

July 21, 2010 Comments to:
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

On behalf of:

Independent Greens of Virginia
5904 Mt Eagle Dr # 506
Alexandria, VA 22303

Presented by:

Gail "for Rail" Parker, Vice Chair Independent Greens of Virginia

I am here to support Item 8 on the Agenda, 2010 National Capital Region Freight Plan.

Before you are 40,000 petition signatures collected by Independent Greens through out Virginia for "More Trains, Less Traffic". These signatures were collected in 2006 and in 2008 and put an independent candidate on the ballot for US Senate each year to advocate for Rail.

This year we have put on the ballot or helped to put on the November General Election ballot 8 Independent Congressional candidates and collectively we have collected well over 20,000 new petition signatures for Rail candidates to advocate for "More Trains, Less Traffic".

In 2006, in Virginia, we had to speak with 10 Virginians to get one signature. This year even before the disaster in the Gulf when we asked 10 Virginians to sign our petition for "More Trains, Less Traffic" we got 9 signatures.

The voters have told us they want "New Tracks, More Trains, More Often".

Rail saves lives: 40,000 Americans are killed on our roadways every year. 330,000 Americans are injured or maimed on our roadways every year.

Rail cuts dependency on foreign oil. Every year we import over \$300 Billion in foreign oil products.

Rail will help us to have cleaner air and cleaner water, less drillin' and less spillin'.

Rail will help us keep our civilian and military Air Forces flying.

We need New Tracks, More Trains, More Often! We need High-Speed Rail. *gail*

Bottom line is: there is a lot of public support for rail transit, both freight and passenger rail. We urge you to leverage the rail industry to provide the rail transit that we desperately need. Approve a Freight Rail plan and initiate inclusion of its rail projects into the CLRP.

Glenda Gail Parker

GLENDIA GAIL "FOR RAIL" PARKER, Vice Chair, Independent Greens of Virginia

**Independent Green nominees/endorsed Congressional Candidates for the November 2010
General Election are:**

1st District, retired Air Force officer Gail "for Rail" Parker (IG)

2nd District, retired Navy Captain Kenny Golden (I)

3rd District, retired U.S. Air Force vet John Kelly (I)

4th District, realtor Janet Murphy (write-in) (IG)

5th District, businessman Jeff Clark (I)

6th District, Harvard grad, Professor Jeff Vanke (I)

7th District, businessman Floyd Bayne (IG)

8th District, retired Navy Captain Ron "for Rail" Fisher (IG)

9th District, businessman, U.S. Army vet Jeremiah Heaton (I)

10th District, accountant Bill Redpath (L)

11th District, realtor Dave "for Rail" Gillis (IG)

**Statement of Robert O. Chase
To National Capital Region Transportation Planning Board
July 21, 2010**

Two elements regarding today's agenda stand out regarding Conversation on Transportation follow-up.

One is the recommendation for a task force to determine if a regional transportation priorities plan is even feasible.

The second is the suggestion that an inventory of priority projects be limited to those in currently approved plans.

Of course it is feasible to develop priorities and include projects not currently under consideration.

If this organization can spend a decade and millions of dollars studying land use scenarios that aren't even remotely feasible or achievable, it certainly can develop a priority plan that considers new options such as multi-modal, regional parkways and Potomac River bridge crossings that are technically and economically feasible and achievable in less than a decade. The same is true of building consensus around new regional funding mechanisms.

An inventory might include, but a regional priority plan should not be limited to already approved projects. We already know that existing lists and combinations aren't enough. Projects not on the list also merit examination and endorsement. If medicine limited itself to looking only at previously approved practices, leeches would continue to be the all-purpose, go-to cure.

Area residents really want transportation relief. The Greater Washington 2050 survey shows that more people view transportation as the number one or two challenge than all other issues combined.

If an entity called the National Capital Region Transportation Planning Board is not the logical venue for a truly regional look at what's most important to interconnect our region transportation-wise, what is?

The greatest transportation challenge facing this region is not the lack of funding or solutions, but the lack of political will to take a truly regional approach that supersedes politics, parochialism and ideological and modal purity. Lack of political will is the real gridlock that holds area residents and commerce hostage on a daily basis.

The Alliance believes TPB members have the ability and the responsibility to break this gridlock and place our region on a path to a more mobile future. When looking for other MPO priority setting examples, the Alliance recommends looking at Hampton Roads, Virginia.

The Alliance urges TPB members to embrace an all-things-on-the-table, objective process to identify and advance the region's most important transportation priorities.