
Cc: Kroboth, Joe <Joe.Kroboth@loudoun.gov>
Subject: FW: NVTA Application for Route 15
Importance: High

The estimate I just received///// I am only going to ask for the \$54million we went to the Board
with. bob

From: Zeller, James C., P.E. (VDOT) [mailto:James.Zeller@VDOT.Virginia.gov]
Sent: Wednesday, December 13, 2017 1:48 PM
To: Brown, Bob <Bob.Brown@loudoun.gov>
Cc: Newquist, Penny <Penny.Newquist@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>;
Hartzell, Timothy J., P.E. (VDOT) <Timothy.Hartzell@VDOT.Virginia.gov>; Comer, Mark J. (VDOT)
<Mark.Comer@VDOT.Virginia.gov>; Bigdeli, Farid, P.E. (VDOT) <Farid.Bigdeli@VDOT.Virginia.gov>;
Roper, Nicholas J. (VDOT) <Nicholas.Roper@VDOT.Virginia.gov>; Thandaveswara, Deepa (VDOT)
<Deepa.Thandaveswara@vdot.virginia.gov>
Subject: RE: NVTA Application for Route 15
Importance: High

Bob,

Per your request, here is my take on the estimate and schedule for the widening of Route 15 from 2 to
four lanes from Battlefield Parkway to Montresor Road.

Schedule

- This is a design-bid-build schedule.

- I interpreted the NVTA phase “Design, Engineering, Environmental” to be the equivalent of VDOT’s Scoping, Preliminary Design, and Detailed Design stages for Tier 2 road work with PE, RW and CN phases up to the Right of Way Notice to Proceed milestone.
- Location Survey and procurement of consultant services will take place through 2018 and funded through VDOT’s pre-scope account while the project gets in to the CLRP, TIP, STIP and SYIP.
- Design, Engineering, Environmental: Jan 1, 2019 to June 30, 2021.
- Right of Way and Utilities: July 1, 2021 to June 30, 2024.
- Construction: July 1, 2024 to June 30, 2027.

The web link below is the standard template for VDOT Tier 2 road work with PE, RW and CN phases.

http://www.virginiadot.org/business/resources/LocDes/ScheduleTemplates/T2_Road_BR_PE_UT_RW_CN.pdf

Estimate

Attached is a PCES estimate for the project. Below are explanations of some of the major assumptions:

- I increased the project length to 3.7 miles to account for a transition from four to two lanes north of Montresor Road.
- Limestone School Road will be realigned to directly link to Montresor Road.
- I used a curb and gutter section to reduce the project’s footprint.
- Graded median.
- Shared use paths on both sides of the road.
- Complete reconstruction of the roadway as opposed to building just two new lanes and leaving the old road as is.
- Additional project costs for the following:
 - Extensive floodplain analysis and mitigation.
 - Use of premium materials and finishes. Includes landscaping and hardscaping.
 - Extensive NEPA process, mostly to address Sec. 106 issues.
- Total take of the dwelling on the corner of Rte 15 with Limestone School Road.
- Traffic signals at Business Rte 15, Whites Ferry Road and Montresor / Limestone School Road.
- Sound walls are not included.

Call me if you need to discuss.

Jim Z.

James C. Zeller, PE
 Project Development Engineer – Loudoun County
 Virginia Department of Transportation
 4975 Alliance Drive
 Fairfax, Virginia 22030

703.259.3220 office
 571.722.6381 mobile

From: Brown, Bob [<mailto:Bob.Brown@loudoun.gov>]
Sent: Tuesday, December 12, 2017 4:00 PM
To: Zeller, James C., P.E. (VDOT)
Cc: Newquist, Penny; Glass, Susan
Subject: RE: NVTA Application for Route 15

Need the schedule Jim.... Is it coming? Tomorrow at noon I have to close the widow on taking any comments... thanks bob

From: Brown, Bob
Sent: Thursday, November 30, 2017 3:44 PM
To: 'Zeller, James C., P.E. (VDOT)' <James.Zeller@VDOT.Virginia.gov>
Cc: Bigdeli, Farid, P.E. (VDOT) <Farid.Bigdeli@VDOT.Virginia.gov>; Taori, Sunil (VDOT) <Sunil.Taori@vdot.virginia.gov>; Newquist, Penny <Penny.Newquist@loudoun.gov>; Kroboth, Joe <Joe.Kroboth@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>; Hartzell, Timothy J., P.E. (VDOT) <Timothy.Hartzell@VDOT.Virginia.gov>; Vaughan, Jan (VDOT) <Jan.Vaughan@VDOT.Virginia.gov>; Roper, Nicholas J. (VDOT) <Nicholas.Roper@VDOT.Virginia.gov>
Subject: RE: NVTA Application for Route 15

p.s.

Can you also fill in this schedule for NVTA They are looking for start and finish dates for the item listed in the left hand column

1.1 Project Milestones by Project Phase (Provide actual or expected start and end dates – month/year – for all applicable phases, including phases that have already occurred):

	FY17 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY24 or later (specify)
Design, Engineering, Environmental								
Right of Way								
Utilities Relocations								
Construction								
Other (please explain clearly what this includes)								

From: Zeller, James C., P.E. (VDOT) [<mailto:James.Zeller@VDOT.Virginia.gov>]
Sent: Thursday, November 30, 2017 3:25 PM
To: Brown, Bob <Bob.Brown@loudoun.gov>
Cc: Bigdeli, Farid, P.E. (VDOT) <Farid.Bigdeli@VDOT.Virginia.gov>; Taori, Sunil (VDOT) <Sunil.Taori@vdot.virginia.gov>; Newquist, Penny <Penny.Newquist@loudoun.gov>; Kroboth, Joe <Joe.Kroboth@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>; Hartzell, Timothy J., P.E. (VDOT) <Timothy.Hartzell@VDOT.Virginia.gov>; Vaughan, Jan (VDOT) <Jan.Vaughan@VDOT.Virginia.gov>; Roper, Nicholas J. (VDOT) <Nicholas.Roper@VDOT.Virginia.gov>
Subject: RE: NVTA Application for Route 15

Noted. But from a cash flow perspective, the \$3.5M should not be needed until FY20 or 21.

Jim Z.

From: Brown, Bob [<mailto:Bob.Brown@loudoun.gov>]
Sent: Thursday, November 30, 2017 2:27 PM
To: Zeller, James C., P.E. (VDOT)
Cc: Bigdeli, Farid, P.E. (VDOT); Taori, Sunil (VDOT); Newquist, Penny; Kroboth, Joe; Glass, Susan; Hartzell, Timothy J., P.E. (VDOT); Vaughan, Jan (VDOT); Roper, Nicholas J. (VDOT)
Subject: RE: NVTA Application for Route 15

Jim: That is local funds that we are budgeting in the next CIP. I will check with Penny to see if we can move it. However, it shouldn't be a problem if we do not use it in FY 2019, it will still be available when it is needed. Bob

From: Zeller, James C., P.E. (VDOT) [<mailto:James.Zeller@VDOT.Virginia.gov>]
Sent: Thursday, November 30, 2017 2:19 PM
To: Brown, Bob <Bob.Brown@loudoun.gov>
Cc: Hartzell, Timothy J., P.E. (VDOT) <Timothy.Hartzell@VDOT.Virginia.gov>; Bigdeli, Farid, P.E. (VDOT) <Farid.Bigdeli@VDOT.Virginia.gov>; Taori, Sunil (VDOT) <Sunil.Taori@vdot.virginia.gov>; Newquist, Penny <Penny.Newquist@loudoun.gov>; Kroboth, Joe <Joe.Kroboth@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>; Hartzell, Timothy J., P.E. (VDOT) <Timothy.Hartzell@VDOT.Virginia.gov>; Vaughan, Jan (VDOT) <Jan.Vaughan@VDOT.Virginia.gov>; Roper, Nicholas J. (VDOT) <Nicholas.Roper@VDOT.Virginia.gov>
Subject: RE: NVTA Application for Route 15

Bob,

You can move the \$3.5M for Design, Engineering, and Environmental to FY20 or 21. The \$2.6M in remaining state/federal funds in the corridor plus the state pre-scope money we are using this winter for survey should be sufficient to get us through NEPA and formal public involvement which won't happen until FY20 at the earliest.

Meanwhile, I will get with our L&D folks to confirm if the \pm \$80M figure is reasonable.

Jim Z.

From: Brown, Bob [<mailto:Bob.Brown@loudoun.gov>]
Sent: Thursday, November 30, 2017 1:27 PM
To: Zeller, James C., P.E. (VDOT)
Cc: Hartzell, Timothy J., P.E. (VDOT); Bigdeli, Farid, P.E. (VDOT); Taori, Sunil (VDOT); Newquist, Penny; Kroboth, Joe; Glass, Susan
Subject: NVTA Application for Route 15

Jim: Here is my estimated schedule and funding of this project. I am trying to finish all application by next Wednesday, so I would appreciate any comments as soon as possible. Thanks bob

From: Zeller, James C., P.E. (VDOT) [<mailto:James.Zeller@VDOT.Virginia.gov>]
Sent: Wednesday, November 22, 2017 12:04 PM
To: Brown, Bob <Bob.Brown@loudoun.gov>
Cc: Hartzell, Timothy J., P.E. (VDOT) <Timothy.Hartzell@VDOT.Virginia.gov>; Bigdeli, Farid, P.E. (VDOT) <Farid.Bigdeli@VDOT.Virginia.gov>; Taori, Sunil (VDOT) <Sunil.Taori@vdot.virginia.gov>; Roper, Nicholas

J. (VDOT) <Nicholas.Roper@VDOT.Virginia.gov>; Vaughan, Jan (VDOT) <Jan.Vaughan@VDOT.Virginia.gov>; Whitaker, Norman (VDOT) <Norman.Whitaker@vdot.virginia.gov>; Trivedi, Rahul, P.E. (VDOT) <Rahul.Trivedi@VDOT.Virginia.gov>
Subject: RE: NVTA Application for Route 15

Bob,
My edits and comments are attached.

Jim Z.

From: Brown, Bob [<mailto:Bob.Brown@loudoun.gov>]
Sent: Tuesday, November 21, 2017 11:52 AM
To: Zeller, James C., P.E. (VDOT)
Cc: Glass, Susan; Newquist, Penny; Shammout, Khattab; Hoffman, Mark
Subject: NVTA Application for Route 15

Jim: I attached the Application form I will be completing for this project and wanted to start with a coordination email with you. How much of this application can you complete, or have completed. I am especially interested in the cost and schedule components. Thanks and have a safe Thanksgiving Day and Holiday.

bob

Robert S. Brown, AICP CTP
Regional Transportation Coordinator – Department of Transportation and Capital Infrastructure (DTCI)
101 Blue Seal Drive, P.O. Box 7500, Leesburg, VA 20177-7500
Direct Line: (703) 777-0122
Mobile: (631) 946-1948
Fax: (703) 737-8513
Email: bob.brown@loudoun.gov

Sarah Camille Hipp

From: Monica Backmon
Sent: Monday, June 11, 2018 10:12 AM
To: Sarah Camille Hipp
Subject: FW: Loudoun County - Route 15 NVTA Application - Incorrect Project Funding Completion Dates
Attachments: US 15- SYP Project Application amended final 12-18-2017.pdf; ATT00001.htm



MONICA BACKMON
Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200, Fairfax, VA 22031
Office: 703-642-4650 | Cell: 571-355-4176
www.TheNoVaAuthority.org

From: Brown, Bob <Bob.Brown@loudoun.gov>
Sent: Tuesday, May 15, 2018 2:11 PM
To: Monica Backmon <Monica.Backmon@thenovaaauthority.org>
Subject: Fwd: Loudoun County - Route 15 NVTA Application - Incorrect Project Funding Completion Dates

Thought you would want to be copied on this.

Bob

Bob Brown
Regional Transportation Coordinator

Begin forwarded message:

From: "Newquist, Penny" <Penny.Newquist@loudoun.gov>
Date: May 15, 2018 at 1:54:34 PM EDT
To: "Scott Lutz " <IMCEAMAILTO-srlutz1+40gmail+2Ecom@loudoun.gov>
Cc: "Kroboth, Joe" <Joe.Kroboth@loudoun.gov>, "Alfred McCusker (asmccusker@aol.com)" <asmccusker@aol.com>, "Anthony Pego (anthony.pegog@gmail.com)" <anthony.pegog@gmail.com>, "Bill Sellers (bill@jthg.org)" <bill@jthg.org>, "Bob Swiger (bobswiger@raspberrysfalls.com)" <bobswiger@raspberrysfalls.com>, "Brent Begley (bmbegley@verizon.net)" <bmbegley@verizon.net>, "Chauvon McFadden (cmcfadden@crimsonwealth.com chauvon.mcfadden@gmail.com)" <cmcfadden@crimsonwealth.com chauvon.mcfadden@gmail.com>, "Dave Goodrum (dagoodru@outlook.com)" <dagoodru@outlook.com>, "Dave Wiseman (dave@usefulstudios.com)" <dave@usefulstudios.com>, "Doug Fabboli

(doug@fabbioliwines.com vinofab@aol.com)" <doug@fabbioliwines.com vinofab@aol.com>, "Eric Johnson (ejohnson@loudounchamber.org)" <ejohnson@loudounchamber.org>, "Eric Swank (eric.swank@gmail.com)" <eric.swank@gmail.com>, "Jack Merritt (jhmerritt@erols.com)" <jhmerritt@erols.com>, John Rurup <rurupjohn@att.net>, "John Suttle (John.e.suttle@gmail.com)" <John.e.suttle@gmail.com>, "Marc Halley (mrh@mitre.org)" <mrh@mitre.org>, "Martha Polkey (mp@budiansky.com)" <mp@budiansky.com>, "Matt Dombrowski (dombrowskimt@glynntarra.net)" <dombrowskimt@glynntarra.net>, "Michelle Burrelli (michelle@jthg.org)" <michelle@jthg.org>, "Misha Pitak (mishaptak@verizon.net)" <mishaptak@verizon.net>, "Patrick Ryan (pjryanii@gmail.com)" <pjryanii@gmail.com>, "Peter Gustafson (peterggustafson@me.com)" <peterggustafson@me.com>, "Rochelle Gouvier (rochellegouvier@yahoo.com)" <rochellegouvier@yahoo.com>, "Rudy Hassall (hassallrudy@hotmail.com, ahassall@hassalls4u.com)" <hassallrudy@hotmail.com>, "ahassall@hassalls4u.com" <ahassall@hassalls4u.com>, "Sandford Grossman (grossmansb@aol.com)" <grossmansb@aol.com>, "Setareh Deljo-Roland (setarehdeljo@gmail.com)" <setarehdeljo@gmail.com>, Shawn J <shawnjulien@gmail.com>, "Sheryl Williams (swilliams@morvenpark.org)" <swilliams@morvenpark.org>, "Willy Lutz (WLutz@raspberryyfalls.com)" <WLutz@raspberryyfalls.com>, "Hemstreet, Tim" <Tim.Hemstreet@loudoun.gov>, "Yudd, Charles" <Charles.Yudd@loudoun.gov>, "Sandy, John" <John.Sandy@loudoun.gov>, "Glass, Susan" <Susan.Glass@loudoun.gov>, "Brown, Bob" <Bob.Brown@loudoun.gov>, "Bigdeli, Farid, P.E." <Farid.Bigdeli@VDOT.Virginia.gov>, "Grimmell, Jennifer" <Jennifer.Grimmell@loudoun.gov>, "Carey, Stacy" <Stacy.Carey@loudoun.gov>, "Feil, Mikayla" <Mikayla.Feil@loudoun.gov>, "Suzdak, Valerie" <Valerie.Suzdak@loudoun.gov>, "Machayo, Bo" <Bo.Machayo@loudoun.gov>, "Taori, Sunil (VDOT)" <Sunil.Taori@vdot.virginia.gov>, "James.Zeller@VDOT.Virginia.gov" <James.Zeller@VDOT.Virginia.gov>, "Griffin, Kelly" <Kelly.Griffin@loudoun.gov>, "Mosurak, Lou" <Lou.Mosurak@loudoun.gov>, "Mike.Harris@kimley-horn.com" <Mike.Harris@kimley-horn.com>, "Geoff.Giffin@kimley-horn.com" <Geoff.Giffin@kimley-horn.com>, "Phillips, Mark" <Mark.Phillips@kimley-horn.com>, "Thomas H. Brandon (tbrandon@Leesburgva.gov)" <tbrandon@Leesburgva.gov>, BOS-DISTRICTCC <BOS-DISTRICTCC@loudoun.gov>

Subject: FW: Loudoun County - Route 15 NVTa Application - Incorrect Project Funding Completion Dates

Hi Mr. Lutz. I am forwarding a copy of the Northern Virginia Transportation Authority (NVTa) application for the Route 15: Battlefield Parkway to Montresor Road per your email request to Mr. Kroboth of Friday, May 11. You will note that the timing of funding for this project is similar to that in the recently adopted FY 2019 – FY 2024 Capital Improvement Program. At the time the application was submitted to NVTa in December 2017, we planned for VDOT to administer the project. We have recently determined that the project will be locally administered. It is important to note that final funding decisions by the NVTa have not been completed. We expect final funding decisions for the Six Year Plan in June or July of 2018.

Funding of \$42 million is requested in FY 2023 which allows for a summer 2022 initiation of construction. As stated by Mr. Kroboth in his May 9, 2018 email, this funding plan is consistent with the duration of time expected to deliver the project through all the phases of development and completion. Should the NVTa approve the FY 2023 request for \$42 million, sufficient funding would be available to award a contract and proceed to the construction phase in the summer of 2022.

In reviewing materials for the Route 15 Stakeholders meetings and in discussion with Susan Glass, Project Manager, I have not identified any published dates for the initiation of construction or completion of the project. During the November 16, 2017 Stakeholders Committee meeting the presentation indicated a Phase 1 implementation for Spring 2018 and Recommendations to the Board in CY 2018. Design will be initiated following the Board's endorsement of project concepts.

I trust that this information is helpful. Susan Glass, Project Manager or I are available to discuss further.

Penny S. Newquist
Deputy Director
Capital Project Coordination, Funding and Policy Division
Department of Transportation and Capital Infrastructure
571-258-3333 (Office)
571-246-8189 (Mobile)

From: Scott Lutz [<mailto:srlutz1@gmail.com>]

Sent: Friday, May 11, 2018 2:10 PM

To: Kroboth, Joe <Joe.Kroboth@loudoun.gov>; Alfred McCusker <asmccusker@aol.com>; "Anthony Pego" <anthony.pego@gmail.com>; "Bill Sellers" <bill@jthg.org>; "Bob Swiger" <bobswiger@raspberryyfalls.com>; "Brent Begley" <bmbegley@verizon.net>; "Carl Mazzan" <carlisfishing@yahoo.com>; "Chauvon McFadden" <cmcfadden@crimsonwealth.com>; "Dave Goodrum" <dagoodru@outlook.com>; "Dave Wiseman" <dave@usefulstudios.com>; "doug@fabbioliwines.com" <doug@fabbioliwines.com>; "Eric Johnson" <ejohnson@loudounchamber.org>; "Eric Swank" <eric.swank@gmail.com>; "hassallrudy@hotmail.com" <hassallrudy@hotmail.com>; "Jack Merritt" <jhmerritt@erols.com>; John Rurup <rurupjohn@att.net>; "John Suttle" <John.e.suttle@gmail.com>; "Marc Halley" <mrh@mitre.org>; "Martha Polkey" <mp@budiansky.com>; "Matt Dombrowski" <dombrowskimt@glynntarra.net>; "Michelle Burrelli" <michelle@jthg.org>; "Misha Pitak" <mishaptak@verizon.net>; "Patrick Ryan" <pjryanii@gmail.com>; "Peter Gustafson" <peterggustafson@me.com>; "Rochelle Gouvier" <rochellegouvier@yahoo.com>; "Sandford Grossman" <grossmansb@aol.com>; "Setareh Deljo-Roland" <setarehdeljo@gmail.com>; Shawn J <shawnjulien@gmail.com>; "Sheryl Williams" <swilliams@morvenpark.org>; "Willy Lutz" <WLutz@raspberryyfalls.com>; Carey, Stacy <Stacy.Carey@loudoun.gov>; Feil, Mikayla <Mikayla.Feil@loudoun.gov>; Suzdak, Valerie <Valerie.Suzdak@loudoun.gov>; Machayo, Bo <Bo.Machayo@loudoun.gov>; "Bigdeli, Farid, P.E." <Farid.Bigdeli@VDOT.Virginia.gov>; "Taori, Sunil (VDOT)" <Sunil.Taori@vdot.virginia.gov>; "James.Zeller@VDOT.Virginia.gov" <James.Zeller@VDOT.Virginia.gov>; Hemstreet, Tim <Tim.Hemstreet@loudoun.gov>; Sandy, John <John.Sandy@loudoun.gov>; Griffin, Kelly <Kelly.Griffin@loudoun.gov>; Mosurak, Lou <Lou.Mosurak@loudoun.gov>; "Mike.Harris@kimley-horn.com" <Mike.Harris@kimley-horn.com>; "Geoff.Giffin@kimley-horn.com" <Geoff.Giffin@kimley-horn.com>; "Phillips, Mark" <Mark.Phillips@kimley-horn.com>; Tom Brandon <TBrandon@LEESBURGVA.GOV>; BOS <BOS@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>

Subject: Re: Loudoun County - Route 15 NVT Application - Incorrect Project Funding Completion Dates

Joe -

I was referring to the dates that were listed on the NVTA application. In the spirit of transparency, please provide everyone the entire application that was submitted to the NVTA in December.

Have a great weekend.

Scott

From: Kroboth, Joe <Joe.Kroboth@loudoun.gov>

Sent: Wednesday, May 9, 2018 4:18 PM

To: Scott Lutz; Alfred McCusker; "Anthony Pego"; "Bill Sellers"; "Bob Swiger"; "Brent Begley"; "Carl Mazzan"; "Chauvon McFadden"; "Dave Goodrum"; "Dave Wiseman"; "doug@fabbioliwines.com"; "Eric Johnson"; "Eric Swank"; "hassallrudy@hotmail.com"; "Jack Merritt"; John Rurup; "John Suttle"; "Marc Halley"; "Martha Polkey"; "Matt Dombrowski"; "Michelle Burrelli"; "Misha Pitak"; "Patrick Ryan"; "Peter Gustafson"; "Rochelle Gouvier"; "Sandford Grossman"; "Setareh Deljo-Roland"; Shawn J; "Sheryl Williams"; "Willy Lutz; Carey, Stacy; Feil, Mikayla; Suzdak, Valerie; Machayo, Bo; "Bigdeli, Farid, P.E."; "Taori, Sunil (VDOT)"; "James.Zeller@VDOT.Virginia.gov"; Hemstreet, Tim; Sandy, John; Griffin, Kelly; Mosurak, Lou; "Mike.Harris@kimley-horn.com"; "Geoff.Giffin@kimley-horn.com"; "Phillips, Mark"; Tom Brandon; BOS; Glass, Susan

Subject: RE: Loudoun County - Route 15 NVTA Application - Incorrect Project Funding Completion Dates

Mr. Lutz:

I am not sure I understand your email and particularly where you obtained information that we have requested the funding be awarded between FY 2024 and FY 2027. In your email, you include a copy of the page from the adopted capital improvement plan, which shows all funding in-place by FY 2023. This funding plan is consistent with the duration of time expected to deliver the project through all the project development phases, including construction. Please understand that a construction contract cannot be awarded by the Board until all funding for construction has been appropriated, which based on the schedule would be FY 2023 (Summer of 2022). I understand this is a significant amount of time, however, it is consistent with the amount of time necessary to develop a project of this magnitude.

Joe Kroboth, Director
Loudoun County, DTCI

From: Scott Lutz [<mailto:srlutz1@gmail.com>]

Sent: Wednesday, May 09, 2018 3:44 PM

To: Scott Lutz <srlutz1@gmail.com>; Alfred McCusker <asmccusker@aol.com>; "Anthony Pego" <anthony.pegog@gmail.com>; "Bill Sellers" <bill@jthg.org>; "Bob Swiger" <bobswiger@raspberryyfalls.com>; "Brent Begley" <bmbegley@verizon.net>; "Carl Mazzan" <carlisfishing@yahoo.com>; "Chauvon McFadden" <cmcfadden@crimsonwealth.com>; "Dave Goodrum" <dagoodru@outlook.com>; "Dave Wiseman" <dave@usefulstudios.com>; "doug@fabbioliwines.com" <doug@fabbioliwines.com>; "Eric Johnson" <ejohnson@loudounchamber.org>; "Eric Swank" <eric.swank@gmail.com>; "hassallrudy@hotmail.com" <hassallrudy@hotmail.com>; "Jack Merritt" <jhmerritt@erols.com>; John Rurup <rurupjohn@att.net>; "John Suttle" <John.e.suttle@gmail.com>; "Marc Halley" <mrh@mitre.org>; "Martha Polkey" <mp@budiansky.com>; "Matt Dombrowski" <dombrowskimt@glynntarra.net>; "Michelle Burrelli" <michelle@jthg.org>; "Misha Pitak" <mishaptak@verizon.net>; "Patrick Ryan" <pjryanii@gmail.com>; "Peter Gustafson" <peterggustafson@me.com>; "Rochelle Gouvier" <rochellegouvier@yahoo.com>; "Sandford Grossman

<grossmansb@aol.com>; "Setareh Deljo-Roland <setarehdeljo@gmail.com>; Shawn J <shawnjulien@gmail.com>; "Sheryl Williams <swilliams@morvenpark.org>; "Willy Lutz <WLutz@raspberrypark.com>; Carey, Stacy <Stacy.Carey@loudoun.gov>; Feil, Mikayla <Mikayla.Feil@loudoun.gov>; Suzdak, Valerie <Valerie.Suzdak@loudoun.gov>; Machayo, Bo <Bo.Machayo@loudoun.gov>; "Bigdeli, Farid, P.E." <Farid.Bigdeli@VDOT.Virginia.gov>; "Taori, Sunil (VDOT)" <Sunil.Taori@vdot.virginia.gov>; "James.Zeller@VDOT.Virginia.gov" <James.Zeller@VDOT.Virginia.gov>; Hemstreet, Tim <Tim.Hemstreet@loudoun.gov>; Sandy, John <John.Sandy@loudoun.gov>; Kroboth, Joe <Joe.Kroboth@loudoun.gov>; Griffin, Kelly <Kelly.Griffin@loudoun.gov>; Mosurak, Lou <Lou.Mosurak@loudoun.gov>; "Mike.Harris@kimley-horn.com" <Mike.Harris@kimley-horn.com>; "Geoff.Giffin@kimley-horn.com" <Geoff.Giffin@kimley-horn.com>; "Phillips, Mark" <Mark.Phillips@kimley-horn.com>; Tom Brandon <TBrandon@LEESBURGVA.GOV>; BOS <BOS@loudoun.gov>; Glass, Susan <Susan.Glass@loudoun.gov>
Subject: Loudoun County - Route 15 NVTA Application - Incorrect Project Funding Completion Dates

Copying Route 15 Stakeholder Committee:

May 9, 2018

Loudoun County
Supervisor Geary Higgins
P.O. Box 7000
Mailstop #01
Leesburg, VA 20177-7000

Supervisor Higgins:

I have learned that the *Route 15 Bypass Widening: Battlefield Parkway to Montresor Road* funding request application submitted to the Northern Virginia Transportation Authority (NVTA) was submitted with delayed project completion and funding dates. The application, submitted around December 15, 2017, showed the proposed Route 15 improvements from Battlefield Parkway to a point around Montresor Road would occur from 2024 to 2027.

This timeline is 4-5 years later than what you and County staff represented to the Stakeholder Committee and community and is inconsistent with the latest Loudoun County Capital Improvement Plan (CIP) which contains the correct timeline for the improvements to occur, 2019-2023.

The Route 15 widening (4 lanes) from Battlefield Parkway to a point around Montresor Road is estimated to cost approximately \$81 million dollars. The request to NVTA would result in a \$54 million dollar contribution. Given the

scarcity of transportation funds, including the County's ability to shoulder part or all of these funds, we are relying on NVTA to fund the majority of the project. In fact, the reality is that according to the NVTA application, the construction to widen the 3.7 miles of Route 15 from Battlefield Parkway up to Montresor Road, which can be done in the existing right of way, will not be completed for nearly 10 years! This error clearly delays the completion of the project at the expense of more lives, accidents and increased congestion unless it is not an error and it is done by design to delay the construction.

I have the following questions for you:

- 1.) As the Catoclin Supervisor, sponsor of the Route 15 Project and Stakeholder Committee and Chair of the Loudoun County Transportation and Land Use Committee (TLUC), did you review the NVTA application before it was submitted?
- 2.) How long have you known the project completion and funding dates on the NVTA application were incorrect?
- 3.) Why has this not been disclosed to your fellow Board members and Route 15 Stakeholders?
- 4.) What are you planning to do to correct the project completion and funding dates on the NVTA application?
- 5.) Where does Route 15 stand related to other state and Federal funding? Recently, Supervisors Buffington and Letourneau worked with Representative Comstock to secure a \$25 million dollar TIGER grant to complete the Northstar Boulevard project. Why did you not pursue this funding for Route 15?

My expectation is that you will immediately and publicly disclose the errors contained within the NVTA application and write an open letter to NVTA alerting them of the errors and communicating the correct dates.

Once again, I question who is fighting for Route 15.

I look forward to your timely response.

Regards,

Scott R. Lutz

Cc:

Loudoun County Supervisor Randall, Chair

Loudoun County Supervisor Buona, Vice Chair

Loudoun County Supervisor Volpe

Loudoun County Supervisor Buffington Jr.

Loudoun County Supervisor Meyer

Loudoun County Supervisor Letourneau

Loudoun County Supervisor Umstattd

Loudoun County Supervisor Saines

Members Route 15 Stakeholder Committee

Joe Kroboth, Director Loudoun County Transportation & Capital Infrastructure

Susan Glass, Program Manager Loudoun County Transportation & Capital Infrastructure

Mike Harris, Kimley-Horn

Geoff Griffin, Kimley-Horn

Mark Phillips, Kimley-Horn

From: Scott Lutz <srlutz1@gmail.com>

Sent: Wednesday, April 25, 2018 1:35 PM

To: Alfred McCusker; "Anthony Pego"; "Bill Sellers"; "Bob Swiger"; "Brent Begley"; "Carl Mazzan"; "Chauvon McFadden"; "Dave Goodrum"; "Dave Wiseman"; "doug@fabbioliwines.com"; "Eric Johnson"; "Eric Swank"; "hassallrudy@hotmail.com"; "Jack Merritt"; John Rurup; "John Suttle"; "Marc Halley"; "Martha Polkey"; "Matt Dombrowski"; "Michelle Burrelli"; "Misha Pitak"; "Patrick Ryan"; "Peter Gustafson"; "Rochelle Gouvier"; "Sandford Grossman"; "Setareh Deljo-Roland"; Shawn J; "Sheryl Williams"; "Willy Lutz"; "Carey, Stacy"; "Feil, Mikayla"; "Suzdak, Valerie"; "Machayo, Bo"; "Bigdeli, Farid, P.E."; "Taori, Sunil (VDOT)"; "James.Zeller@VDOT.Virginia.gov"; "Hemstreet, Tim"; "Sandy, John"; "Kroboth, Joe"; "Griffin, Kelly"; "Mosurak, Lou"; "Mike.Harris@kimley-horn.com"; "Geoff.Giffin@kimley-horn.com"; "Phillips, Mark"; Tom Brandon; bos@loudoun.gov

Subject: Loudoun County - Route 15 Growth Analysis

Copying Route 15 Stakeholder Committee:

April 25, 2018

Loudoun County

Supervisor Geary Higgins

P.O. Box 7000
Mailstop #01
Leesburg, VA 20177-7000

Supervisor Higgins:

As the Supervisor overseeing the study of Route 15 (north of Whites Ferry Road to the Point of Rocks Bridge), I am disappointed to learn that during this study period options are already being limited without authorization or support. Specifically, the March 2018 Route 15 survey stated, *"Note that four-lane cross sections are not being considered for northern locations based on traffic analysis and efforts to minimize right-of-way impacts."* Who authorized this and why?

I have included a presentation that might help educate you and County staff on three very important points:

- 1) Kimley-Horn's growth projection is flawed. The 1.5% linear growth rate projection was off by 400% in 2017. The average annual growth rate for the last five years is approximately 3%;
- 2) Frederick County (the source of the majority vehicle growth) is undergoing a housing explosion (with no end in sight). Over 3,400 Housing Certificates of Occupancy were issued in Frederick County in the last two years; and
- 3) The impact of not taking into account a more accurate growth rate projection and the Frederick County housing explosion puts the lives of residents and commuters in the Route 15 corridor at risk, in particular those who travel north up through Lucketts to the Point of Rocks. Ignoring needed safety improvements and congestion relief for the entire corridor is not only reprehensible - it is morally unconscionable.

I expect you to immediately and publicly state that all solutions are being considered for the entire corridor, including but not limited to building four lanes in the "northern locations". Further, I expect you to direct County staff to secure a qualified modeling expert to validate the faulty growth forecast of Kimley-Horn.

Finally, how many more people have to die on Route 15? How much longer do people have to suffer or die as they wait for fire and rescue vehicles being delayed because there are no shoulders, especially residents in Lucketts? How many people will be unable to get to the closest hospital and die along the roadside in ambulances. Will you continue to advocate, "I do not want to widen Route 15 any more than I have to", especially when your colleague, Supervisor Kristen C. Umstattd, has gone on public record at a recent town hall meeting stating that ultimately she "would like to widen Route 15 all the way to the Point of Rocks bridge"?

Regards,

Scott R. Lutz

Cc:

Loudoun County Supervisor Randall, Chair

Loudoun County Supervisor Buona, Vice Chair

Loudoun County Supervisor Volpe

Loudoun County Supervisor Buffington Jr.

Loudoun County Supervisor Meyer

Loudoun County Supervisor Letourneau

Loudoun County Supervisor Umstattd

Loudoun County Supervisor Saines

Members Route 15 Stakeholder Committee

Joe Kroboth, Director Loudoun County Transportation & Capital Infrastructure

Susan Glass, Program Manager Loudoun County Transportation & Capital Infrastructure

Mike Harris, Kimley-Horn

Geoff Griffin, Kimley-Horn

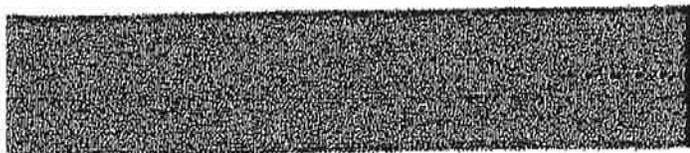
Mark Phillips, Kimley-Horn

Leesburg, VA 20176
Tel: (571) 252-2050
Fax: (703) 669-1469

facsimile transmittal

To: NVTA Fax: 703 642 5073
From: S. Loreda Date: 6/1/18
Re: RT 15 N Pages: 3 including this
CC:

- Urgent For Review Please Comment Please Reply Please Recycle



Public Comments to NVTA

Route 15 Bypass Widening: Battlefield Parkway to Montresor Road TransAction ID: 191

I request that NVTA will provide adequate funding for an economical and safe version of the Rt. 15 Project. Adequate funding of a safety-enhanced, traffic calming approach, with well-designed and placed roundabouts to alleviate queuing at key intersections and improved shoulders, will best preserve and protect the rural and environmentally sensitive character of the National Scenic Byway Corridor to the economic benefit of Loudoun County and the State of Virginia.

The County's Application vs. What's best for the Corridor:

Loudoun County's NVTA application contains false assumptions. For example, the County assumes that widening 3.5 miles of roadway from 2-lanes to 4-lanes, from Battlefield Parkway to beyond Montresor Road, will reduce overall congestion along the entire corridor north of Leesburg.

The Reality:

Widening to 4-lanes the *southern section* of the Rt. 15 corridor, north of Whites Ferry Road to beyond Montresor Road will simply transfer more vehicles, more rapidly, into the *northern section* of the corridor. In addition, the major bottleneck and congestion created for the entire Rt. 15 Corridor by the traffic light at the two-lane Point of Rocks bridge in Maryland is not addressed.

This reality negates any economic incentive to widen above Whites Ferry until Maryland decides to widen Rt. 15 north of Point of Rocks to Rt. 340 and provide a 4-lane bridge crossing. Maryland has stated to Loudoun County that it will not 4-lane that bridge or the segment of Route 15 immediately above it; no changes of any kind are planned until far beyond 2040.

1. Loudoun County's Application should be funded. If the scoping of current project changes a bit, it will save millions, be under budget, and prepare the County for the next phase of the project. Replacing the signal at the Whites Ferry/Raspberry Falls intersection with well-designed roundabout and combining the Montresor and Limestone School Road intersections with a roundabout—it would greatly reduce current traffic bottlenecks, lessening the need for destructive 4-laning in the karst region. The Route 50 Project in Loudoun accomplished this for Routes 15/50 south of Leesburg a decade ago.

During the next phase of funding:

- Adding Scenic-Byway-appropriate, well designed improved shoulders to the entire Rt. 15 roadway north of Leesburg would relieve congestion, allow rapid response to accidents, reduce accident-related delays, and enhance safety
- Roundabouts strategically placed along the corridor would: 1) keep traffic moving through bottleneck intersections during rush hours; 2) help maintain the current 45 mph speed limit; 3) be part of future emergency response planning in the event of electric grid failure; 4) not impede movement of traffic through intersections during non-peak hours.

Keeping a traffic light at Whites Ferry/Raspberry Falls Intersection will negate congestion remediation efforts already under way for the Leesburg Bypass (over-bridging at Fort Evans Road, Edwards Ferry, and Battlefield Parkway interchanges).

2. **Maintain our two-lane Nationally Designated Scenic Byway.** It is good business for Loudoun County and for Virginia—an attractive entrance to Virginia from the North should be a major Rural Loudoun County Vision as part of any future Comprehensive Plan. Tourism is a major income producing activity being promoted in Loudoun County. The Rt. 15 Corridor:

- Is now the only **National Scenic Byway** in Loudoun County.
- Contains approximately 120 roads, private driveways and entrances within the **Catoctin Rural Historic District.**
- Exposes the public to the County's **rural, agricultural, and scenic heritage.**
- Has developed as an **agro-tourism destination point** for Wineries, Breweries, Farm Produce Stands and introduction of the Mosby Heritage Area.
- Is part of the **Rural Policy of the current Comprehensive Plan.**
- Is an **environmentally sensitive Karst area.** Developing 4-lanes through the corridor may lead to unforeseen costs.

Summary:

We strongly urge that NVTA funds this project, and entreat the County to design a safety-enhanced design of this project that addresses congestion at intersections at Whites Ferry Road and Montresor/Limestone School roads

Raul E Sarah Loreda 5/30/18

name

date

14981 Limestone School Rd

VA

20176

Leesburg

address

state

zip

Coalition for Smarter Growth • Piedmont Environmental Council
Prince William Conservation Alliance • Sierra Club Virginia Chapter •
Southern Environmental Law Center

May 9, 2018

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

Dear Chairman Nohe and Members of the Northern Virginia Transportation Authority:

The Coalition for Smarter Growth, The Piedmont Environmental Council and Prince William Conservation Alliance are submitting these comments on NVTA's 6-year plan (FY2018-23). During the past 15 years, northern Virginia and the metropolitan Washington region have moved toward focusing development in more compact, mixed-use communities near transit. These decisions are reaping significant economic benefits as major employers and retail businesses seek to locate near transit. They are creating vibrant communities where people want to live and can walk, bicycle and take rail, local buses or express bus service for everyday trips. They are also mitigating traffic congestion by giving people more transportation choices.

Activity centers near transit exist or are in development in every part of our region. They include the Silver Line station areas in Fairfax and Loudoun, the developing communities and historic downtowns around VRE stations in Prince William, Manassas, and Manassas Park, and transit-oriented development along the Orange and Blue lines in Arlington, Alexandria, Falls Church and Fairfax.

The region's historic investment in Metro will support transit-oriented activity centers throughout the region while relieving pressure on our roads. A stronger Metro system is the backbone for our entire regional transportation network. It makes travel easier for everyone in the region, including people who do not ride on Metro.

In April, our groups released a Blueprint for Better Transportation for Northern Virginia that recommends a set of cost-effective investments in transit, road, and pedestrian and bicycling projects. Most of these investments are relatively low-cost projects that take advantage of our existing transit assets. The Blueprint also includes strategic road improvements and connections that make the road network more efficient.

We recommend that NVTA prioritize funding for the following projects in its 6-year plan, per the recommendations of our Blueprint:

Transit access improvements: By making it easier to get to Metro and VRE stations on foot, by bike and by automobile, these projects will leverage private investments in mixed-use development and expand transit use:

- Ballston Metrorail station west entrance (Arlington)
- Crystal City Metrorail station east entrance and intermodal connections (Arlington)
- VRE Crystal City station improvements (VRE)
- Shellhorn Road - Loudoun County Parkway to Randolph Dr. (Loudoun)
- Prentice Drive/Lockridge Road West: extend Prentice Dr. from Lockridge Rd. to Shellhorn Road (Loudoun)
- West Falls Church and Joint Campus Revitalization District Multimodal project (City of Falls Church)
- Improvements to W&OD trail in Falls Church (NOVA Parks)
- Soapstone Dr. Extension (Dulles Toll Road Overpass) (Fairfax County)

- Frontier Drive extension (Fairfax County)
- Dulles Toll Road – Town Center Parkway underpass (Fairfax County)

New Bus Rapid Transit: These projects complement local land use plans that call for compact development within walking distance of new transit stations. By adding cost-effective bus service on dedicated lanes, they provide fixed-guideway transit that will spur walkable, mixed-use redevelopment. They will focus growth in walkable, bikeable, transit-oriented communities, making the region more economically competitive and allowing existing roads to be much more efficient.

- Route 1 BRT from Huntington Metrorail station to Fort Belvoir (Fairfax County)
- Route 1 widening from Mt. Vernon Memorial Highway to Napper Road (Fairfax County). This project provides the right-of-way needed for BRT and separated bike and pedestrian facilities. ROW should be narrowed where possible to shorten pedestrian crossing distances and reduce ROW acquisition costs.
- Pentagon City multimodal connections and Transitway extension (Arlington)
- West End Transitway: northern segment (Alexandria)
- Duke Street Transitway to Landmark Mall (Alexandria)

Strategic road improvements: These targeted projects will mitigate traffic congestion by augmenting street grids and improving hot spots, but without creating the induced demand and spurring the sprawling development patterns that only create more traffic problems.

- Rte. 28 corridor improvements Fitzwater Drive to Pennsylvania Avenue (Prince William)
- Construct Rte. 28 corridor improvements (Prince William)
- Rte. 9 traffic calming, Town of Hillsboro (Loudoun)
- Intersection improvements at Chain Bridge Road and Eaton Place (City of Fairfax)
- Northfax west street grid (City of Fairfax). Both this and the above project will support focused redevelopment at Northfax at the intersection of Fairfax Boulevard and Rte. 123.

For several proposed road improvements, we support more targeted and cost-effective alternatives, as follows:

- Rte. 15 north of Leesburg: Construct roundabouts at White’s Ferry Road and other major intersections, while maintaining the road at two lanes north of White’s Ferry with strengthened grassy shoulders and traffic calming features. Allow evaluation of this alternative to include options for maintaining two lanes south of White’s Ferry Road.
- Northstar Boulevard extension: Although we understand the desire to alleviate some hot spots in the vicinity of the existing northern section of Northstar Boulevard and improve access to the Brambleton and Stone Ridge areas, we have serious concerns with this project becoming a link in a major new highway corridor, which would spur more development in Loudoun County’s designated Transition Area. We instead support other connections that would provide similar local connectivity benefits as extending Northstar Boulevard without the same potential for generating sprawl. If the NVTVA feels compelled to fund an extension of Northstar, any proposal to do so should be designed as a local road or at most a minor collector to discourage through traffic, should have a design speed of no greater than 35 miles per hour, and the right-of-way should be limited to four lanes. These design parameters would help reduce the project’s cost and ensure it serves more of a local connector purpose.
- Route 28 widening in Fairfax County: We oppose widening Route 28 from the Prince William line to Route 29 to 8 lanes. We support widening to 6 lanes, provided that one lane in peak direction be reserved for HOV and buses. This level of added capacity can relieve congestion from existing conditions while also encouraging more compact growth patterns and transit use in the 28 corridor. The inclusion of bicycle and pedestrian improvements, particularly a shared use path on both sides of the roadway, would provide needed connections to a regional active transportation network.

- Route 28 feasibility study and Environmental Impact Statement, Prince William: We support strong public involvement to develop solutions in this part of the Route 28 corridor that protect natural and historic resources, and completion of a full EIS rather than an abbreviated Environmental Assessment.

In conclusion, our recommended projects leverage the region's investment in a strong Metro system to achieve more walkable and bikeable, transit-oriented communities. They also leverage significant private sector investments in redeveloping areas near transit to expand transportation choices and make regional travel easier for everyone. They make use of the limited funds available to create a more efficient transportation network.

Sincerely yours,

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