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10TH DISTRICT, VIRGINIA

COMMITTEE ON
FINANCIAL SERVICES

COMMITTEE ON SCIENCE, SPACE,
AND TECHNOLOGY

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The Honorable Peter A. DeFazio
Chairman
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman DeFazio and Ranking Member Graves,

Thank you for holding today's Members' Day hearing. This hearing is an important opportunity for all Members of the House of Representatives to highlight issues of importance as the Committee develops an infrastructure package. In Virginia's 10th Congressional District, hundreds of thousands utilize multiple modes of transportation every day to commute to work and to travel for business and leisure. It is time for a serious investment in smart infrastructure growth and maintenance to update and expand our network of roads, bridges, public transit systems, airports, bike paths, and rail lines in northern Virginia and around the country. These investments would create new jobs and ensure that these vital conduits will continue to keep our economy running for generations to come.

As the Committee develops a 21st-century jobs and infrastructure package that benefits all Americans, I would like to highlight the following priorities and projects specific to my district:

- **Dedicated federal funding of \$150 million annually for Washington Metropolitan Area Transit Authority (WMATA) and 10-year reauthorization of the Passenger Rail Investment and Improvement Act (PRIIA)**
 - WMATA is essential to the operations and economy of the National Capital Region (NCR), and serves a unique and vital security role for the federal government;
 - Dedicated funding is critical to making the system safer, returning it to a state of good repair, and restoring its status as a world-class system; and
 - Funding provided by the federal government is currently matched by the District of Columbia, Maryland and Virginia. Elimination of funding would result in a total loss of \$300 million to the system.

- **Reauthorization and Increased Funding for the Federal Fixing America's Surface Transportation (FAST) Act**
 - This program is a main source of transportation funding available to the Commonwealth of Virginia and localities for needed infrastructure.

- **Improvements to Interstate 81**

- The improvements recommended include additional travel lanes on the main line, evaluating collector-distributor lanes adjacent to the main line, modifications to existing interchange areas, and developing new interchange areas and bridge crossings of the main line as recommended by the Winchester Frederick County Metropolitan Planning Organization Long Range Plan.

- **Route 7 Widening (Estimated Cost-\$200 million)**

- This corridor has experienced significant growth in traffic volumes and congestion resulting from the rapid population growth west of Leesburg in Loudoun, Clarke, and Frederick counties in Virginia and in the West Virginia panhandle. This project, segmented into several projects each which provide planning, design, right-of-way, and widening costs, widens Route 7 east and west bound from the Town of Purcellville to the Town of Leesburg at King St. to create easier access to employment centers further east.
 - Route 7 Widening (eastbound)- Route 690 to Route 9 (Estimated Cost-\$70 million)
 - Route 7 Widening- Route 9 to Dulles Greenway (Estimated Cost-\$53 million)
 - Route 7 Widening (westbound)- Route 9 to 690 (Estimated Cost-\$70 million)

- **Improvements to U.S. Route 15 – North of Leesburg**

- Route 15 serves as a major north-south interstate highway and is part of the National Highway System. For a number of years, volume, congestion, delays, and accidents have increased on the segment of the highway north of Leesburg. The increase in traffic volumes is attributed to:
 - Increased commuter traffic between residents in northern Loudoun County, Maryland, and Pennsylvania traveling to employment centers in northern Virginia,
 - Increased residential development along the corridor, and
 - Increased interstate travel along the east coast using this corridor.
- The improvements recommended by Loudoun County would widen a portion of the existing two-lane roadway to four lanes and improve intersections along the corridor. Other plans include upgrading the roadway to the Virginia/Maryland state line at the Potomac River through spot improvements, roundabouts, turn lanes, shoulder widening, and other safety-related improvements.

- **Improvements to U.S. Route 11 – North and South of Winchester**

- Route 11 serves as a major north-south interstate highway and is part of the National Highway System. Route 11 is a major alternative route for local commuters and residents in the I-81 corridor.

- **U.S. Route 50 - Northern Collector Road (Estimated Cost-\$182 million)**

- This project, segmented into two projects, will provide an alternative to Route 50 drivers traveling east and west into and out of Fairfax County. The project includes funding for planning, design, right-of-way acquisition, and construction of a four-lane median divided roadway.

- **Expand Shellhorn Road (Estimated Cost-\$175 million)**
 - This project provides for the planning, design, right-of-way, and construction of Shellhorn Road from Loudoun County Parkway to Randolph Drive. This project will create new east/west connectivity in the suburbanized eastern section of the County and will support nearby Metro stations.

- **Construct Railroad Overpass on Route 15 (Approximately \$50 million)**
 - Recently submitted to USDOT as part of the second round of Infrastructure for Rebuilding America (INFRA) Grant Program this spring. This would be a major project consisting of widening US Route 15 and constructing a railroad overpass, which would improve the network for commuters, regional commercial traffic, interstate freight traffic, and bicyclists/pedestrians.

- **Broad Run Commuter Lot Project (Approximately \$25 million)**
 - 600 space commuter lot part of the Virginia Railway Express's Broad Run Expansion Project. This project was submitted in 2018 under USDOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. Prince William County will be re-submitting this project in the 2019 round of BUILD funding in partnership with the Virginia Railway Express (and potentially the Potomac and Rappahannock Transportation Commission).

- **Support freight and passenger rail**
 - Support capacity enhancements for Virginia Railway Express;
 - Expand freight rail and terminal capacity at the Port of Virginia; and
 - Improve/expand the Long Bridge from VA to DC for both freight and passenger rail.

- **Support primary road projects in in Prince William County**
 - Construct new interchange at Route 1 and Route 123;
 - Widen Route 1 from Neabsco Road/Cardinal Drive to Route 234;
 - Route 234 at Clover Hill Road* Intersection/Interchange Improvements; and
 - Route 234 at Sudley Manor Drive (including Wellington Rd) Interchange.

I appreciate the Committee for holding today's hearing. I look forward to working with the Committee this Congress on passing legislation that will properly address the infrastructure needs of my constituents, northern Virginia, and our nation.

Sincerely,



Jennifer Wexton
Member of Congress